DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: September 22, 2022
Time: After 8:30 a.m.*
Place: In conformance with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/].

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/commissionsboards-hearings and/or by contacting cpc@lacity.org.

Public Hearing: October 20, 2021
Appeal Status: Site Plan Review is Appealable to City Council. Density Bonus Off-menu Incentives are not Appealable.
Expiration Date: September 22, 2022
Multiple Approval: Yes

Case No.: CPC-2020-3253-DB-SPR-HCA
CEQA No.: ENV-2020-3254-CE
Related Cases: ZA-1997-797-ZV-PA1
ZA-1997-797-ZV-PA1-1A
VTT-82714-HCA
VTT-82714-HCA-1A
Council No.: 13 – Mitch O'Farrell
Plan Area: Hollywood Community Plan

Specific Plan: N/A
Certified NC: Hollywood Studio District
Zones: R3-1, R3-1XL

Applicant: 1149 Gower Street Hollywood, LLC

Representative: Jim Ries, Craig Lawson & Co., LLC

PROJECT LOCATION: **1121-1149 North Gower Street, 6104-6124 West Lexington Avenue, 1124-1150 North Lodi Place**

PROPOSED PROJECT: The project involves the maintenance of an existing two-story commercial office building and the demolition of an existing surface parking lot for the construction, use, and maintenance of two new connected five- and six-story residential buildings with a total of 169 dwelling units, of which 19 will be set aside for Very Low Income households. The project proposes to provide 278 vehicle parking spaces for both the existing commercial and proposed residential components of the project in three subterranean parking levels.

REQUESTED ACTIONS:

1) Pursuant to CEQA Guidelines, Article 19, 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;

2) Pursuant to LAMC Section 12.22 A.25, a Density Bonus Compliance Review to permit a housing development project consisting of 169 dwelling units, of which a minimum of 14 will be set aside for Very Low Income households, and requesting the following Incentives:

   a. An off-menu Incentive to allow maximum building heights of 73 feet six inches in lieu of the otherwise permitted 45 feet in the R3-1 Zone and 58 feet six inches in lieu of the otherwise permitted 30 feet in the R3-1XL Zone (with up to 10 additional feet in height permitted for mechanical equipment, stairways, elevator towers, etc. as permitted by LAMC Section 12.21.1 B.3); and

b. An off-menu Incentive to allow an eastern side yard setback of six feet six inches in lieu of the otherwise required eastern side yard setback of nine feet; and

3) Pursuant to LAMC Section 16.05, Site Plan Review for a development project creating 50 or more residential dwelling units.

RECOMMENDED ACTIONS:

1) **Determine** that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2) **Approve** a Density Bonus Compliance Review to permit a housing development project consisting of 169 dwelling units, of which 19 will be set aside for Very Low Income households, and requesting the following Incentives:

   a. An off-menu Incentive to allow maximum building heights of 73 feet 6 inches in lieu of the otherwise permitted 45 feet in the R3-1 Zone and 58 feet 6 inches in lieu of the otherwise permitted 30 feet in the R3-1XL Zone (with up to 10 additional feet in height permitted for mechanical equipment, stairways, elevator towers, etc. as permitted by LAMC Section 12.21.1 B.3); and

   b. An off-menu Incentive to allow an eastern side yard setback of six feet six inches in lieu of the otherwise required eastern side yard setback of nine feet;

3) **Approve** a Site Plan Review for a development project creating 50 or more residential dwelling units;

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

5) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers
Senior City Planner

More Song
City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *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) 978-1299.

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PROJECT ANALYSIS

PROJECT SUMMARY

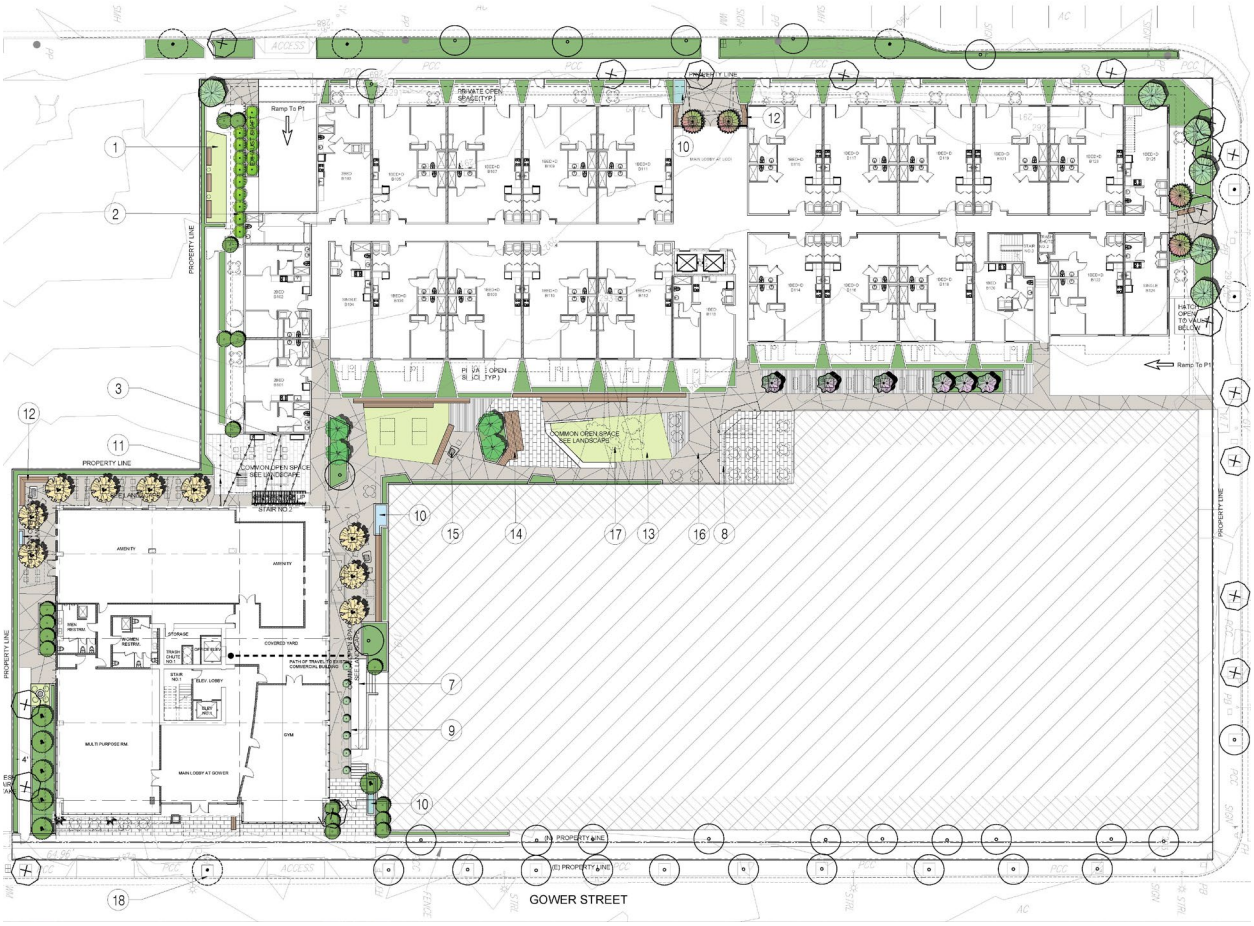
The project site is currently developed with an existing two-story commercial office building surrounded by a surface parking lot. The proposed project involves the maintenance of the existing office building and the demolition of the surface parking lot for the construction, use, and maintenance of a new residential apartment complex with a total of 169 units, as depicted in Figure 1 below. Of the 169 proposed units, the applicant proposes to set aside 19 units for Very Low Income households. The proposed residential units will be situated in two connected buildings, one of which will be five stories and a maximum of 58 feet six inches in height, and the other six stories and a maximum of 73 feet six inches in height[1].

Figure 1: Rendering of the proposed project

The proposed residential component of the project totals approximately 185,357 square feet of floor area; including the existing 64,384 square-foot office building, the proposed project results in a total FAR of approximately 2.75:1. At the ground level, as depicted in Figure 2 below, the project proposes separate main lobbies for each residential building, residential units in the one building to the west, and multiple indoor amenity spaces in the second building to the east. The project also proposes a landscaped outdoor courtyard area between the existing office building and the proposed new residential buildings, to be shared between both uses, as well as a landscaped pet-run area along the southwestern side of the property. Vehicular access to the subterranean parking levels is provided via two driveways at the ground level as well, with one along the project's northern boundary (Lexington Avenue) and the second along the project's western boundary (Lodi Place). Floors 2 through 5 (and Floor 6 on the taller building) consist of residential units containing a mix of unit sizes and typologies, including six studio units, 38 one-bedroom units, 86 one-bedroom plus den units, 35 two-bedroom units, and four two-bedroom plus den units; an open hallway bridge connects the two buildings at each upper level. The roof level of the shorter building to the west will hold mechanical and solar equipment, while the roof level of the taller building to the east features a rooftop pool and amenity deck.

[1] Limited increases in building height are permitted by the LAMC for roof structures, stairwells, elevator shafts, etc.

Figure 2: Ground floor plan



The project proposes a total of 278 vehicle parking spaces in three subterranean parking levels to accommodate the parking requirements for both the existing office use to remain and the proposed new residential units. The project also proposes to provide 11 short-term and 110 long-term residential bicycle parking spaces.

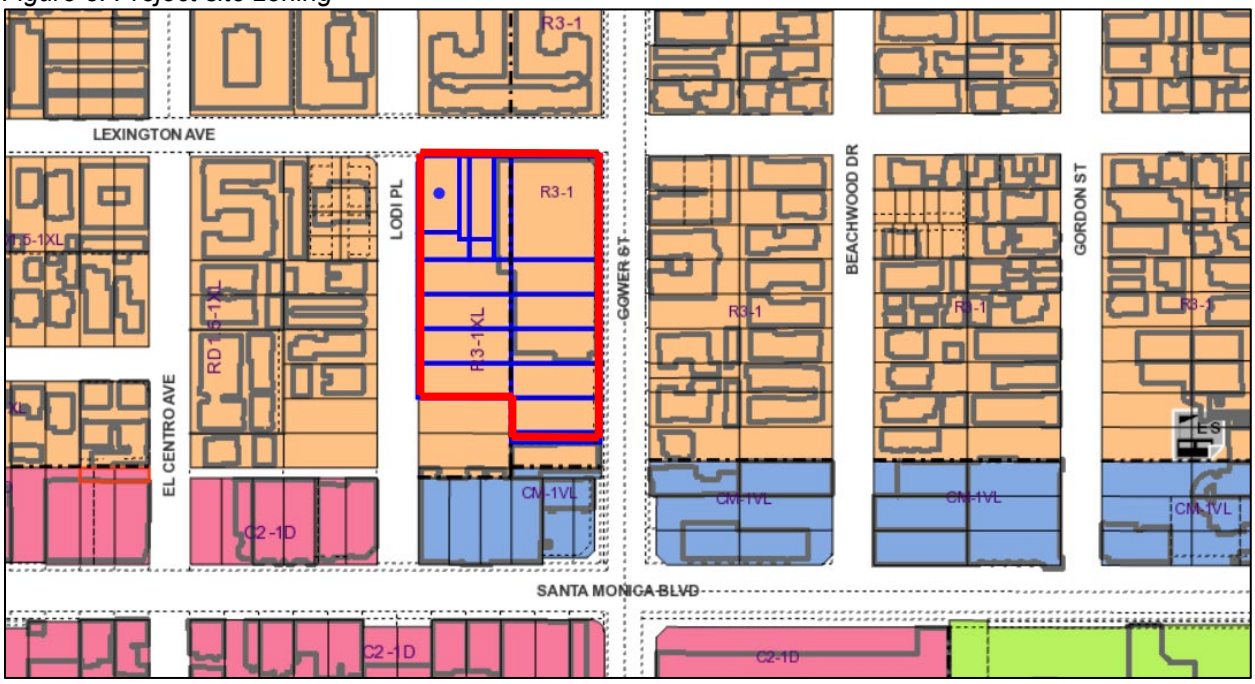
The project proposes 20,400 square feet of open space to meet the requirements of the LAMC, although the project will provide a larger amount of total useable open space (with the excess amount not included in zoning requirements, per the LAMC). Proposed common open spaces include the outdoor courtyard between the buildings, various indoor amenity spaces on the ground floor, and a pool deck on the roof, all of which will be landscaped with planters and trees. Proposed private open space consists of balconies at various residential units on every floor. The project proposes to provide at least 43 trees, including both on-site and street trees in the public right-of-way.

PROJECT BACKGROUND

The subject property consists of 17 contiguous lots encompassing a total of approximately 100,695 square feet of lot area (approximately 2.3 acres). The property occupies most of the rectangular city block bounded by Gower Street to the east, Lexington Avenue to the north, and Lodi Place to the west, with street frontages of approximately 415 feet along the western side of Gower Street, approximately 265 feet along the southern side of Lexington Avenue, and approximately 350 feet along the eastern side of Lodi Place.

The project site is located within the Hollywood Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for Medium Residential land uses corresponding to the R3 Zone. As depicted in Figure 3 below, the subject property is currently split-zoned, with the eastern half (the lots fronting Gower Street) zoned R3-1 and the western half (the lots fronting Lodi Place) zoned R3-1XL; with these zones, the entirety of the property is thus consistent with the existing land use designation. The project is also located within the Hollywood Redevelopment Project Area, and is thus subject to conformity with the provisions of the Hollywood Redevelopment Plan. The project site is also located within the Los Angeles State Enterprise Zone and is a designated Transit Priority Area within the City of Los Angeles. The subject property is not located within the boundaries of and is not subject to any other specific plan or community design overlay.

Figure 3: Project site zoning



The subject property is located in an established and heavily developed neighborhood in the Hollywood area of Los Angeles, approximately one-half mile south of the commercial core of Hollywood. The surrounding area consists primarily of multi-family developments with commercial uses lining the arterial roadways. Originally developed primarily in the early 20th century, the area has since experienced ongoing redevelopment and now consists of a wide range of building styles and ages ranging from 1930s-era Spanish-style buildings to mid-century courtyard complexes to modern townhomes. As shown in Figure 4 below, the project site is bounded by Gower Street, Lexington Avenue, and Lodi Place and is located just north of Santa Monica Boulevard. Immediately adjacent to the project site are various two- to four-story multi-family buildings to the east, zoned R3-1; various two- to three-story multi-family buildings to the west, zoned RD1.5-1XL; a two-story courtyard apartment complex to the north, zoned R3-1 and R3-1XL; and a surface parking lot and two-story commercial retail/warehouse buildings to the south, zoned R3-1XL and CM-1VL.

Figure 4: Aerial view of the proposed project and surroundings

Streets

Gower Street, adjoining the subject property to the east, is a designated Modified Avenue III, with a designated right-of-way width of 72 feet. At the subject property's street frontage, Gower Street is currently dedicated to a total right-of-way width of 70 feet and improved with curb, gutter, and sidewalk.

Lexington Avenue, adjoining the subject property to the north, is a Standard Local Street, with a designated right-of-way width of 60 feet. At the subject property's street frontage, Lexington Avenue is currently dedicated to a total right-of-way width of 60 feet and improved with curb, gutter, and sidewalk.

Lodi Place, adjoining the subject property to the west, is a Standard Local Street, with a designated right-of-way width of 60 feet. At the subject property's street frontage, Lodi Place is currently dedicated to a total right-of-way width of 60 feet and improved with curb, gutter, and sidewalk.

REQUESTED ENTITLEMENTS

The applicant is requesting a Density Bonus with incentives for the development of the project, as follows:

a. An off-menu Incentive to allow maximum building heights of 73 feet 6 inches in lieu of the otherwise permitted 45 feet in the R3-1 Zone and 58 feet 6 inches in lieu of the otherwise permitted 30 feet in the R3-1XL Zone (with up to 10 additional feet in height permitted for mechanical equipment, stairways, elevator towers, etc. as permitted by LAMC Section 12.21.1 B.3); and

b. An off-menu Incentive to allow an eastern side yard setback of six feet six inches in lieu of the otherwise required eastern side yard setback of nine feet.

The project also requires Site Plan Review, as it proposes more than 50 net new residential units.

Under a separate approval process, the project is also requesting a Plan Approval to Case No. ZA-1997-797-ZV, which granted a Zone Variance on the subject property permitting the operation of the existing commercial office building as well as the provision of vehicle parking in the existing surface parking lot within a residential zone. As the project proposes to redevelop the existing surface parking lot, the request for a Plan Approval is to permit the provision of vehicle parking for the office building within the proposed subterranean parking structure. As an additional part of the project but under another separate approval process, the project also involves a vesting tentative tract map for the merger and resubdivision of the 17 lots comprising the subject property into one ground lot and three airspace lots.

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

The subject property is zoned R3-1 and R3-1XL, both of which permit residential density at a ratio of one unit per 800 square feet of lot area. In addition, the project is subject to the provisions of the Hollywood Redevelopment Plan, which permits residential density at a ratio of 40 units per gross acre for the subject property. Based on the net lot area of 100,695 square feet and the method of calculating base density as defined in the Hollywood Redevelopment Plan, the permitted base density on the subject property is 125 units under both the provisions of the LAMC and the Hollywood Redevelopment Plan[2].

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. In exchange for being granted a maximum 35 percent density bonus, a project shall provide either 20 percent of the base density number of units for Low Income households or 11 percent of the base density number of units for Very Low Income households. The project proposes a total of 169 residential units, equal to a density bonus of 35 percent over the base density of 125 units. As the project will also provide a minimum of 14 units, equal to 11 percent of the base density, for Very Low Income households, it meets the affordability requirement for being granted a density bonus of 35 percent.

Automobile Parking

State Density Bonus law allows for a reduction in the required amount of residential vehicle parking for eligible housing development projects with affordable units. For the request herein, the applicant is utilizing Government Code Section 65915, which as amended by Assembly Bill 744 permits the project to provide residential vehicle parking at a ratio of 0.5 onsite parking spaces per bedroom. The project is further utilizing the provisions of the LAMC to replace a maximum of 10 percent of the required amount of residential vehicle parking with bicycle parking at a ratio of four bicycle parking spaces for every one vehicle parking space replaced. Under these provisions, with the unit count and mix as proposed, the project is required to provide a minimum of 134

[2] The Hollywood Redevelopment Plan defines a "gross acre", used for calculating base density, as the total lot area plus one-half of any adjacent streets and/or alleys.

residential vehicle parking spaces. Separately, the project is subject to the commercial vehicle parking (and commercial bicycle parking) requirements of the LAMC and is required to provide a minimum of 129 commercial vehicle parking spaces for the existing office use to be maintained. As a result, the project is required to provide a total of at least 263 vehicle parking spaces. The project proposes to provide a total of 278 vehicle parking spaces, and thus meets these requirements.

Incentives

Pursuant to the LAMC and Government Code Section 65915, the applicant is entitled to two Incentives, in exchange for reserving at least 10 percent of the base density for Very Low Income households. The proposed project is required to set aside a minimum of 14 units, equal to approximately 11 percent of the base number of units, for Very Low Income households for the requested Density Bonus, and is proposing to set aside 19 units for Very Low Income households. Accordingly, the applicant is eligible for and is requesting two Off-menu Incentives, as follows:

a. **Off-menu Incentive for an Increase in Height**: The subject property is zoned R3-1 and R3-1XL, and is thus permitted a maximum building height of 45 feet in the R3-1 Zone and a maximum building height of 30 feet in the R3-1XL Zone. The project proposes a maximum building height of 73 feet six inches in the R3-1 Zone and a maximum building height of 58 feet six inches in the R3-1XL Zone. Accordingly, the applicant is requesting an Off-menu Incentive for an increase in building height of 28 feet six inches across the property.

b. **Off-menu Incentive for a reduction in eastern side yard setback**: The subject property is zoned R3-1 and R3-1XL, which requires side yard setbacks of five feet plus one foot for every additional level above the second story. At six stories at its tallest, the project would be required to provide an eastern side yard setback of nine feet along Gower Street. The project proposes to provide an eastern side yard setback of six feet six inches, and accordingly is requesting an Off-menu Incentive for a decrease in the eastern side yard setback of two feet six inches.

Housing Replacement

Pursuant to Government Code Section 65915(c)(3) and State Assembly Bills 2222 and 2556, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application for a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form or rent or price control; or occupied by Low or Very Low Income households. Pursuant to the Determination made by the Los Angeles Housing Department (LAHD) dated February 25, 2020, these requirements do not apply to the subject property, which is currently and previously has been entirely developed with commercial uses and no housing uses. The project will comply with all other applicable requirements to the satisfaction of LAHD.

Relevant Cases on the Project Site

Case No. DIR-2007-5854-SPR – On July 31, 2008, the Director of Planning approved a Site Plan Review for the construction of 57 residential units in the R3-1 and R3-1XL Zones. This case previously authorized the redevelopment of the existing surface parking lot on the project site with 57 residential units but the grant was never utilized.

Case No. ZA-1997-797-ZV – On October 30, 1997, the Zoning Administrator approved a Zone Variance to permit the use of an existing vacant two-story office building for general office and entertainment industry related office uses (as well as appurtenant vehicle parking) in the R3-1 and R3-1XL Zones. A Plan Approval to this case is being requested as a part of the project but under a separate process to permit vehicle parking to be provided for the existing office use to remain in three new subterranean levels in lieu of within the existing surface parking lot.

Other Relevant Cases Within 1,500 Feet of the Project Site

The following relevant planning cases were identified within 1,500 feet of the project site and filed within the last 10 years:

Case No. DIR-2019-3141-DB – On December 17, 2020, the Director of Planning approved a Density Bonus Affordable Housing Incentive Program review for a project totaling 45 residential units, in the [Q]R4-2 Zone, at 1333-1343 North Tamarind Avenue.

Case No. DIR-2019-4192-DB – On November 15, 2019, the Director of Planning approved a Density Bonus Affordable Housing Incentive Program review for a project totaling 11 residential units, in the R3-1 Zone, at 1222 North Beachwood Drive.

PUBLIC HEARING

A public hearing on this matter with the Hearing Officer was held on Wednesday, October 20, 2021 via Zoom teleconference. Comments from the public hearing are documented in Public Hearing and Communications, Page P-1.

PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on January 12, 2021. The resulting comments and suggestions detailed in the following section, Issues and Considerations, include discussions, questions, and recommendations regarding various design and layout aspects of the project.

ISSUES AND CONSIDERATIONS

The following includes a discussion of issues and considerations related to the project. These were either identified during the project review process by the Department of City Planning, at the public hearing held on October 20, 2021, or in discussions with the applicant.

Project Design

In general, Planning and PVP note that the project is well-designed and appreciate the incorporation of unique and interesting features, such as the common shared outdoor courtyard and open space, extensive indoor and outdoor amenity spaces, and provision of street-facing townhouse-style units along Lodi Place. Design-related discussions primarily centered on how the project incorporates the existing office building and the compatibility of the existing and new portions of the project. In response, the applicant noted that the project has been designed with red-brown colors reflective of the rust-colored brick facades of the existing office building; in addition, the applicant noted that the centerpiece of the interior of the project is the common central outdoor courtyard which provides open space and amenities to be shared between both uses, thereby facilitating and enhancing the interaction between the existing and proposed uses.

Operational and Environmental Impacts

During the public hearing, three members of the public raised several concerns regarding potential impacts on the community. Specifically, callers stated that the proposed amount of vehicle parking is inadequate and cited the existing high demand for street parking as well as the use of locally available parking for special filming events. A nearby resident also submitted written correspondence expressing similar parking concerns. However, as a different caller noted during the public hearing, parking for special filming events is often required and conducted by nearby film studios and other operators not affiliated with the existing office building onsite and is subject to review by other city agencies, such as LADOT. In addition, the project is meeting all vehicle parking requirements pursuant to State Density Bonus Law and the LAMC.

Callers at the public hearing also raised concerns about potential environmental impacts, including noise from the proposed roof deck and construction, as well as construction impacts in general such as dust. A nearby resident also submitted written correspondence expressing similar concerns regarding construction impacts. However, construction and operational impacts were fully evaluated in the project's environmental analysis, including a noise study which concludes that there will be no significant environmental impacts from either construction or operation of the project.

One caller at the public hearing raised additional concerns about privacy, stating that the height of the proposed project would negatively impact privacy on adjacent properties. However, privacy is not an impact category that can be evaluated under a project's environmental analysis. In addition, the immediate surrounding area is developed entirely with multi-story multi-family residential properties, and the project is separated from all but one adjacent residential property by a street.

Procedural Concerns

One caller at the public hearing stated that the project was improperly seeking an Off-menu Incentive for height, alleging that a) as a development standard that is included in the list of On-menu Incentives, additional building height cannot be requested via an Off-menu Incentive; and that b) there is no pro-forma justifying the additional requested height. However, as there are no provisions in State Density Bonus law that prohibit the request of Off-menu Incentives for development standards included in the list of On-menu Incentives, the project is able to request additional building height as an Off-menu Incentive. In addition, although no formal pro-forma was submitted or required as a part of the application package, Planning has nonetheless determined that based on the materials submitted, the additional requested building height supports the provision of additional affordable housing units, and thus is an appropriate Incentive.

CONCLUSION

Based on evaluation of the project and information submitted, input from the public, and the proposed project's compliance with the Hollywood Community Plan, the Department of City Planning recommends the City Planning Commission approve the requested Density Bonus with the requested Off-menu Incentives, Site Plan Review, and Plan Approval as requested.

Approval of the requests herein will enable the addition of new residential units, as well as affordable housing, while maintaining existing uses and jobs in this location. The project will situate high-quality residential units and amenities in a heavily developed urban area in close proximity to public transportation, jobs, and services. The proposed building includes multiple recreation and amenity areas, including a central courtyard and rooftop pool deck, as well as several interior common rooms which will be prominently located and accessible to other common/open spaces. The project will also maintain the existing Hollywood Production Center

onsite, while replacing a surface parking lot with much needed housing. Pedestrian-oriented and transparent ground floor facades along the street frontages will enhance the physical appearance of the property and the surrounding area, facilitate access throughout the area, and enhance compatibility with the existing office building and the surrounding neighborhood. The building incorporates interesting and thoughtful features such as materials and colors on the facades intended to complement the brick exterior of the existing office building as well as street-facing townhouse-style units along Lodi Place, all of which contribute to an attractive project that enhances the community.

Additionally, with the exception of the requests herein, the proposed project is entirely consistent with the underlying zoning and land use designation. The project proposes the improvement of an underutilized commercial property with new residential units in an area designated for such uses. The project will maintain an existing commercial operation and situate new residences in a heavily urbanized and centrally located neighborhood rich with amenities, jobs, and services. The surrounding area consists of a variety of multi-family residential uses, including several newer apartment and small-lot/townhouse developments nearby. The requested Incentives are appropriate and enable the applicant to provide 19 units of Very Low Income housing in this location as proposed. The project has also garnered support from the community, including from three nearby property owners. For these reasons, Planning staff recommends approval of the proposed project and the requests herein.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22 A.25 and 16.05 of the LAMC, 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, landscape plan, renderings, and materials submitted by the applicant, stamped "Exhibit A", and attached to the subject case file.

2. **Related Case.** The grant herein shall only be effectuated after Case No. ZA-1997-797-ZV-PA1 is fully approved and effectuated.

3. **Residential Density.** The project shall be limited to a maximum density of 169 dwelling units.

4. **Affordable Units:** 19 units shall be reserved as Very Low Income units, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2), to meet the requirements of the requests herein and as volunteered by the applicant. In the event of deviations to the requests that change this number of restricted affordable units, the composition/typology of units, and/or vehicle parking numbers, such changes shall be consistent with LAMC Section 12.22 A.25.

5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of LAHD to make 19 units available to Very Low Income households, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.25, to the satisfaction of LAHD, and in consideration of the project's SB 330 Determination Letter, dated February 25, 2020. 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 LAHD.

6. **Incentives:**

    a. Height. The project is permitted a maximum building height of 73 feet six inches in lieu of the otherwise permitted 45 feet in the R3-1 Zone and a maximum building height of 58 feet six inches in lieu of the otherwise permitted 30 feet in the R3-1XL Zone. Up to 10 additional feet in height may be permitted for mechanical equipment, stairways, elevator towers, etc. per LAMC Section 12.21.1 B.3, and to the satisfaction of the Los Angeles Department of Building and Safety.

    b. Side Yard Setback. The project is permitted to provide an eastern side yard setback of six feet six inches in lieu of the otherwise required eastern side yard setback of nine feet.

7. **Parking:**

a. Minimum residential automobile parking shall be provided consistent with the provisions of Section 65915 of the California Government Code, as amended by Assembly Bill 744, and/or the LAMC.

b. Minimum commercial automobile parking shall be provided consistent with the provisions of the LAMC, including the provisions of the Los Angeles State Enterprise Zone.

c. In the event that the composition of residential units and/or commercial uses (i.e. the number of bedrooms or square footage of certain commercial uses) changes, or the applicant selects a different Parking Option as provided by State Density Bonus law and the LAMC 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 by Section 65915 of the California Government Code and/or LAMC Section 12.22 A.25.

d. Bicycle Parking. Residential bicycle parking shall be provided consistent with LAMC 12.21 A.16.

e. 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.

f. All vehicular parking shall provide electric vehicle charging spaces and electric vehicle charging stations in compliance with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

Site Plan Review Conditions

8. **Design:**

a. All building façades shall utilize a minimum of two different materials. Windows, doors, balcony railings, decorative features (such as light fixtures, planters, etc.), and perimeter walls (e.g. walls along a street or alley that are not a part of the building) are excluded from meeting this requirement.

b. Along the project's ground floor street frontage along Gower Street, there shall be no less than a total of 75 horizontal feet of doors, windows, and/or other transparent glazing. To meet these requirements, glazing shall be a minimum of six feet in height. Vehicle gates and non-transparent doors shall not count towards meeting these requirements.

c. Outdoor private patios serving individual residential units shall total a minimum of 250 feet in width along the project's ground floor street frontage along Lodi Place.

d. The project shall provide a central open courtyard of at least 3,000 square feet between the existing office building and proposed residential buildings, as depicted in the plans in Exhibit A. The project shall provide a minimum of 3,450 square feet of residential amenity spaces within the ground floor of the proposed residential

buildings, including but not limited to coworking space, fitness center, lounge, and lobby, as depicted in the plans in Exhibit A.

e. All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in the front yard, shall be screened with landscaping on all exposed sides (those not adjacent to a building wall).

9. **Circulation.** The applicant shall submit a parking and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval. The project shall minimize the number of curb cuts on the subject property, to the satisfaction of LADOT.

10. **Landscaping:**

a. All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.

b. The project shall plant a minimum of 43 trees on-site and in the public right-of-way, as depicted on the plans in Exhibit A.

11. **Signage.** On-site signs shall comply with the Municipal Code. Signage rights are not part of this approval.

12. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.

13. **Trash.** Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.

14. **Solar Energy Infrastructure.** 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.

15. **Maintenance.** The subject property, including any trash storage areas, associated parking facilities, sidewalks, driveways, 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.

16. **Inadvertent Discovery**. In the event that any archaeological, paleontological, cultural, or historic resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease on the project site and no archaeological and/or associated materials may be collected or moved until the potential resources are properly assessed and addressed by a qualified archaeologist and/or paleontologist pursuant to all applicable regulatory guidelines and procedures, including those set forth in California Public Resources Code Section 21083.2.

Administrative Conditions

17. **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.

18. **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.

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

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

21. **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.

22. **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.

23. **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.

24. **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.

25. **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.

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 (ii).

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 (ii).

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 Findings

1. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, the Director shall approve a density bonus and requested incentive(s) unless the Director of Planning finds that[3]:

a. *The Incentive does 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 Director to make a finding that the requested incentives do not result in identifiable and actual cost reductions 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.

In exchange for reserving at least 10 percent of the base density for Very Low Income households, the applicant is entitled to two Incentives under both Government Code Section 65915 and the LAMC. The project proposes to reserve at least 11 percent of the base density of 125 units for Very Low Income households; accordingly, the project is entitled to the two requested Off-menu Incentives. These requested Incentives provide cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project, which facilitates the creation of more affordable housing units.

Height

The subject property is zoned R3-1 and R3-1XL; developments in the R3-1 Zone are limited to a maximum height of 45 feet, while developments in the R3-1XL Zone are limited to a maximum height of 30 feet. The applicant is requesting an increase in building height of 28 feet six inches across the entire project site, for a maximum building height of 73 feet six inches in the R3-1 Zone and a maximum building height of 58 feet six inches in the R3-1XL Zone. This increase enables the project to expand the building envelope and provide additional floor space and residential building levels, thus enabling the provision of more dwelling units. The additional building height facilitates the creation of more residential units of all types, including market-rate units which enable the applicant to subsidize and reserve more residential units for lower income levels. Therefore, the incentive supports the applicant's decision to set aside 19 dwelling units for Very Low Income households as proposed. The requested Incentive provides actual and identifiable cost reductions that provide for affordable housing costs because the incentive by nature increases the building envelope of the project so that additional residential units can be provided, resulting in additional affordable housing units.

Eastern Side Yard Setback

[3] Pursuant to LAMC Section 12.22 A.25(g)(3), the City Planning Commission is considered the decision-maker for Off-menu density bonus requests. The findings referenced in LAMC Section 12.22 A.25(g)(2)(i)(c) apply to Off-menu requests.

The eastern portion of the subject property is zoned R3-1; developments in this zone are required to maintain an eastern side yard of at least five feet, with one additional feet for each additional building level above the second story. With six stories proposed in this zone, the project would be required to provide an eastern side yard setback of nine feet; the applicant is proposing to provide an eastern side yard setback of six feet six inches in lieu of this requirement. This reduction enables the project to expand the building envelope and provide additional floor space and residential units, thus enabling the provision of more dwelling units. The larger building footprint facilitates the creation of more residential units of all types, including market-rate units which enable the applicant to subsidize and reserve more residential units for lower income levels. Therefore, the incentive supports the applicant's decision to set aside 19 dwelling units for Very Low Income households as proposed. The requested Incentive provides actual and identifiable cost reductions that provide for affordable housing costs because the incentive by nature increases the building envelope of the project so that additional residential units can be provided, resulting in additional affordable housing units.

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

There is no substantial evidence in the record that the proposed Incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The property is not located on a substandard street in a Hillside area and is not located in a Liquefaction Zone, a Special Grading Area, a Very High Fire Hazard Severity Zone, a Methane Zone, or any other special hazard area. Therefore, there is no substantial evidence that the proposed project, and thus the requested Incentives, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested Incentives.

c. The Incentives are contrary to State/federal law.

There is no substantial evidence in the record indicating that the requested Incentives are contrary to any State or federal laws.

<u>Site Plan Review Findings</u>

2. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and does not conflict with any applicable regulations, standards, and any applicable specific plan.

The project site is located within the Hollywood Community Plan, one of 35 Community Plans which form the land use element of the General Plan. The subject property is split-zoned, with the eastern portion fronting Gower Street zoned R3-1 and the western portion fronting Lodi

Place zoned R3-1XL. The Community Plan designates the entirety of the subject property for Medium Residential land uses corresponding to the R3 Zone; thus, the subject property is consistent with the existing land use designation. The project site is also located within a Transit Priority Area in the City of Los Angeles as well as the Los Angeles State Enterprise Zone. The project site is not subject to any other overlay or located within any other special hazard zone, methane zone, liquefaction zone, or flood, landslide, or tsunami inundation zone.

The project site is located within the Hollywood Redevelopment Project Area; accordingly, the project has been reviewed for consistency and compliance with the Hollywood Redevelopment Plan. The project is consistent with the goals of the Redevelopment Plan, which seeks to preserve and increase commercial development, promote Hollywood as a commercial core and employment hub, and provide and increase the supply and quality of housing in the area, among other goals. Specifically, the project is consistent with the relevant land use and development regulations of the Redevelopment Plan. The project is calculating its base density in accordance with Section 505 of the Redevelopment Plan and is seeking Density Bonus incentives pursuant to State law. The project is further consistent with Section 505.4 of the Redevelopment Plan, which permits commercial uses in residentially designated areas. The project proposes to maintain an existing commercial office building on the project site, thereby supporting the retention of jobs and the commercial base in the area and maintaining a desirable use in close proximity to other similar facilities less than one block south of the project site along Santa Monica Boulevard. Therefore, the project will not conflict with the Hollywood Redevelopment Plan. There are no specific plans or any other overlays pertaining to the project site.

With the exception of the requests herein, which enable the provision of affordable housing units, the proposed project is otherwise consistent with the requirements of the underlying zones. The project proposes a new residential development on a site designated for such uses, as well as the maintenance of an existing office building onsite. The requested Incentives are permissible by the provisions of Density Bonus law and the project is requesting a Plan Approval to a previously granted Zone Variance as permitted by the LAMC; the project will comply with all other applicable provisions of the zoning code.

The project is also consistent with the goals of the Hollywood Community Plan, which seeks 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“,

- “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”,

- Emphasize “the retention and development of the entertainment industry”, and

- Encourage “the revitalization of the motion picture industry”, among other goals.

The project is further consistent with other elements of the General Plan, including the Framework Element, the Housing Element, and the Mobility Element. The 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 polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic

development, transportation, infrastructure, and public services. The project supports the following goals and objectives of the Framework Element:

GOAL 4A: "AN EQUITABLE DISTRUBTION OF HOUSING OPPORTUNITIES BY TYPE AND COST ACCESSIBLE TO ALL RESIDENTS OF THE CITY."

Objective 4.1: "Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City sub-region to meet the projected housing needs by income level of the future population..."

Objective 7.3: "Maintain and enhance the existing businesses in the City."

The Housing Element of the General Plan provides land use policies and programs that encourage development of affordable housing across the City. The project also supports the following goals and objectives of the Housing Element:

GOAL 1: "HOUSING PRODUCTION AND PRESERVATION."

Objective 1.1: "Produce an adequate supply of rental and ownership housing in order to meet current and projected needs."

GOAL 2: "SAFE, LIVEABLE, AND SUSTAINABLE NEIGHBORHOODS."

Objective 2.2: "Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit."

Objective 2.5: "Promote a more equitable distribution of affordable housing opportunities throughout the City."

The Mobility Element of the General Plan, also known as Mobility Plan 2035, provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

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 5.2: "Support ways to reduce vehicle miles traveled (VMT) per capita."

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

The project proposes the maintenance of an existing office use and the development of a new multi-family development that will provide much-needed housing, including affordable housing, and neighborhood-serving commercial uses. Accordingly, the project fulfills the Community Plan, Framework Element, and Housing Element goals and objectives of providing quality housing for all persons in the community, including those at all income levels. The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City. Additionally, the project is a Density Bonus development located near the core of Hollywood, a heavily urbanized and bustling area developed with extensive jobs, services, and transit. Thus, by locating higher-density development along major transit corridors and by providing commercial services and jobs in proximity to residences, the project will contribute towards

the creation of sustainable neighborhoods and a reduction in vehicle trips and VMT. The project will further promote mobility and sustainable environments by providing active and transparent building facades, amenities such as a shared outdoor courtyard, and incorporating new and additional landscaping, all of which will significantly improve pedestrian movement and the quality of the streetscape in the area. The proposed improvements represent a significant improvement over the existing site conditions which consist of an aging surface parking lot and help realize the City's goals. The project will also implement any dedications and improvements as required by the Bureau of Engineering, which will further facilitate and enhance movement of all forms across the neighborhood.

In addition, the project has been conditioned to include all required sustainability features as mandated by Code, including automobile parking spaces both ready for immediate use by electric vehicles (e.g. with electric vehicle chargers installed) and capable of supporting electric vehicles in the future, as well as solar infrastructure. Together, these conditions further support applicable policies in the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting infrastructure. These conditions also support good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents, workers, and visitors.

The project contributes to and furthers the relevant goals, objectives, and policies of the plans that govern land use and development in the City. In addition, the project does not substantially conflict with any applicable plan or other regulation. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable Community Plan, and the applicable redevelopment plan.

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 neighboring properties.

The project site consists of 17 existing contiguous lots encompassing a total of approximately 100,695 square feet of lot area. The property occupies most of the rectangular city block bounded by Gower Street to the east, Lexington Avenue to the north, and Lodi Place to the west; Santa Monica Boulevard is located just south of the property.

The subject property is currently developed with an existing two-story commercial office building surrounded by a surface parking lot. The proposed project involves the maintenance of the existing office building and the demolition of the surface parking lot for the construction, use, and maintenance of a new residential apartment complex with a total of 169 units. The project proposes to provide a total of 278 vehicle parking spaces in three levels of subterranean parking.

The project and all of its pertinent improvements will be compatible with neighboring properties. The project is a desirable multi-family residential development in a location and neighborhood zoned and designated for such uses. The project site is located in a heavily urbanized and centrally located area developed with a variety of other similar/compatible uses, including a variety of multi-family residences. The project will improve an existing aging property and will not preclude any future development on the subject property or on any adjacent property. Accordingly, the project has been designed such that its significant features and improvements will be compatible with the surrounding area, as follows:

<u>Height, Bulk, Setbacks</u>

As depicted in Exhibit "A", the proposed project consists of the maintenance of the existing office building and the demolition of the existing surface parking lot on the subject property for the construction of a new multi-family residential complex consisting of two connected buildings forming an L-shape. At completion, the new residential buildings will rise to a maximum height of 73 feet six inches (with limited exceptions for roof structures, per the LAMC) and will add approximately 185,357 square feet of floor area to the existing approximately 64,384 square feet of commercial office floor area, resulting in a total FAR of approximately 2.85:1.

The City's zoning regulations, specifically those that govern building height, mass, and location on a property, are intended to ensure that a development is compatible with its surroundings and is appropriate for its location. The underlying R3-1 Zone on the eastern portion of the subject property limits the project to a maximum building height of 45 feet in this zone, while the underlying R3-1XL Zone on the western portion of the subject property limits the project to a maximum building height of 30 feet in this zone; both zones limit the project to a total FAR of 3:1 across the entirety of the subject property. However, as a Density Bonus development the project is eligible for Incentives to increase the building height and FAR; accordingly, the project is seeking an Incentive to permit the maximum building height as proposed.

The R3-1 and R3-1XL Zones also prescribe yard requirements of 15 feet each for the front and rear yard and a minimum of five feet for each side yard plus one additional feet for each building level above the second story. Accordingly, the project would be required to provide front and rear yard setbacks of 15 feet each, and side yard setbacks of 9 feet each. The project proposes to meet these requirements with the exception of the eastern side yard setback, for which the project is seeking an Incentive to permit a reduced side yard setback of six feet six inches.

The proposed building height, mass, and setbacks are all consistent/permissible with all applicable zoning regulations and State and City Density Bonus law, and as a result will be compatible with adjacent properties. The project will be similar in scale to existing developments in the area and represents an appropriate and desirable transition between commercial and industrial uses to the south along Santa Monica Boulevard and various multi-family uses in the residential neighborhoods to the north, east, and west. The proposed building's active and transparent facades and landscaping along Gower Street, Lexington Avenue, and Lodi Place will enhance the neighborhood while minimizing potential impacts on adjacent residences; in addition, the project's facades along Lodi Place and part of Lexington Avenue are lined with street-facing townhouse-style units with open patios, thereby facilitating interaction with and enhancing the streetscapes in the surrounding neighborhood. Therefore, the project is an appropriate development in this location and will be compatible with developments in the surrounding area. The project further varies building mass with interesting architectural features connecting the two proposed residential buildings as well as the provision of open space, including an outdoor central courtyard. Additionally, the project includes landscaped open space areas and/or planters and trees along the southern property line which will provide attractive and functional buffering to adjacent properties. Therefore, the project's height, mass, and setbacks will be compatible with adjacent properties.

Site Layout – Parking, Trash Collection, Landscaping, and Lighting

At the ground floor, the project proposes residential units, including street-facing townhouse-style units, and a prominent residential lobby in the eastern proposed building, while various residential amenity spaces and a second prominent residential lobby are proposed for the western proposed building. The project also proposes a shared outdoor courtyard in between

the existing office building and the proposed residential buildings, as well as landscaping/open space areas along the southern property line. Vehicle parking will be provided in three subterranean levels, with access provided via a ramp off of Lexington Avenue to the north and a second ramp off of Lodi Place to the west. Trash collection will be provided on the first subterranean level right next to the vehicle ramp off of Lexington Avenue.

The proposed site layout is thoughtful and will minimize any potential impacts to the project's surroundings. The proposed trash collection location is also easily accessible yet fully enclosed within the building footprint, thereby shielding the trash enclosures from view by adjacent properties. Short-term bicycle parking is proposed in multiple locations at the ground level and along the project's street frontages, thereby facilitating access, while long-term bicycle parking is primarily stored in dedicated enclosures in the subterranean parking levels.

The project includes several distinct outdoor open space areas, including a ground floor courtyard, various landscaped and open space areas along the perimeter, and a rooftop patio and pool deck. Not only will these areas be landscaped with planters and provide outdoor recreation and amenity spaces, but they will provide buffering and shielding, especially along the southern property line which is the only property line that directly abuts adjacent properties. As the existing site conditions consist of aging surface parking lot, the project will significantly enhance the physical appearance of the property as well as the relationship of the subject property to adjacent properties. All of the proposed recreation spaces and landscaping will enhance both the project and the greater neighborhood as a whole, and as a result the project will be cohesive and integrate well with the surrounding community. Accordingly, all of the proposed open spaces and landscaping will enhance the property and will be compatible with other improvements on the subject property and abutting properties. In addition, the project has been designed and conditioned to provide extensive transparency and glazing along the primary street frontages, which will further enhance the project's surroundings and promote the project's compatibility with the surrounding neighborhood.

Furthermore, appropriate lighting and additional landscaping have been conditioned and will be provided in accordance with the requirements of the LAMC. The project has been designed to provide adequate lighting for operation and safety and to meet all regulations while limiting potential impacts. Additional landscaping such as street trees will be provided throughout the property per the requirements of the applicable City agencies. Therefore, for all of these reasons, the project will significantly improve the physical appearance of the property and will be compatible with existing and future development on the subject property and on surrounding properties.

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

The project proposes 20,400 square feet of useable common open space to the meet the requirements of the LAMC, although the project will provide a larger amount of total useable open space (with the excess amount not included in zoning requirements, per the LAMC). Proposed recreation and amenity spaces include a shared outdoor courtyard in between the existing office building and proposed residential buildings; various lounge/amenity/multi-purpose rooms and lobby spaces on the ground floor of the proposed residential buildings; an outdoor pet-run; a rooftop landscaped pool and patio deck; and various private patios and balconies.

The project will provide a wide array of high-quality recreational and service amenities for residents, users of the existing office building, and the broader community alike. The shared outdoor courtyard will provide shade, seating, casual dining, and other amenities for both residents and users of the office building. The private outdoor open spaces and interior

common rooms will offer residents and guests a wide variety of amenities; in particular, the multiple interior common rooms can be configured for the provision of many different services, such as a movie screening room, lounge, library, or conference room/work space. In addition, all of the outdoor spaces will be landscaped and planted with a variety of trees and other plants, which will provide shade and greenery for residents and patrons of the project, enhance the physical environment, and reduce potential impacts on adjacent properties. Therefore, the project provides many different recreational and service amenities which will improve habitability for residents and the community alike, and will minimize impacts on neighboring properties.

Environmental Findings

5. **Environmental Finding.** The project has been determined to be categorically exempt from CEQA, pursuant to State 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. The Categorical Exemption Study dated August 2021 and attached to the subject environmental case file (ENV-2020-3254-CE) provides the full analysis and justification.

6. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas outside of a flood zone.

PUBLIC HEARING AND COMMUNICATIONS

A virtual (online) public hearing was conducted on Wednesday, October 20, 2021, at approximately 10:00 a.m. via Zoom teleconference.

1. Attendees

   The hearing was attended by approximately 15 people, primarily consisting of the subdivision committee and the applicant's team, including the representative, architect, applicant, and environmental consultant. A representative from the neighborhood council was also present, in addition to a few members of the public. No representatives from Council District 13 were present.

2. Testimony

   a. The Deputy Advisory Agency began the hearing and introduced the members of the subdivision committee, including a representative from the Bureau of Engineering and the Bureau of Street Lighting. Mr. Jim Ries presented the proposed project, showing the proposed project renderings and floor plans, as well as the project's significant features, including size, density, and proposed uses. Mr. Ries also briefly presented some of the project's notable features, described the requested entitlements, and discussed the project's compatibility with its surroundings.

   b. The members of the subdivision committee stated that they had no questions regarding the subdivision component of the proposed project.

   c. Two members of the public, both nearby residents, voiced concerns regarding the project. The first caller expressed concerns about insufficient vehicle parking for the project, as street parking is heavily utilized and there are occasional special filming events that further stress parking availability. The caller also expressed concerns about potential construction impacts, such as noise and dust. The second caller concurred with all of the parking concerns stated, and further stated that the height of the proposed project would be detrimental to their privacy and curb appeal and resale value of their adjacent property.

   d. A representative of the Hollywood Studio District Neighborhood Council stated that the project was still in the process of being reviewed by the neighborhood council and would be presented a few days after the hearing. Although the project has not been voted on by the neighborhood council yet, the caller voiced several personal concerns, including that the project is not providing enough vehicle parking, that the requested off-menu incentive for height is inappropriate because it is beyond the height increases permitted as an on-menu incentive, that there is no pro-forma justifying the requested additional height, that the roof deck will generate noise, and that any conditions serving as mitigation measures incorporated into the determination letter would render the project ineligible for the requested Class 32 Categorical Exemption environmental clearance.

   e. A fourth caller, a representative for the existing Hollywood Production Center office building onsite, stated that parking impacts are mostly caused by third parties (e.g. nearby film studios) that the applicant has no control over, and that those parking and film permits are reviewed and approved to the satisfaction of other city agencies.

f. In response to the questions and concerns raised, Mr. Ries reiterated that the environmental analysis conducted for the project demonstrate that there will be no significant construction or operational impacts. In addition, Mr. Ries noted that the project is providing parking and requesting incentives pursuant to State Density Bonus law. Planning further clarified that conditions incorporated into the determination letter for the subdivision component of the project are technical conditions and are not mitigation measures.

Additional Communications

Planning staff received two letters dated February 20, 2020 and March 9, 2020 respectively from neighboring property owners, as well as a letter dated August 31, 2022 from Abundant Housing LA expressing support for the project. Planning also received email correspondence dated August 13, 2022 from a neighboring resident expressing concerns regarding availability of street parking and potential environmental impacts arising from construction. No other communications were received prior to finalization of the staff report.

Response to Comments

The comments made at the public hearing and otherwise received have been addressed in the Issues and Considerations section of the staff report.

EXHIBIT A

PLANS

1 PROJECT DIRECTORY

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CIVIL ENGINEER:
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MFKESSLER
ONE VENTURE,SUITE 130
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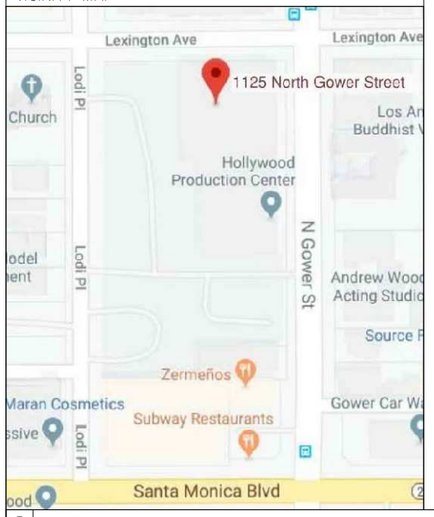
VICINITY MAP



2 PROJECT DESCRIPTION

THE PROJECT SITE IS LOCATED AT 1125 GOWER STREET, LOS ANGELES. LEXINGTON AVENUE FRONTS THE SITE ON THE NORTH, GOWER STREET ON THE EAST, AND LODI PLACE ON THE WEST. THERE IS AN EXISTING TWO-STORY BUILDING OF APPROXIMATELY 67,500 SQUARE FEET AT THE SOUTHEAST CORNER OF GOWER STREET AND LEXINGTON AVENUE. THE EXISTING COMMERCIAL BUILDING WILL BE MAINTAINED. AND THE PROPOSED PROJECT WILL BE CONSTRUCTED ON THE REMAINDER PORTION OF THE SITE WHERE THE EXISTING SURFACE PARKING IS SITUATED. THE PROPOSED PROJECT IS COMPRISED OF TWO BUILDINGS (A AND B) AND A THREE-LEVEL SUBTERRANEAN PARKING GARAGE EXTENDING UNDERNEATH BOTH BUILDINGS. THERE WILL BE A TOTAL OF 169 RESIDENTIAL UNITS INCLUDING THE REQUIRED COMMON OPEN SPACES, PARKING SPACES, AND AMENITIES.

BUILDING A

SIX-STORY RESIDENTIAL BUILDING INCLUDES 45 UNITS APPROXIMATELY 8,180 SQUARE FEET ASSIGNED TO AMENITIES AND 56,093 SQUARE FEET OF RESIDENTIAL AREA. BUILDING A IS ACCESSED DIRECTLY FROM GOWER STREET IN ADDITION TO ITS CONNECTION TO BUILDING B VIA THE GROUND LEVEL, THROUGH THE COMMON OPEN SPACE BETWEEN THE TWO BUILDINGS AND A PEDESTRIAN WALKWAY (BRIDGE) AT UPPER LEVELS.

BUILDING B

FIVE-STORY RESIDENTIAL BUILDING INCLUDES 124 UNITS APPROXIMATELY 129,264 SQUARE FEET OF RESIDENTIAL AREA ACCESSED DIRECTLY FROM LODI PLACE IN ADDITION TO ITS CONNECTION TO BUILDING A VIA THE GROUND LEVEL, THROUGH THE COMMON OPEN SPACE BETWEEN THE TWO BUILDINGS.

PHASING

THE PROJECT WILL BE DEVELOPED IN TWO PHASES. **PHASE I** WILL INCLUDE BUILDING A AND PARTIAL THREE-LEVEL SUBTERRANEAN PARKING GARAGE WITH ACCESS FROM LODI PLACE TO ACCOMMODATE ALL REQUIRED PARKING SPACES FOR BUILDING A PLUS THE REQUIRED PARKING SPACES FOR THE EXISTING COMMERCIAL BUILDING. THE REQUIRED 129 PARKING SPACES FOR THE EXISTING COMMERCIAL BUILDING WILL BE MAINTAINED ON THE REMAINDER PORTION OF THE SITE (EXISTING SURFACE PARKING AT THE NORTHWEST CORNER) DURING THE CONSTRUCTION OF **PHASE I**. **PHASE II** WILL BE CONSTRUCTED AT THE EXISTING SURFACE PARKING AREA AND WILL INCLUDE BUILDING B AND ITS REQUIRED PARKING SPACES AT THREE-LEVEL SUBTERRANEAN PARKING GARAGE AS THE EXTENSION TO PHASE I PARKING GARAGE. PHASE II PARKING GARAGE WILL BE ACCESSED FROM LEXINGTON AVENUE AND AT COMPLETION, PHASE I AND II PARKING GARAGES WILL BE INTERCONNECTED HAVING TWO SEPARATE ENTRIES FROM LEXINGTON AVENUE AND LODI PLACE.

3 DRAWING INDEX

4 PROJECT DATA

1. PROJECT ADDRESS

1125 NORTH GOWER STREET, LOS ANGELES, CA 90038

2. LEGAL DESCRIPTION

PARCEL A: LOTS 1 AND 2, EXCEPTING THE WEST 35.15 FEET OF SAID LOT 2 IN BLOCK "B" OF TRACT NO. 1842, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 200 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
PARCEL B: THE NORTH 120 FEET OF LOT 3 AND THE NORTH 120 FEET OF THE WEST 35.15 FEET OF LOT 2 IN BLOCK "B" OF TRACT NO. 1842, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 200 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE WEST 60 FEET OF SAID NORTH 120 FEET OF LOT 3.
PARCEL C: THE WESTERLY 60 FEET OF LOT 3 IN BLOCK "B" OF TRACT NO. 1842, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 200 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE SOUTHERLY 40 FEET THEREOF.
PARCEL D: THAT PORTION OF BLOCK 20 OF COLEGROVE AND ADJOINING HIGHWAYS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 53, PAGE 10 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT IN THE CENTER LINE OF GOWER STREET 280 FEET NORTH OF THE CENTER LINE OF SANTA MONICA BOULEVARD (FORMERLY LOS ANGELES AND SANTA MONICA ROAD); THENCE NORTH AND ALONG SAID CENTER LINE OF GOWER STREET 50 FEET; THENCE WEST PARALLEL WITH THE CENTERLINE OF SUNA MONICA BOULEVARD 165 FEET; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF GOWER STREET 50 FEET; THENCE EAST PARALLEL WITH THE CENTER LINE OF SANTA MONICA BOULEVARD 165 FEET TO THE PLACE OF BEGINNING.
PARCEL E: LOTS 4 THROUGH 7 INCLUSIVE AND 16 THROUGH 20 INCLUSIVE IN BLOCK "B" OF TRACT NO. 1842, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 200 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THEREFROM THE SOUTHERLY 35 FEET OF SAID LOT 16.
PARCEL F: THAT PORTION OF LOT 3 IN BLOCK "B" OF TRACT NO. 1842, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 200 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 3; THENCE NORTHERLY ALONG THE WESTERLY LINE THEREOF 40 FEET; THENCE EASTERLY PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT 60 FEET; THENCE SOUTHERLY PARALLEL WITH THE WESTERLY LINE OF SAID LOT 10 FEET; THENCE EASTERLY PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT TO A POINT ON THE EASTERLY LINE OF SAID LOT 3; THENCE SOUTHERLY 30 FEET TO THE SOUTHEAST CORNER OF SAID LOT 3; THENCE WESTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 74.83 FEET TO THE POINT OF BEGINNING.
ALSO THE SOUTHERLY 30 FEET OF THE WESTERLY 35.15 FEET OF LOT 2 OF SAID BLOCK "B" OF TRACT NO. 1842, IN SAID CITY, COUNTY AND STATE, AS PER MAP RECORDED IN BOOK 22, PAGE 200 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

3. ALLOWABLE HEIGHT AND # STORY PER LAMC

	MAX.HEIGHT BY ZONE	DB INCENTIVE	TOTAL PROPOSED HEIGHT	STORIES
R3-1XL ZONE	30'	22'	58'-6"	5
R3-1 ZONE	45'	22'	73'-6"	6

4. LAND AREA

EXISTING LOT AREA (GROSS):	136,030
EXISTING LOT AREA (NET):	104,675
CRA GROSS ACREAGE (TO STREET CENTERLINE):	136,030
LOT AREA TO BE DEDICATED:	3,990
LOT AREA POST-DEDICATION:	100,695

5. FLOOR AREA

BUILDABLE AREA: 90,857

	FAR	TOTAL SF
PERMITTED BY EXISTING ZONING CODE	3:1	272,571
EXISTING COMMERCIAL FLOOR AREA:		64,384
COMMERCIAL FLOOR AREA TO BE DEMOLISHED:		–
REMAINING COMMERCIAL FLOOR AREA:		64,384
REMAINDER FLOOR AREA:		208,187

6. PROPOSED BUILDING AREA

FLOOR	PHASE 1 6 STORY	PHASE 2 5 STORY	PHASE 1 AND 2	AMENITIES INCLUDED
1ST	9,183	25,782	34,965	6,970
2ND	9,545	27,345	36,890	0
3TH	9,564	27,360	36,924	0
4TH	9,570	26,595	36,165	0
5TH	9,570	22,182	31,752	0
6TH	8,661		8,661	1,210
TOTAL	56,093	129,264	185,357	8,180

EXISTING FLOOR AREA	64,384
PROPOSED FLOOR AREA	185,357
TOTAL FLOOR AREA	249,841
PROPOSED FAR	2.85 :1

7. DENSITY

		PLUS STATE DB 35%	TOTAL
UNITS PERMITTED BY LAMC R3 ZONE	125.0	43.8	169
UNITS PERMITTED BY CRA (40/ACRE)	125.0	43.8	169
MAXIMUM PROPOSED UNITS			169

8. UNIT COUNTS

UNIT TYPE	BY BUILDING PHASE			HABITABLE ROOMS	
	1	2	1 & 2	FOR DENSITY/PARKING	FOR OPEN SPACE
	A	B	A & B		
STUDIO	4	2	6	1	1
1 BEDROOM	14	24	38	3	2
1 BEDROOM + 1 DEN	2	84	86	4	3
2 BEDROOM	21	14	35	4	3
2 BEDROOM + 1 DEN	4	–	4	5	4
TOTAL	45	124	169		

9. REQUIRED PARKING

RESIDENTIAL REQUIRED (AB 744)

	SPACE/UNIT	NO. OF UNITS	NO. OF PARKING SPACES
STUDIO	0.5	6	3
1 BEDROOM	0.5	38	19
1 BEDROOM+ 1 DEN	1	86	86
2 BEDROOM	1	35	35
2 BEDROOM+ 1 DEN	1.5	4	6
SUB TOTAL			149
10% REDUCTION FOR BIKE PARKING			15
RESIDENTIAL TOTAL REQUIRED			134

EXISTING COMMERCIAL:

	SPACE/S.F.	NO. OF PARKING SPACES
EXISTING COMMERCIAL TO BE RETAINED	64,384	64,384/500 =128.76
COMMERCIAL– REQUIRED (PER BUILDING PERMIT NO. 14014)		129
TOTAL REQUIRED PARKING:		263

10. PROVIDED PARKING

	PHASE 1/ BUILDING A					PHASE 1&2/ BUILDING A & B				
LEVEL	STAND.	H/C	COMP.	VALET	TOTAL	STAND.	H/C	COMP.	TOTAL
P1	25	2	17	6	50	76	5	17	98
P2	29	2	16	9	56	62	5	16	83
P3	29	2	20	10	61	69	5	23	97
TOTAL	83	6	53	25	167	207	15	56	278

11. BICYCLE PARKING- RESIDENTIAL

	SHORT TERM RATIO	SHORT TERM SPACES	LONG TERM RATIO	LONG TERM SPACES
1–25	1 SPACE/10 UNITS	2.5	1 SPACE/1 UNIT	25
26–100	1 SPACE/15 UNITS	5	1 SPACE/1.5 UNITS	50
101–169	1 SPACE/20 UNITS	3.5	1 SPACE/2 UNITS	34.5
SUBTOTAL		11		110

TOTAL REQUIRED BICYCLE PARKING: 121

PROPOSED BICYCLE PARKING:

	SHORT TERM	LONG TERM	TOTAL
RESIDENTIAL:	11	110	121
COMMERCIAL:	--	--	

12 OPEN SPACE

REQUIRED: LAMC 12.21.G.2

OPEN SPACE REQUIRED

UNIT TYPE		COUNT	FACTOR	SF
STUDIO	ONE HABIT. RM.	6	100	600
1 BEDROOM	TWO HABIT. RM.	38	100	3,800
1 BEDROOM + 1 DEN	THREE HABIT. RM.	86	125	10,750
2 BEDROOM	THREE HABIT. RM.	35	125	4,375
2 BEDROOM + 1 DEN	FOUR HABIT. RM.	4	175	700
TOTAL		169		20,225

OPEN SPACE PROVIDED

COMMON OPEN SPACE	
YARDS AT FIRST FLOOR	8,250
TERRACE AT FIFTH FLOOR	400
ROOF DECK	5,880
TOTAL OUTDOOR COMMON OPEN SPACE	14,530
ENCLOSED OPEN SPACE AT FIRST FLOOR	5,450
ENCLOSED SPA AT SIXTH FLOOR	610
TOTAL COMMON OPEN SPACE	18,590
PRIVATE OPEN SPACE	1,850
TOTAL PROVIDED OPEN SPACE	20,440

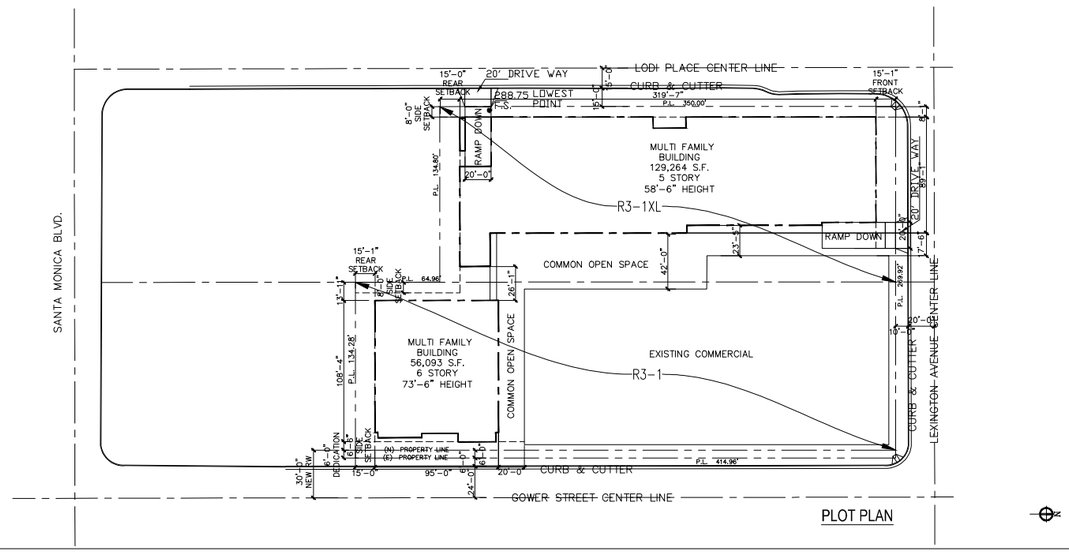
LANDSCAPE

REQUIRED LANDSCAPE AREA (25% OF EXTERIOR PROVIDED): 14,530X 0.25 = 3,632.5
PROPOSED LANDSCAPE AREA: 4,508

14 TREE

REQUIRED (1 PER 4 UNITS) = 43
PROVIDED 43

5 PLOT PLAN



PLOT PLAN

REVISIONS BY:

1010 HOLLYWOOD
1125 NORTH GOWER STREET,
LOS ANGELES, CALIFORNIA
COVER SHEET

LICENSED ARCHITECT
BIJAN ARMANDPOUR
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Ren 04/30/2021
STATE OF CALIFORNIA

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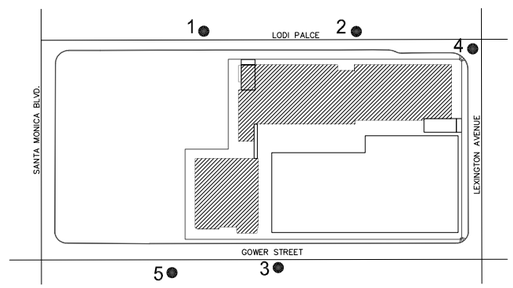

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PROJECT VIEWS

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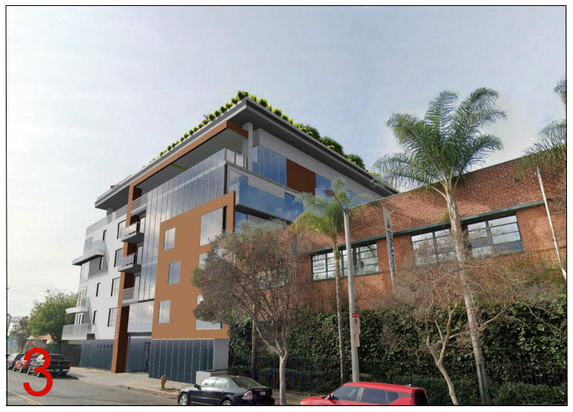

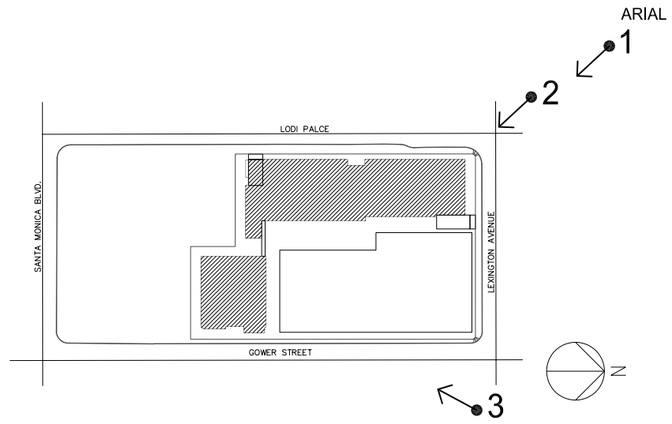

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PROJECT VIEWS

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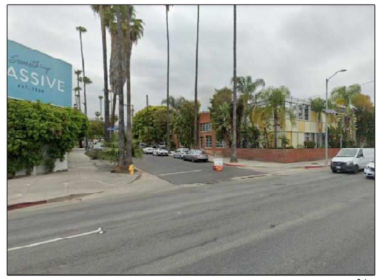
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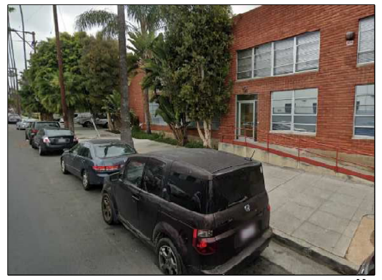
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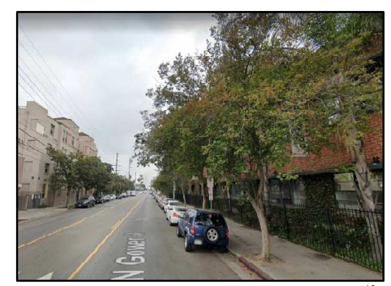
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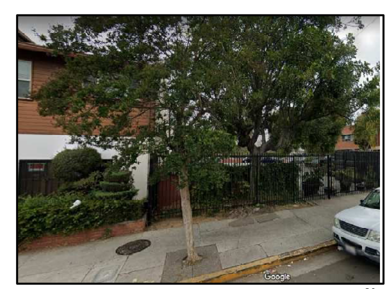
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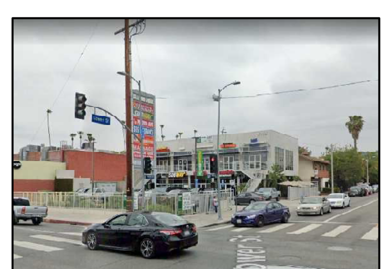
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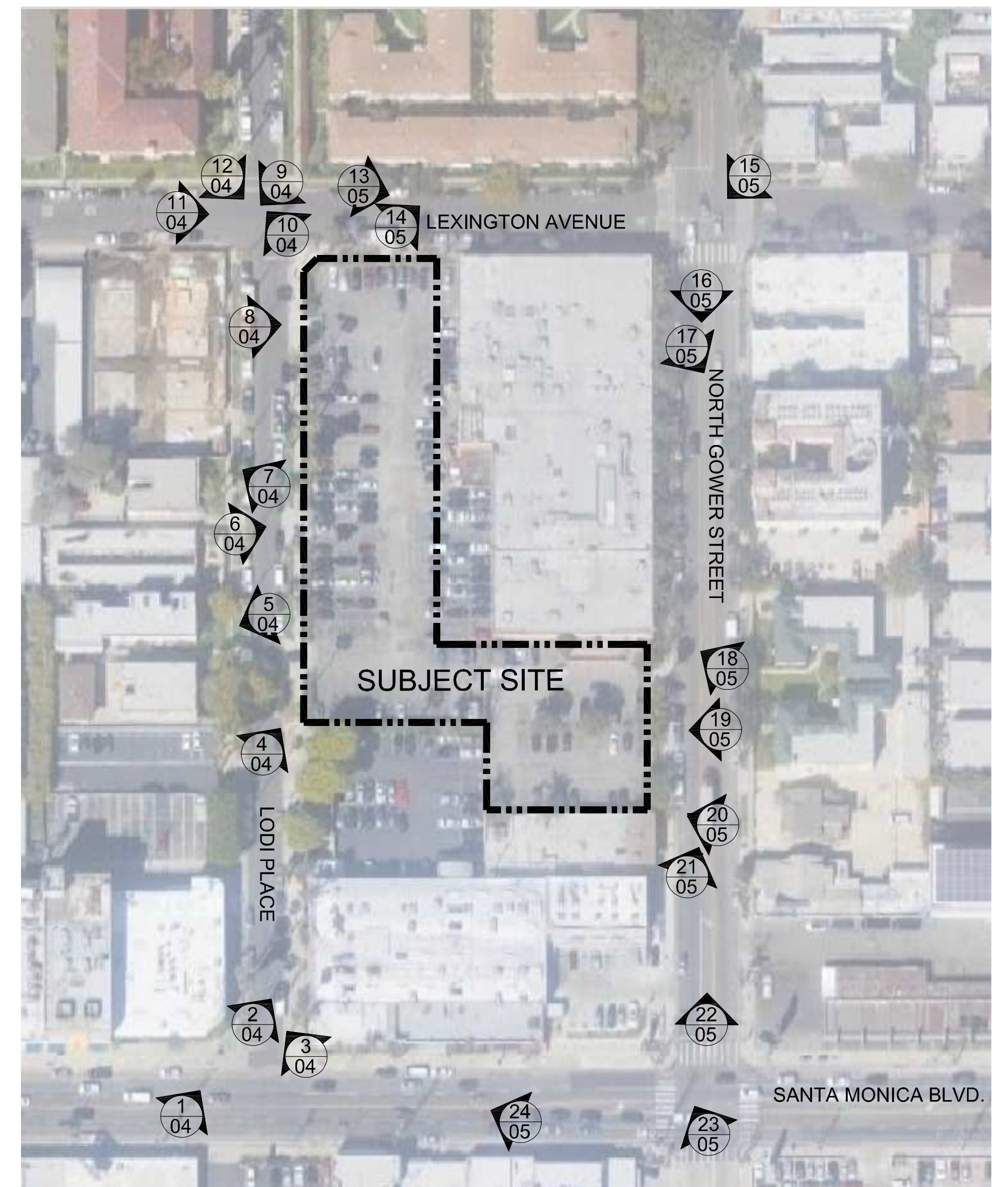

PHOTO KEY MAP

N

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NEIGHBORHOOD PHOTOS

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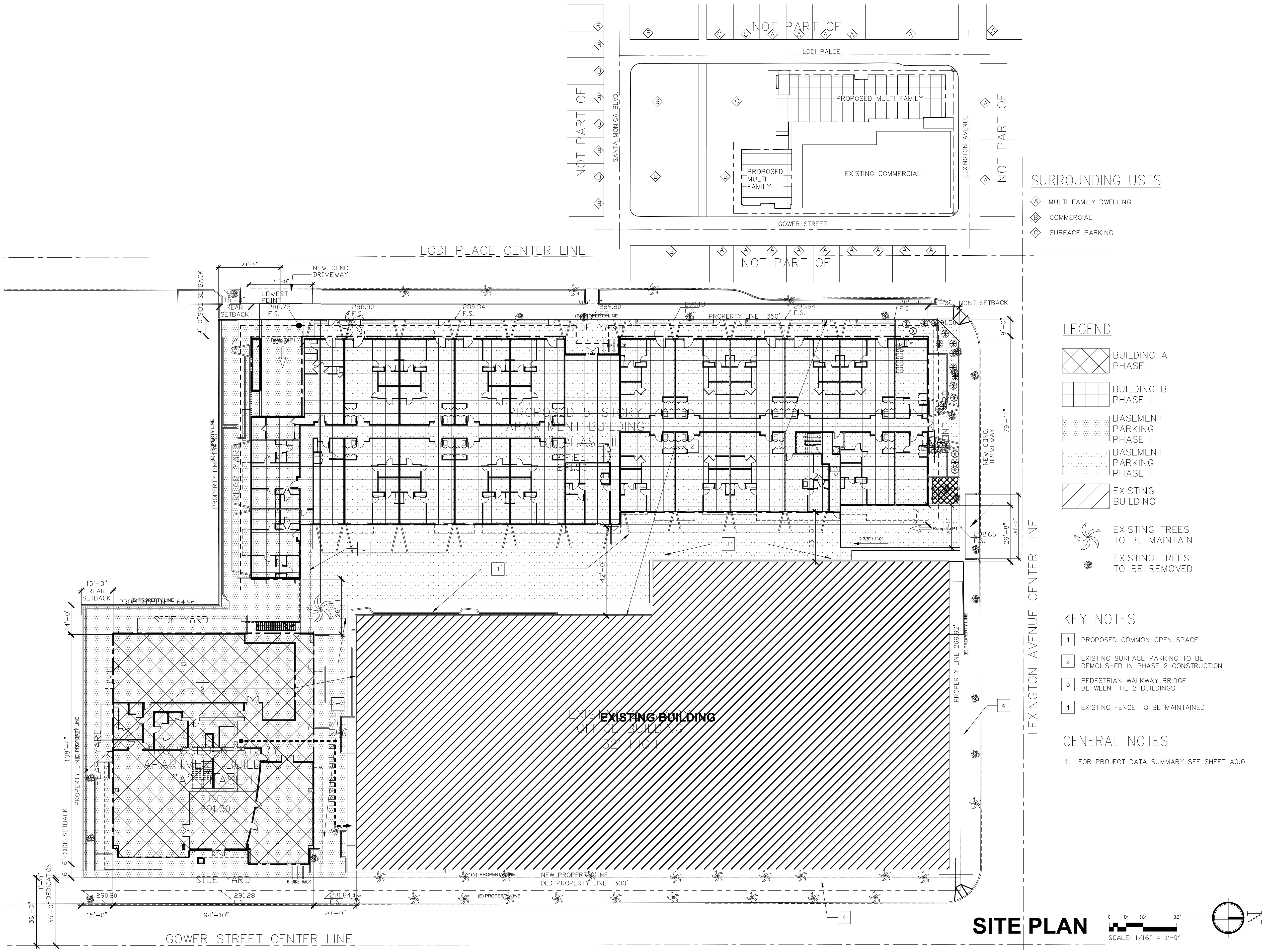

SURROUNDING USES

- (A) MULTI FAMILY DWELLING
- (B) COMMERCIAL
- (C) SURFACE PARKING

LEGEND

- BUILDING A PHASE I
- BUILDING B PHASE II
- BASEMENT PARKING PHASE I
- BASEMENT PARKING PHASE II
- EXISTING BUILDING
- EXISTING TREES TO BE MAINTAIN
- EXISTING TREES TO BE REMOVED

KEY NOTES

1. PROPOSED COMMON OPEN SPACE
2. EXISTING SURFACE PARKING TO BE DEMOLISHED IN PHASE 2 CONSTRUCTION
3. PEDESTRIAN WALKWAY BRIDGE BETWEEN THE 2 BUILDINGS
4. EXISTING FENCE TO BE MAINTAINED

GENERAL NOTES

1. FOR PROJECT DATA SUMMARY SEE SHEET A0.0

SITE PLAN

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

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1010 HOLLYWOOD
1125 NORTH GOWER STREET, LOS ANGELES, CALIFORNIA

SITE PLAN

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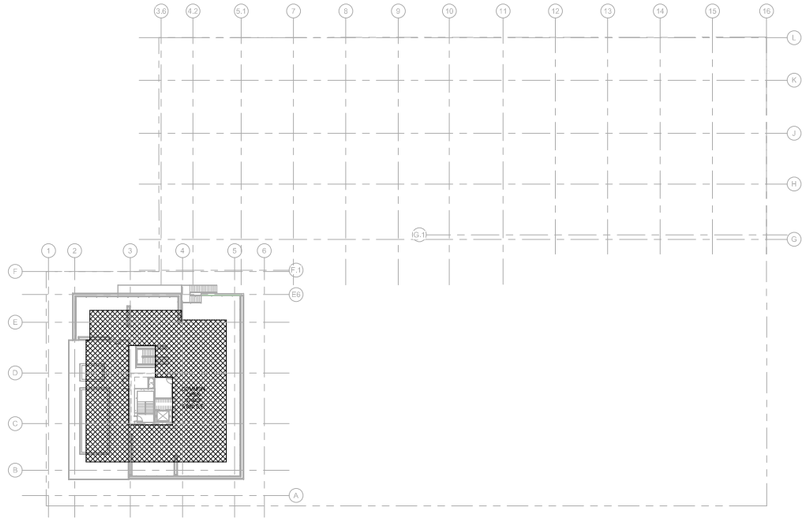
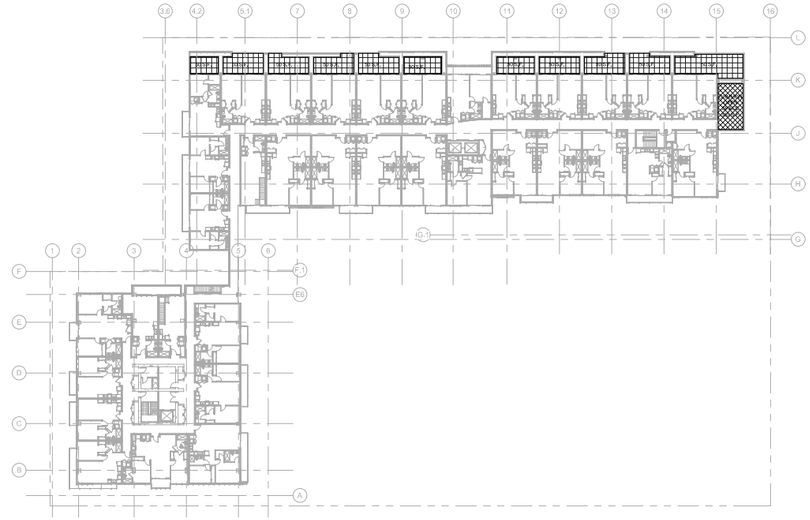
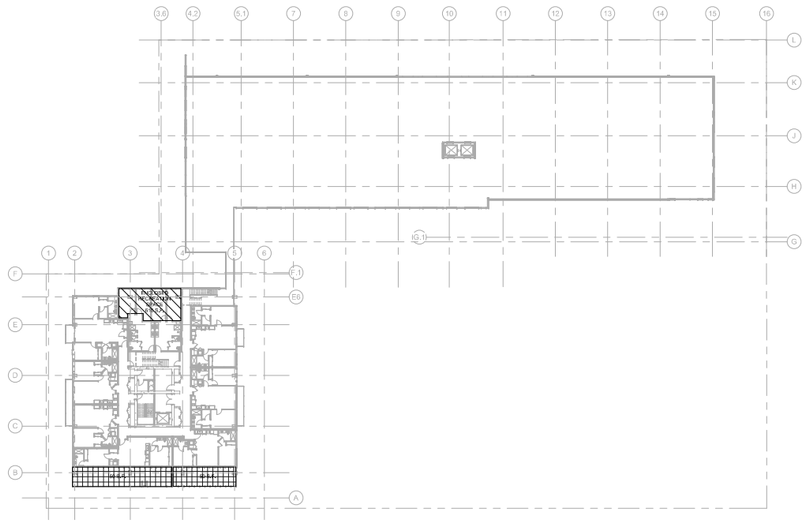


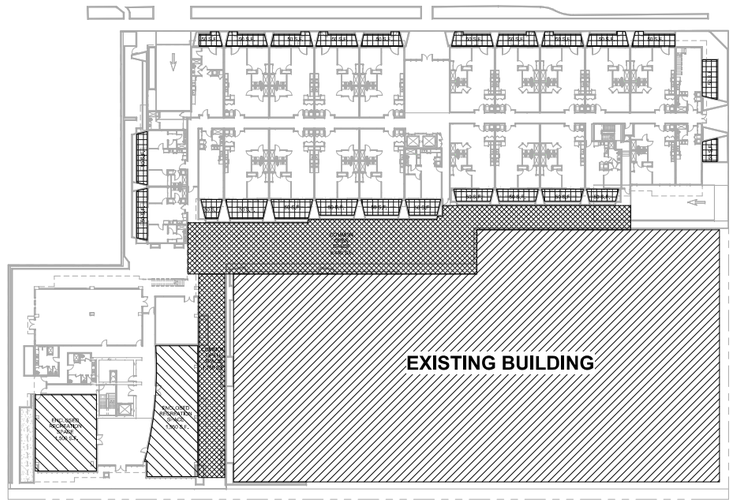
④ Roof Deck_OPEN SPACE
1/32" = 1'-0"



② Level-5_OPEN SPACE
1/32" = 1'-0"



③ Level-6_OPEN SPACE
1/32" = 1'-0"



① Level-1_OPEN SPACE
1/32" = 1'-0"

PROVIDED OPEN SPACE	
Name	Area
YARDS AT FIRST FLOOR	8250 SF
TERRACE AT FIFTH FLOOR	380 SF
ROOF DECK	5880 SF
ENCLOSED OPEN SPACE AT FIRST FLOOR	3450 SF
ENCLOSED SPA AT SIXTH FLOOR	610 SF
PRIVATE OPEN SPACE	1850 SF
	20420 SF

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Open Space Diagram

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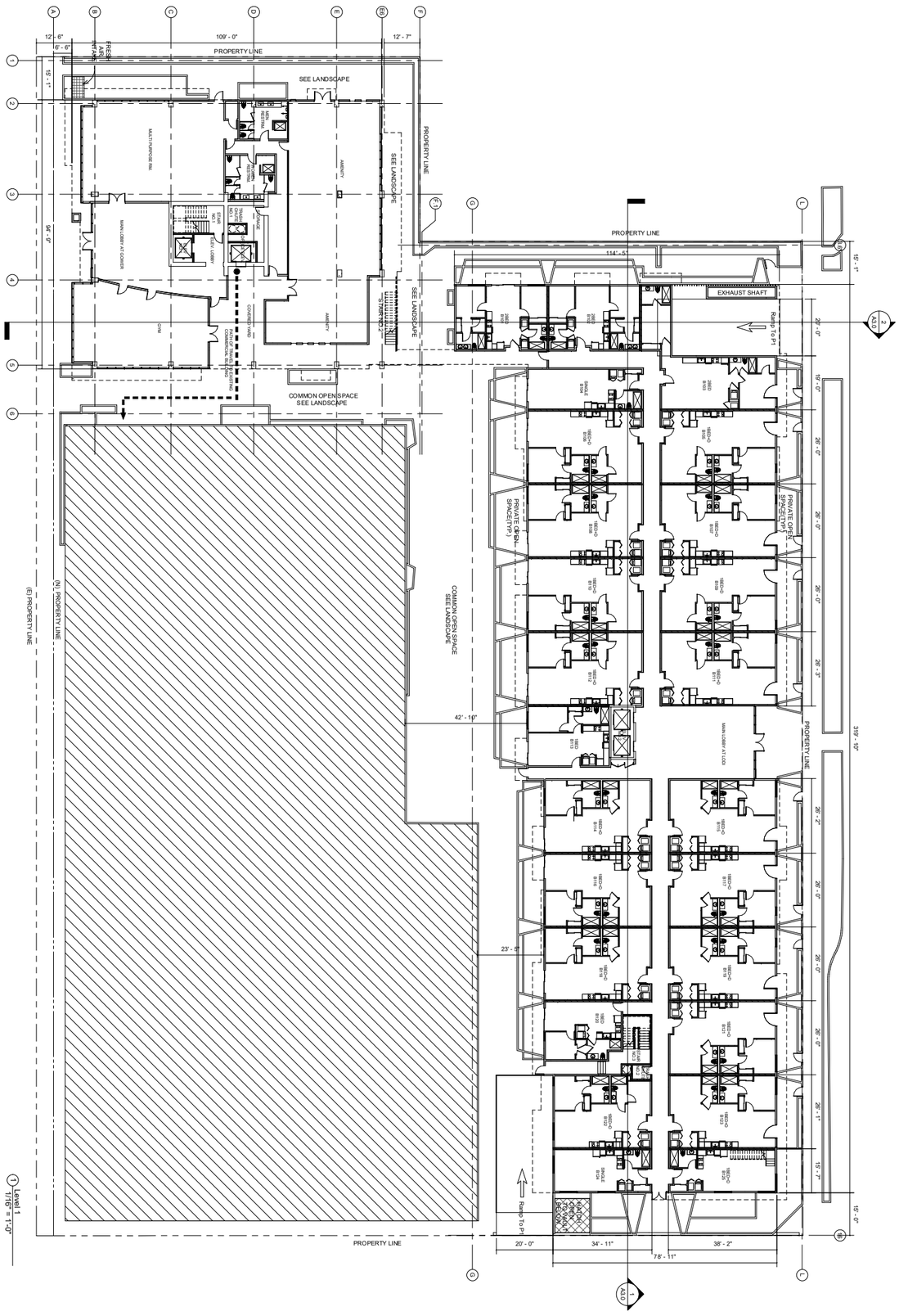

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1125 North Gower Street, Los Angeles, Ca.

First Floor Plan

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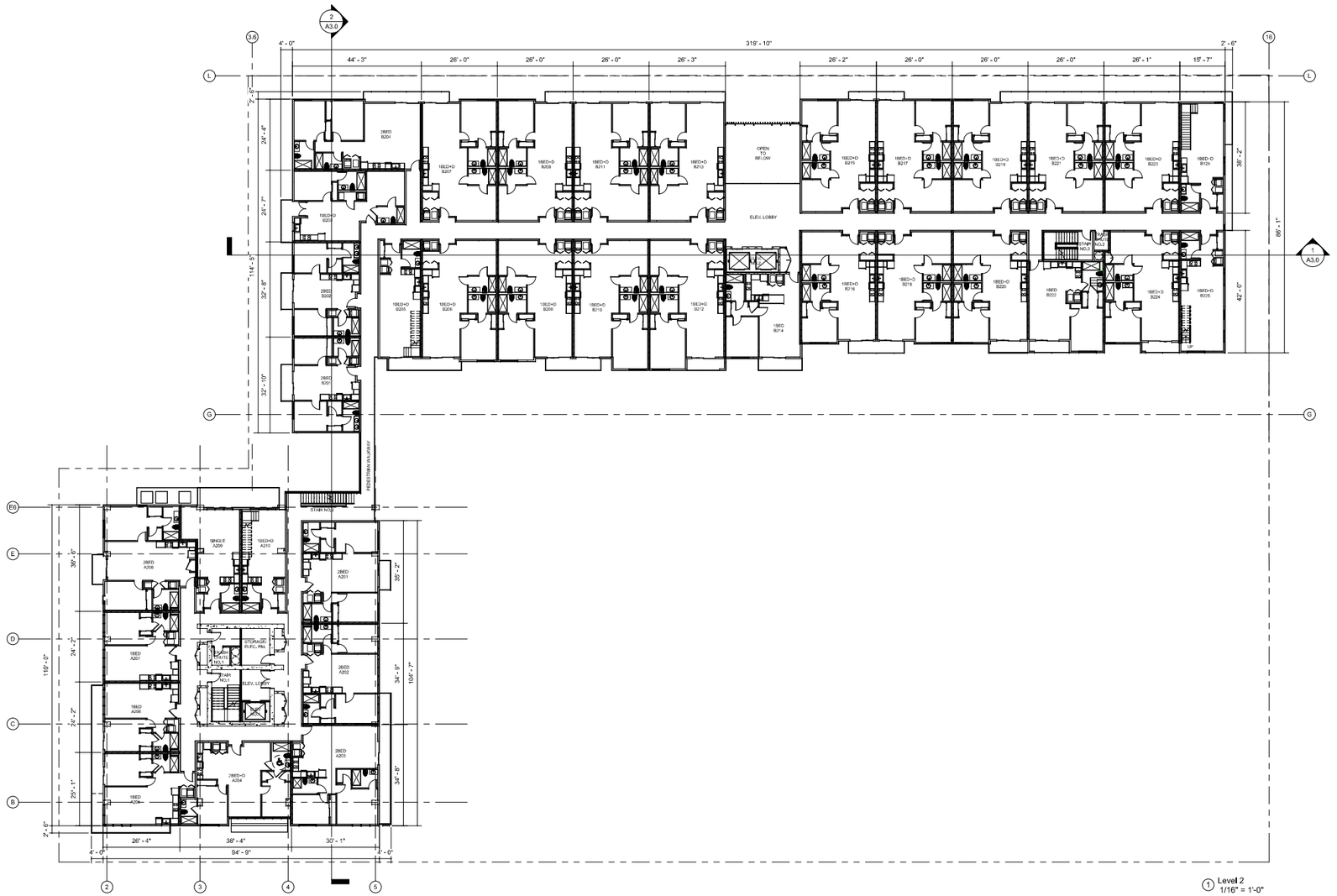

1 Level 2
1/16" = 1'-0"

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1/5 Grover Street, Los Angeles, CA 90049

Second Floor Plan

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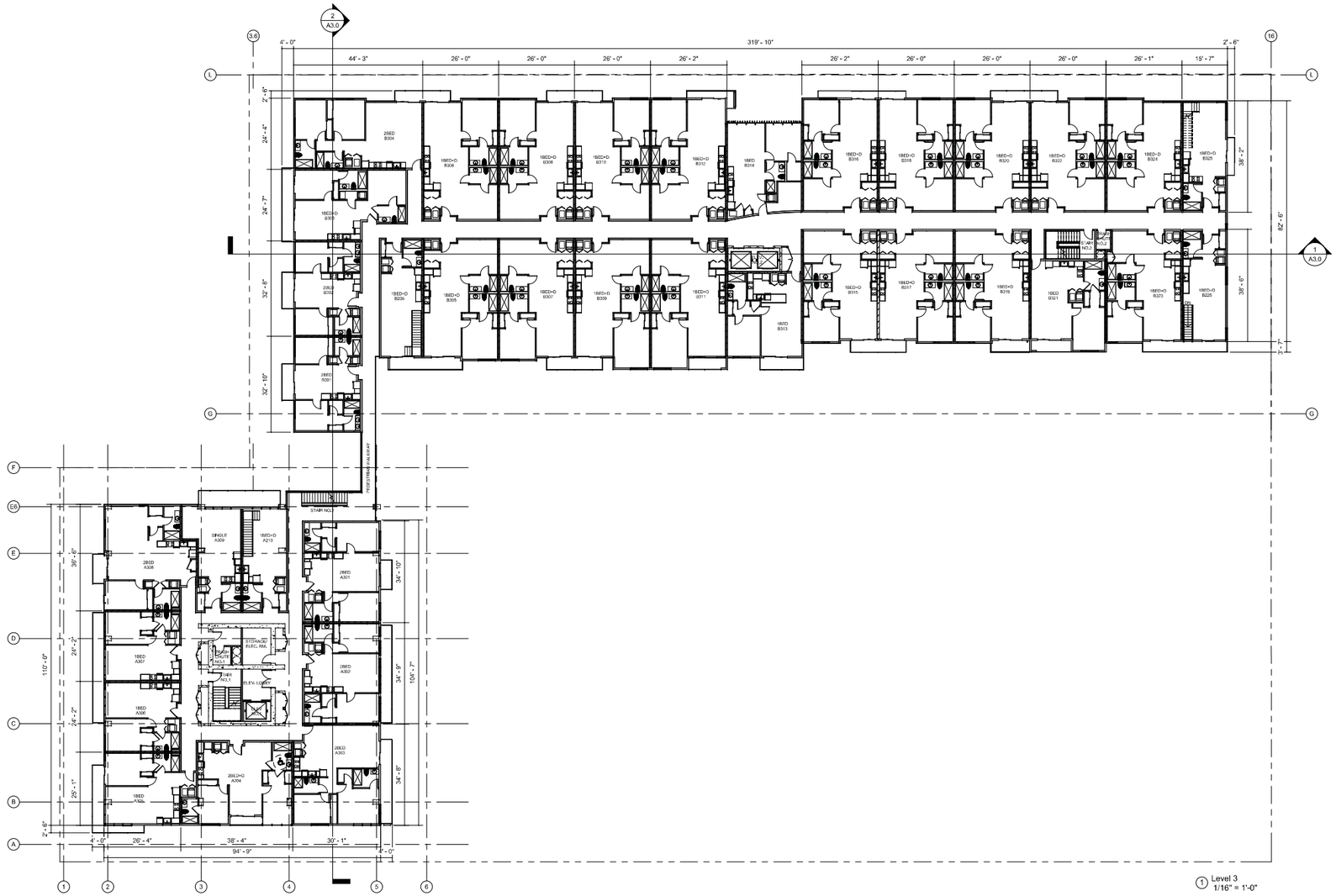

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Third Floor Plan

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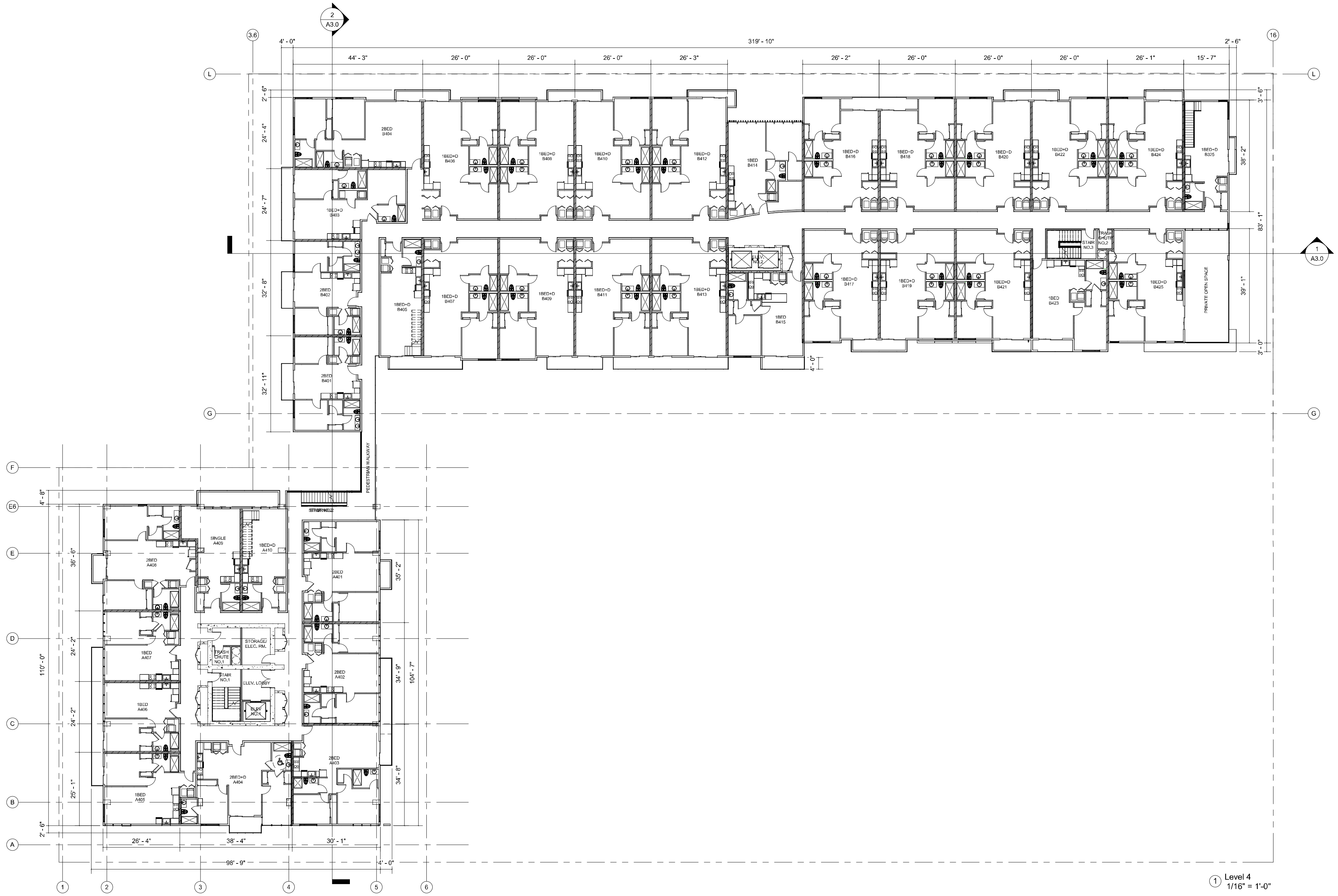

Level 4
1/16" = 1'-0"

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Los Angeles, Ca.

Fourth Floor Plan

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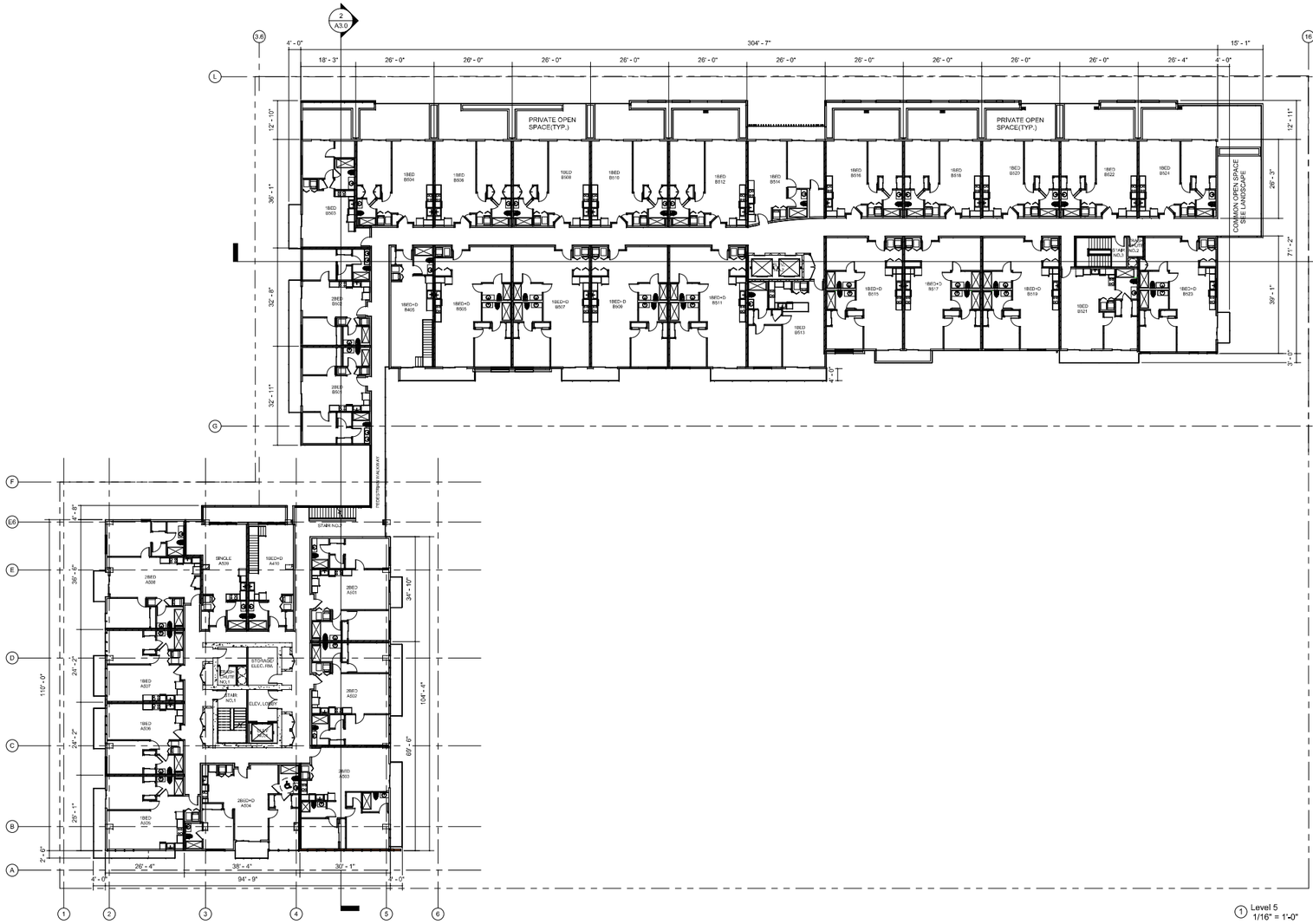

1 Level 5
1/16" = 1'-0"

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Fifth Floor Plan

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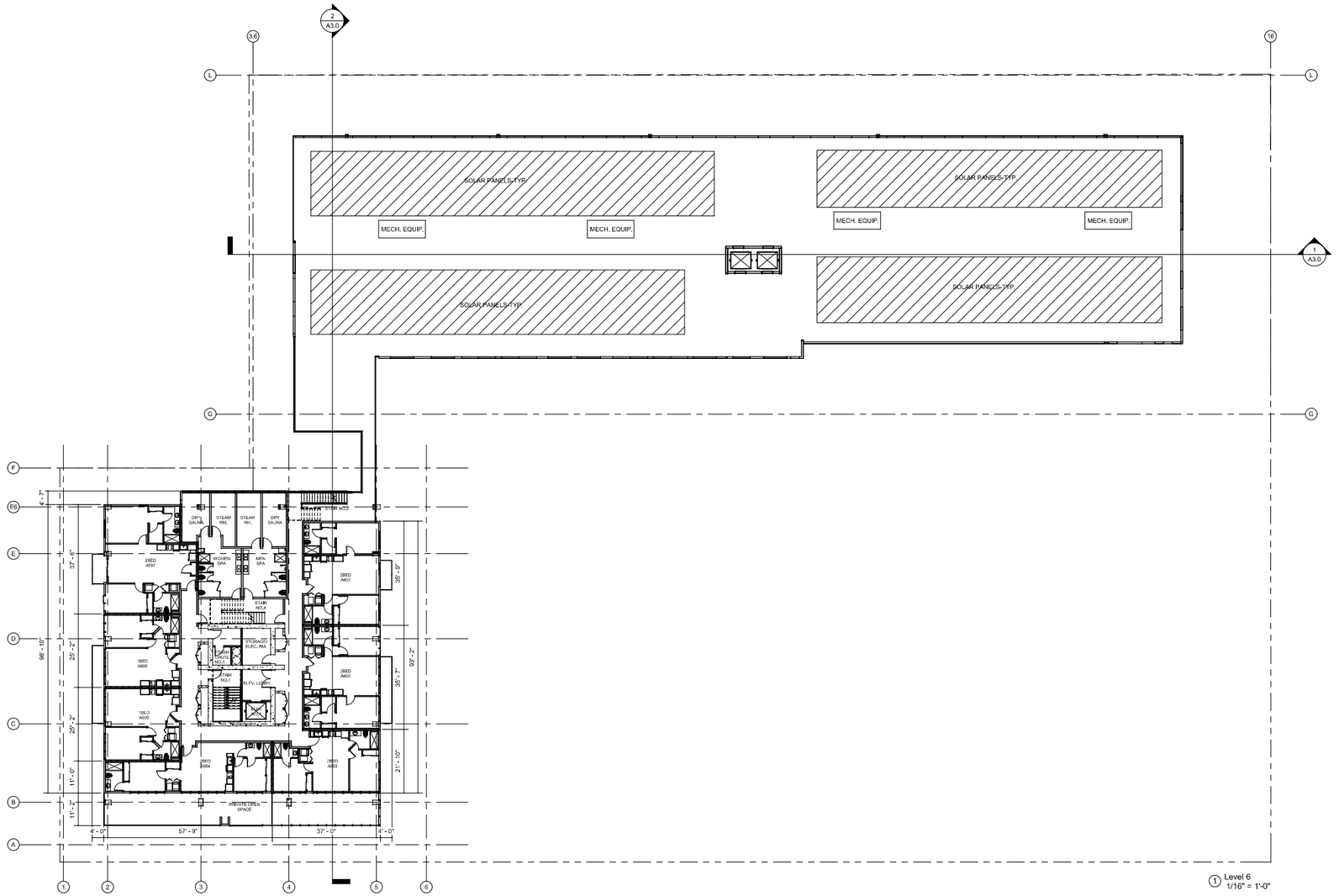

1 Level 6
1/16" = 1'-0"

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Sixth Floor Plan

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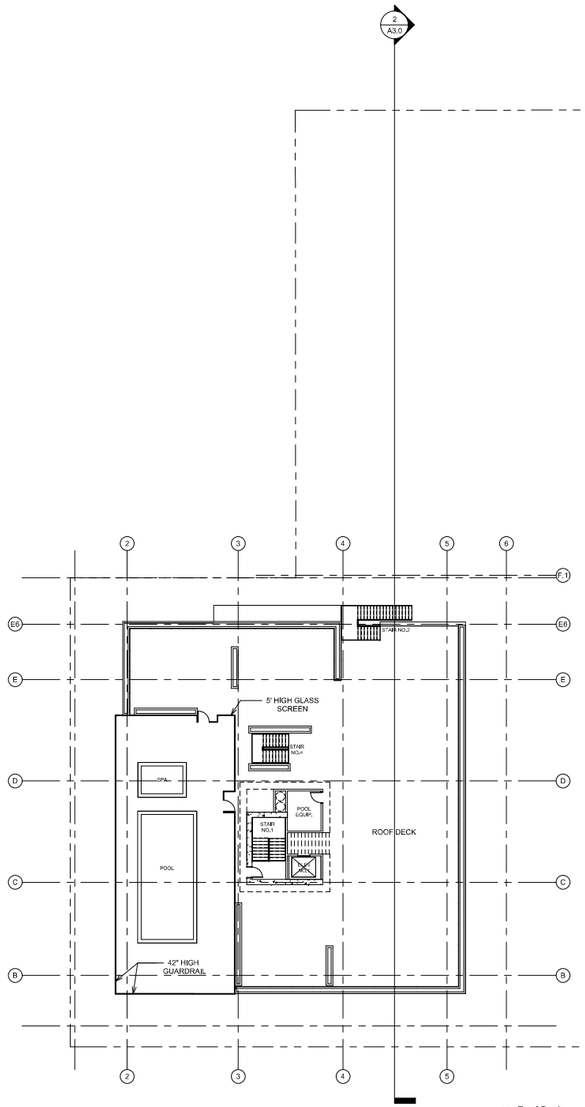
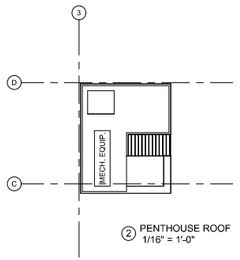


1 Roof Deck
1/16" = 1'-0"



2 PENTHOUSE ROOF
1/16" = 1'-0"

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Roof Deck Plan

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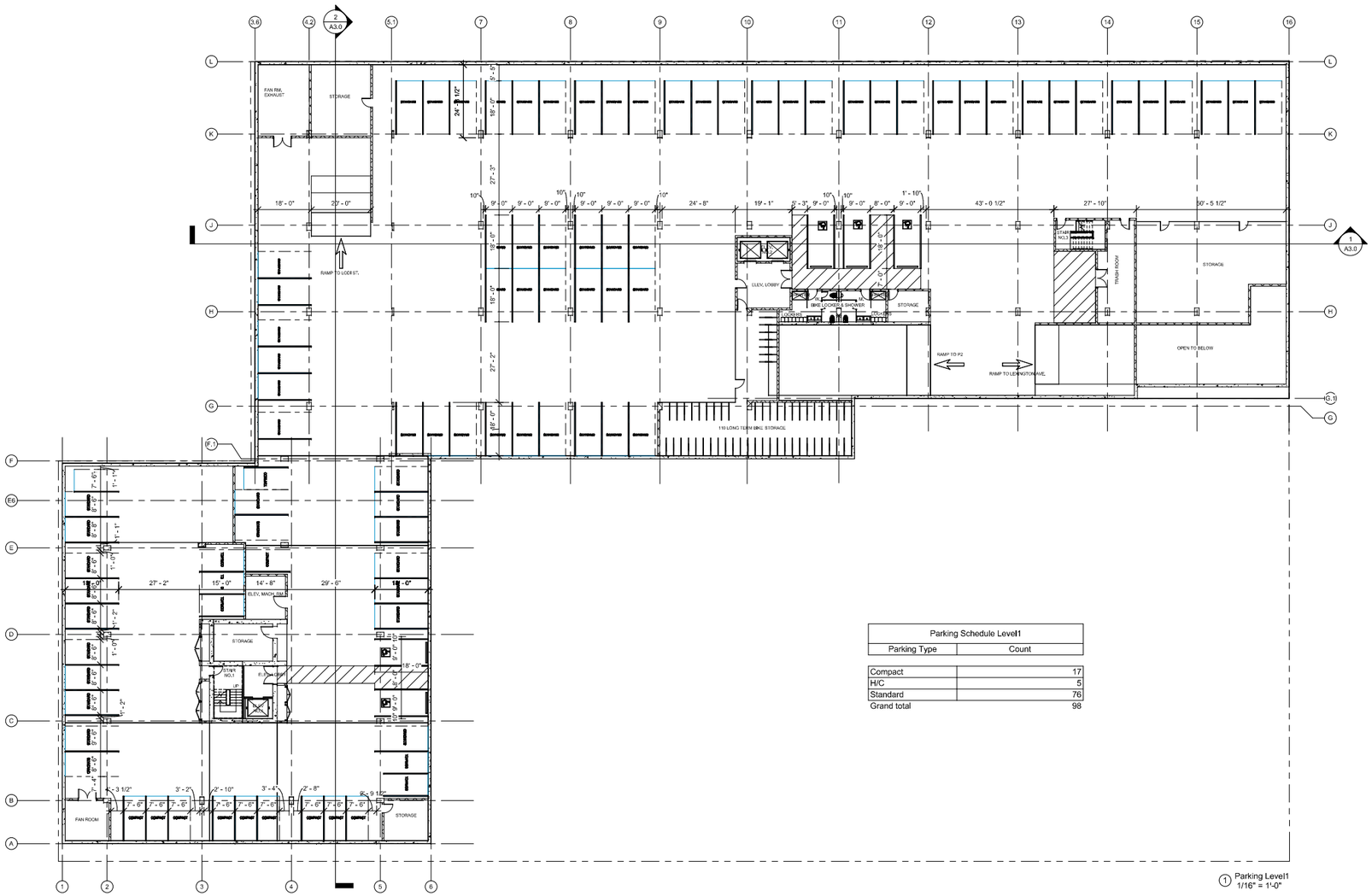

Parking Schedule Level1	
Parking Type	Count
Compact	17
H/C	5
Standard	76
Grand total	98

1 Parking Level1
1/16" = 1'-0"

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Parking Level 1

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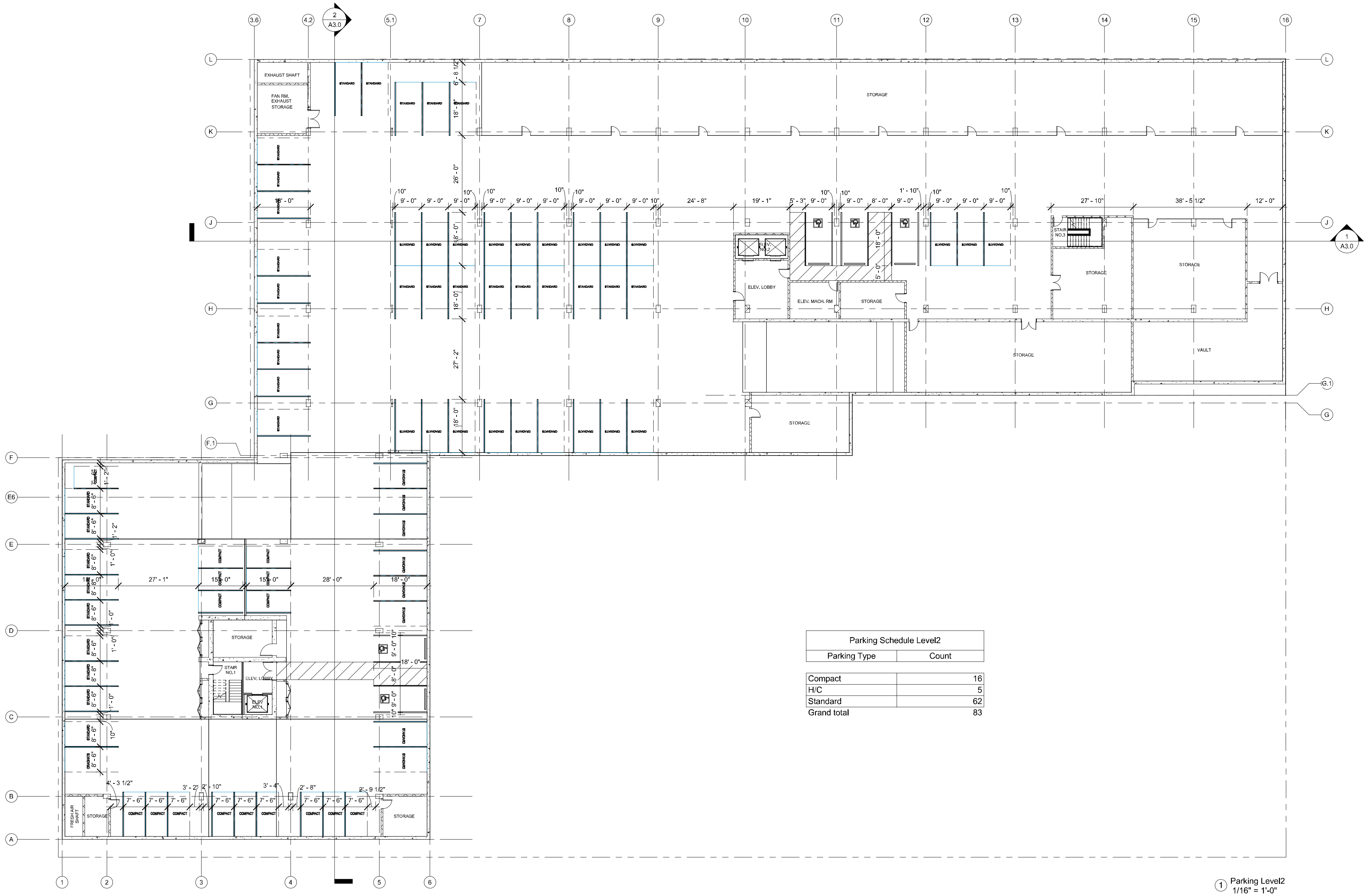

Parking Schedule Level2	
Parking Type	Count
Compact	16
H/C	5
Standard	62
Grand total	83

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Parking Level 2

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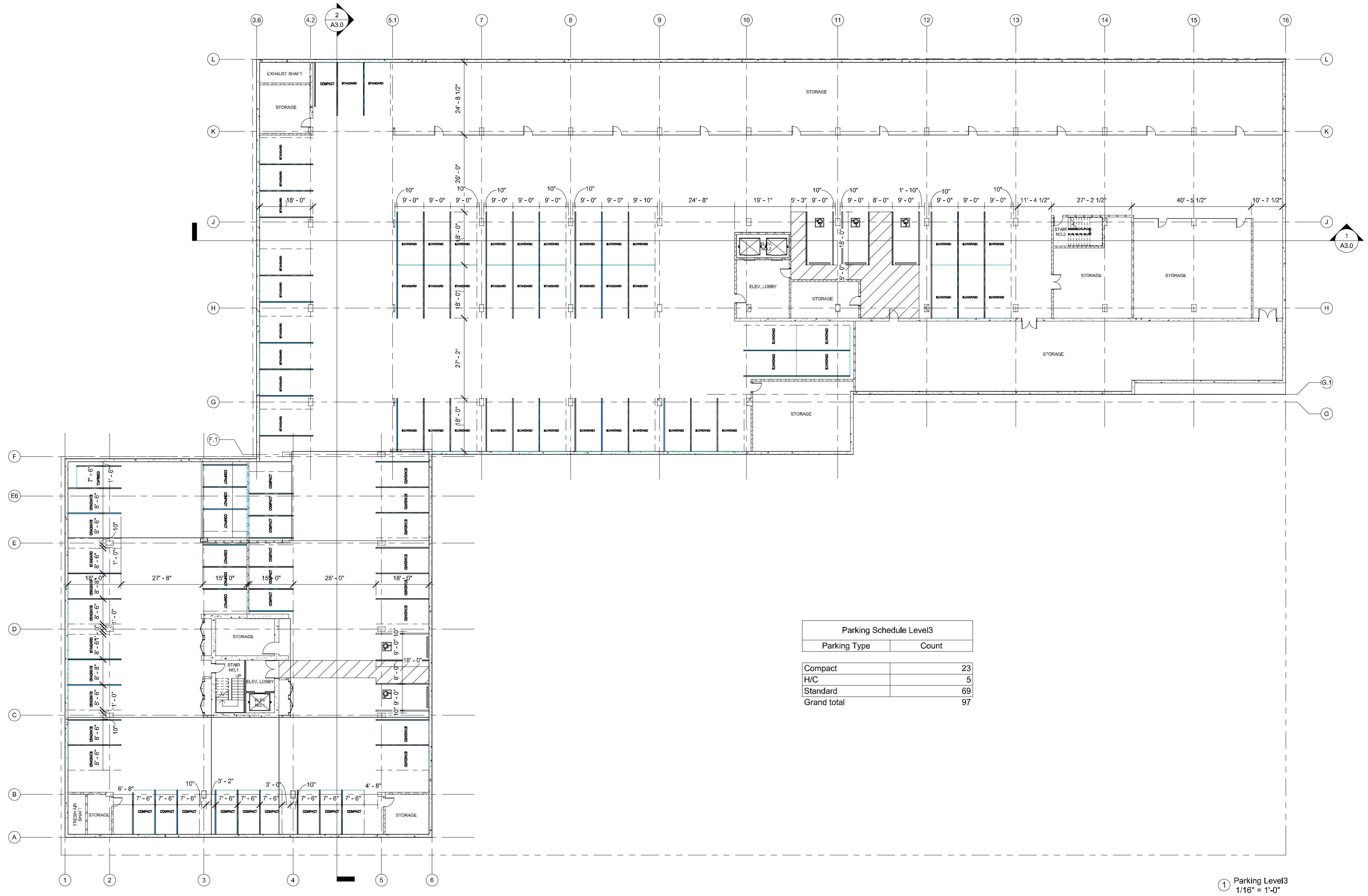

Parking Level3
1/16" = 1'-0"

Parking Schedule Level3	
Parking Type	Count
Compact	23
H/C	5
Standard	69
Grand total	97

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Gower Street, Los Angeles, Ca.

Parking Level 3

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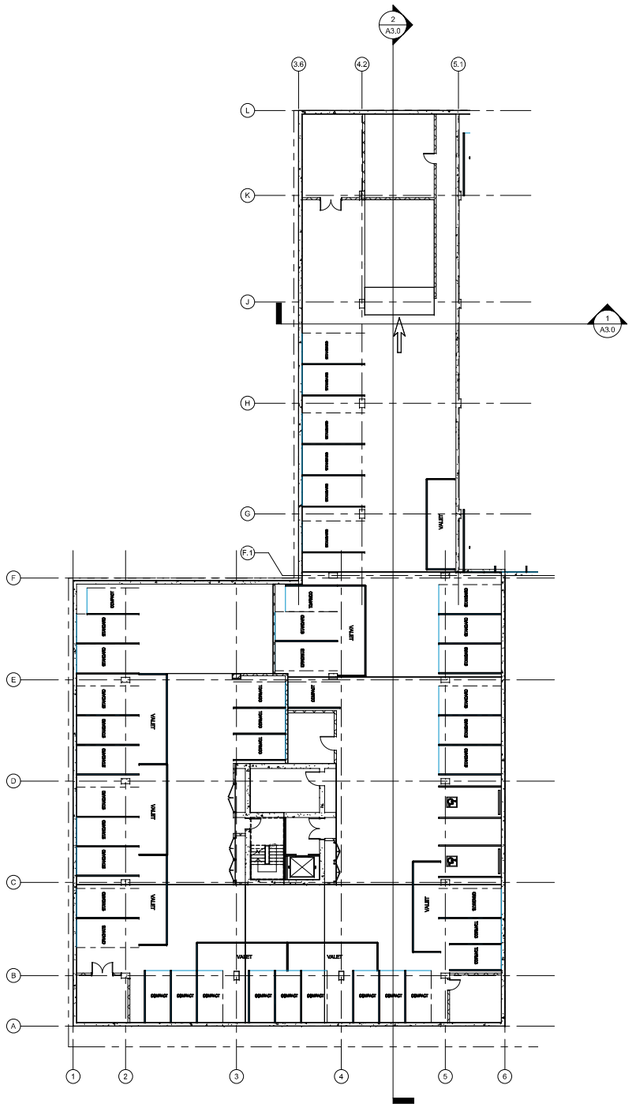
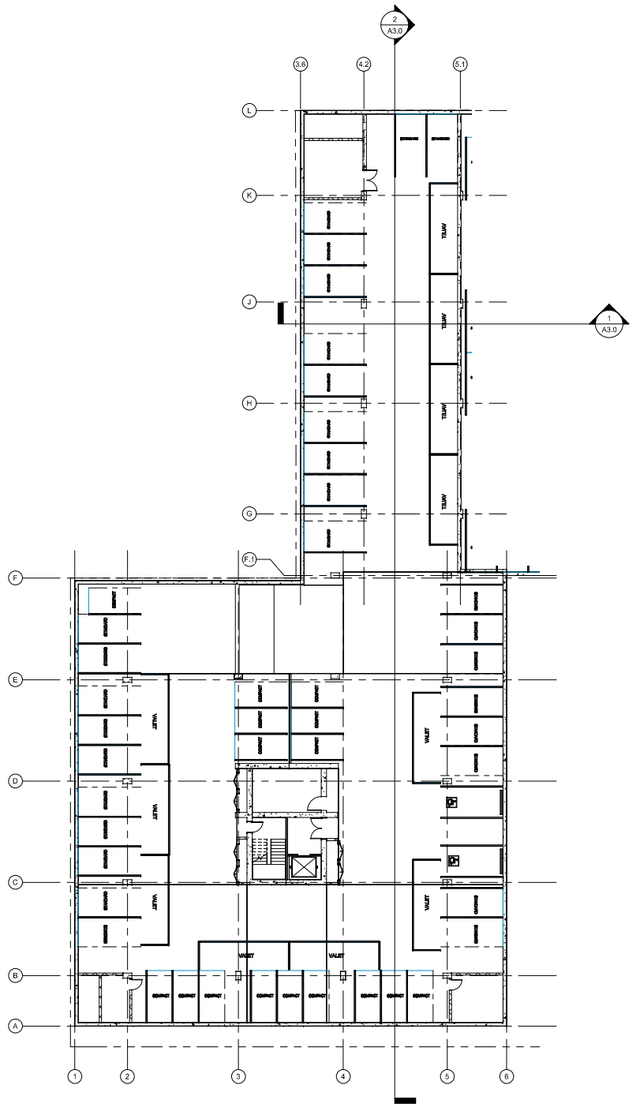


1 P1 - Phase I
1/16" = 1'-0"



2 P2 - Phase I
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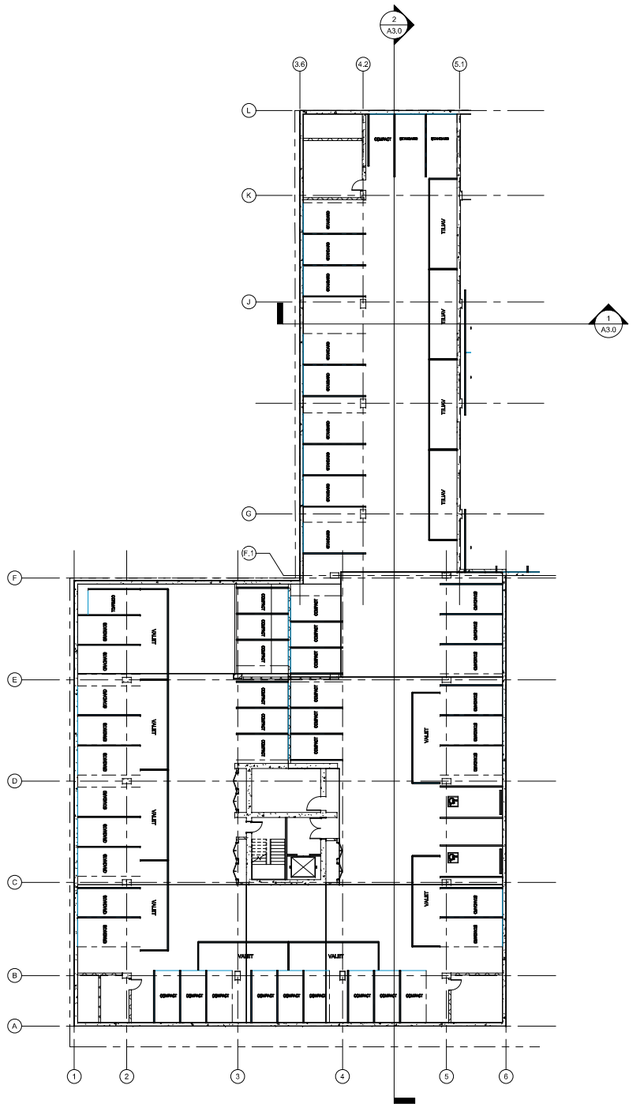

3 P3 - Phase I
1/16" = 1'-0"

Required Parking for Phase I			
Name	No. Of Units	Space/Unit	No. Of Parking Spaces
Studio	14	0.5	7
1Bedroom	21	1	21
1Bedroom+1Den	4	0.5	2
2 Bedroom	2	1	2
2Bedroom+1Den	4	1.5	6
Residential			38
(e) Commercial Parking	1	135	135
Commercial			135
Grand total			173

Provided Parking For Phase I					
Level	Standard	H/C	Compact	Valet	Total
P1	25	2	17	8	52
P2	29	2	16	11	58
P3	29	2	20	12	63
	83	6	53	31	173

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PHASE I_P1,P2,P3

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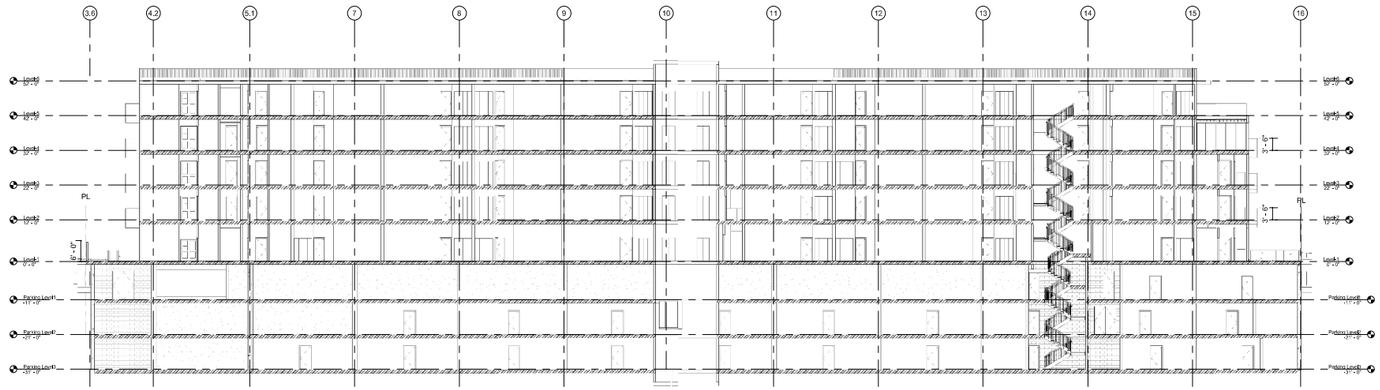

1 Section A
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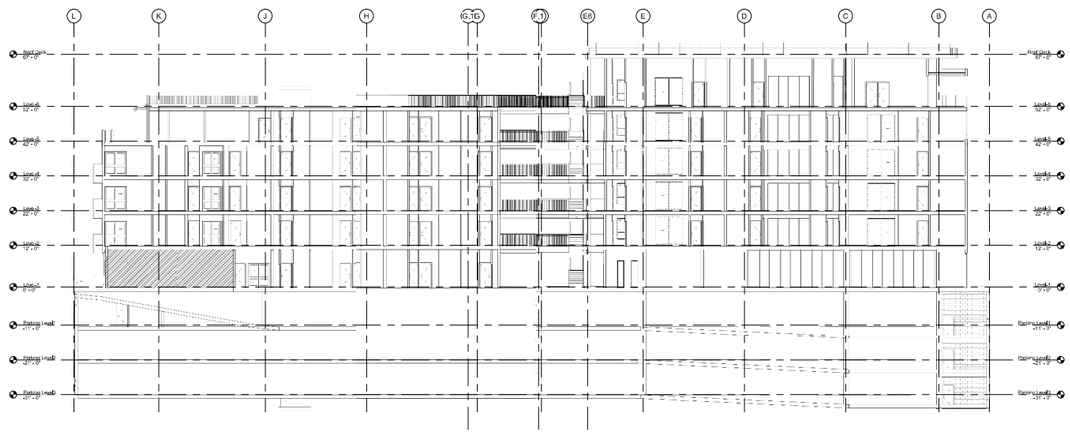

2 Section B
1/16" = 1'-0"

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SECTIONS

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BRONZE COLOR ALUMINUM BAGUETTE

BRONZE COLOR ALUMINUM DOOR/WINDOW

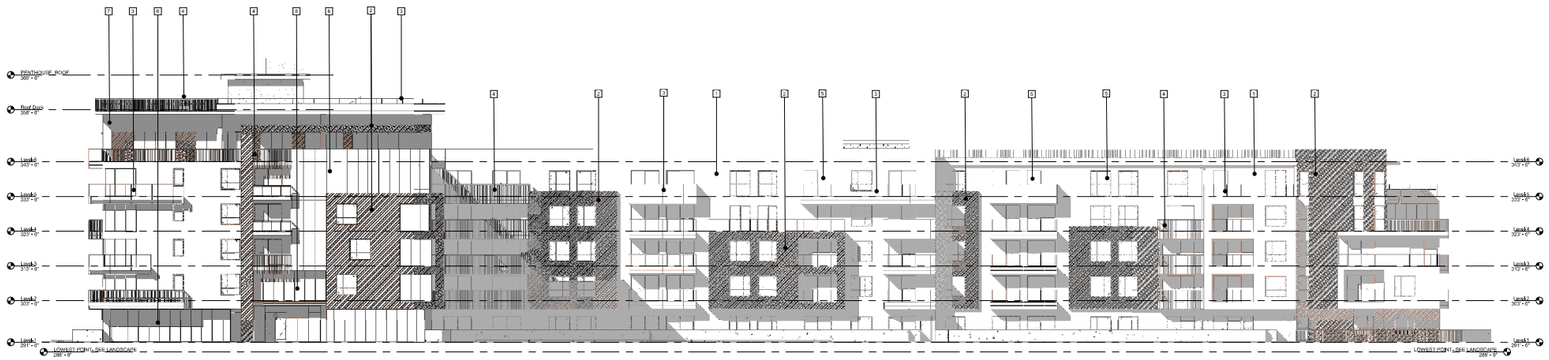
STEEL TROWELED CEMENT PLASTER

NATURAL FINISH EXPOSED CONCRETE

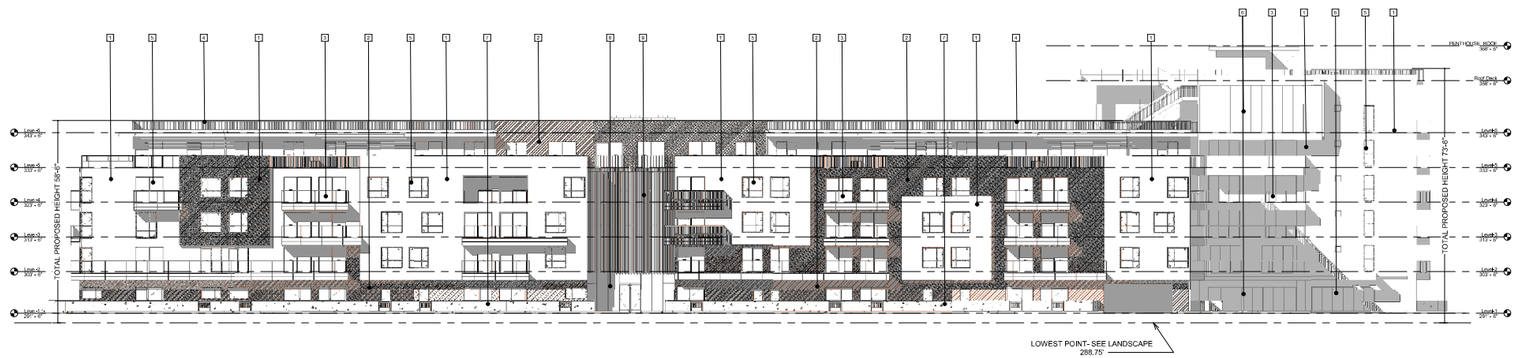
GLASS GUARDRAIL

GLASS GUARDRAIL

MATERIAL LEGEND	
NUMBER	MATERIAL
1	STEEL TROWELED CEMENT PLASTER=COLOR 1
2	STEEL TROWELED CEMENT PLASTER=COLOR 2
3	COLORED GLASS GUARDRAIL
4	PAINTED METAL SUNSCREAL
5	BRONZE COLOR ALUMINUM DOOR/WINDOW
6	FRAMELESS CLEAR GLASS
7	NATURAL FINISH EXPOSED CONCRETE
8	METAL CANOPY
9	BRONZE COLOR ALUMINUM BAGUETTE



1 EAST ELEVATION
1/16" = 1'-0"



2 WEST ELEVATION
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EAST & WEST ELEVATIONS

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BRONZE COLOR ALUMINUM BAGUETTE

BRONZE COLOR ALUMINUM DOOR/WINDOW

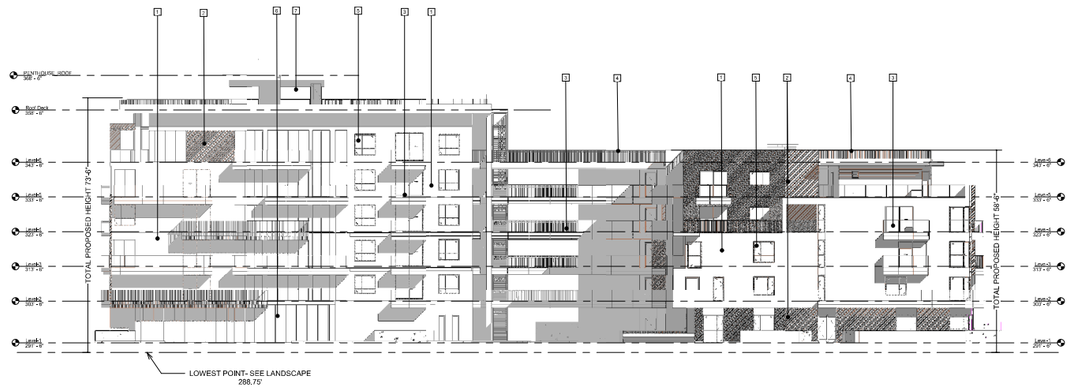
STEEL TROWELED CEMENT PLASTER

NATURAL FINISH EXPOSED CONCRETE

GLASS GUARDRAIL

GLASS GUARDRAIL

MATERIAL LEGEND	
NUMBER	MATERIAL
1	STEEL TROWELED CEMENT PLASTER+COLOR 1
2	STEEL TROWELED CEMENT PLASTER+COLOR 2
3	COLORED GLASS GUARDRAIL
4	PAINTED METAL GUARDRAIL
5	BRONZE COLOR ALUMINUM DOOR/WINDOW
6	TRANSLUCID CLEAR GLASS
7	NATURAL FINISH EXPOSED CONCRETE
8	METAL CANOPY
9	BRONZE COLOR ALUMINUM BAGUETTE



① NORTH ELEVATION
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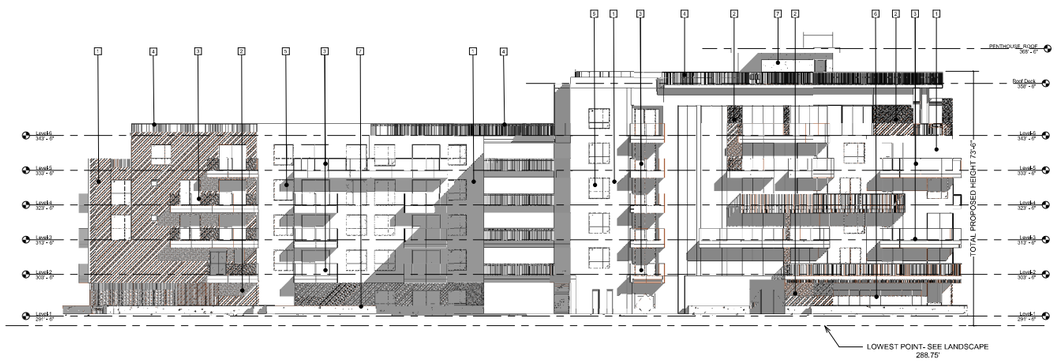

② SOUTH ELEVATION
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NORTH&SOUTH ELEVATIONS

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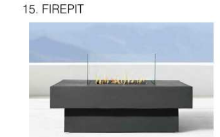
1 PRELIMINARY LANDSCAPE PLAN - ROOF DECK
SCALE: 1/16" = 1'-0"

KEYNOTES

11. FOOSBALL TABLE
12. BUILT-IN BENCH
13. COR-TEN STEEL SLOP PLANTER

14. WOOD STEATING STEP

15. FIREPIT



16. SAW CUT CONCRETE

17. HANGING MESH SHADE SCULPTURE

1. SYNTHETIC GRASS FOR DOG RUN

2. LID PLANTER
3. OUTDOOR TV

4. POOL TABLE
5. SHADE & STRING LIGHTS

6. ROCK & GRAVEL GARDEN

7. EXTENDED RAMP
8. CANOPY STRUCTURE W/ DROP DOWN SCREEN

9. NEW CORTEN STEEL WALL W/ PLANTERS & RAILING
10. WATER FEATURE

11. FOOSBALL TABLE
12. BUILT-IN BENCH

PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS
CERCIDIUM HYBRID 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE	24" BOX / 6 EA	LOW
CERCIS OCCIDENTALIS WESTERN REDBUD	24" BOX / 4 EA	LOW
PRUNUS X YODOENSIS 'AKEBONO' FLOWERING CHERRY	24" BOX / 4 EA	MODERATE
GINKGO BILBOA MAIDENHAIR TREE	24" BOX / 10 EA	MODERATE
ACER PALMATUM 'BLOODGOOD' JAPANESE MAPLE	24" BOX / 6 EA	MODERATE
GEIJERA PARVIFLORA AUSTRALIAN WILLOW	24" BOX / 6 EA	LOW
CITRUS LEMON 'MEYER IMPROVED' IMPROVED MEYER LEMON	24" BOX / 17 EA	MODERATE

SHRUBS & GROUND COVERS	SIZE & QUAN.	WUCOLS
BAMBUSA OLDHAMII GIANT TIMBER BAMBOO	15"GAL / 15 EA	
ASPARAGUS DENSIFLORUS 'MYERSII' ASPARAGUS FERN	15" GAL / 4 EA	


CITRUS LEMON 'MEYER IMPROVED' IMPROVED MEYER LEMON
ACER PALMATUM 'BLOODGOOD' JAPANESE MAPLE
CERCIS OCCIDENTALIS WESTERN REDBUD
CERCIDIUM HYBRID 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE
ASPARAGUS DENSIFLORUS 'MYERSII' ASPARAGUS FERN
GEIJERA PARVIFLORA AUSTRALIAN WILLOW
PRUNUS X YODOENSIS 'AKEBONO' FLOWERING CHERRY
GINKGO BILBOA MAIDENHAIR TREE
BAMBUSA OLDHAMII GIANT TIMBER BAMBOO

COMMON OUTDOOR OPEN SPACE	14,520 sf
Landscape Provided:	4,508 sf (31%)
REQUIREMENT (25% MIN.)	3,628 sf
COURTYARD	3,094 sf
5TH FLOOR	80 sf
ROOF DECK	1,334 sf

TREES REQUIRED

24" BOX TREE REQUIRED FOR EVERY 4 DWELLING UNITS (169/4): 43 TREES

TREES PROVIDED

FIRST FLOOR :	31 TREES
Level 7 Decks :	12 TREES
TOTAL TREES PROVIDED ON SITE:	43 TREES

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

SQLA INC Landscape Architects

Rev #	Issued to

DEVELOPER:

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TEL: (213) 785-5129 FAX: (213) 785-5591

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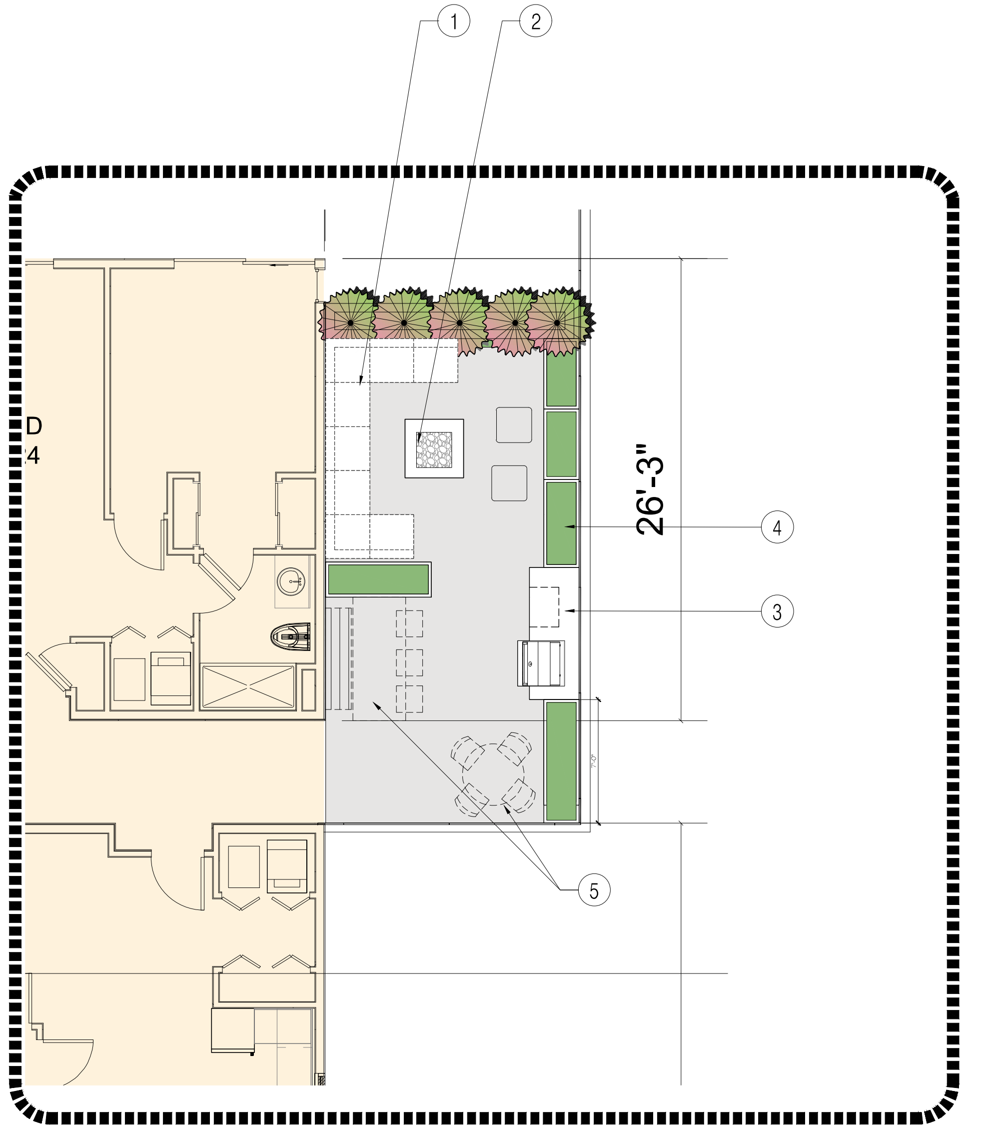

1 PRELIMINARY LANDSCAPE PLAN - 5TH FLOOR
SCALE: 1/4" = 1'-0"
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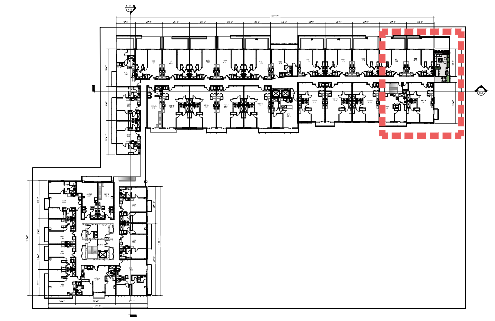


KEYMAP - 5TH FLOOR

KEYNOTES

1. OUTDOOR SOFA

2. FIRE PIT

3. BBQ W/ BAR

4. FIBERGLASS PLANTER

5. DINING TABLE

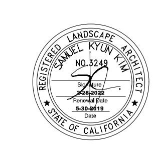
PODOCARPUS ELONGATUS
'MONMAL'
ICEE BLUE YELLOW-WOOD

PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS
PODOCARPUS ELONGATUS 'MONMAL' ICEE BLUE YELLOW - WOOD	15 GAL / 5 EA	LOW

2' x 2' PEDESTAL PAVER SYSTEM

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".



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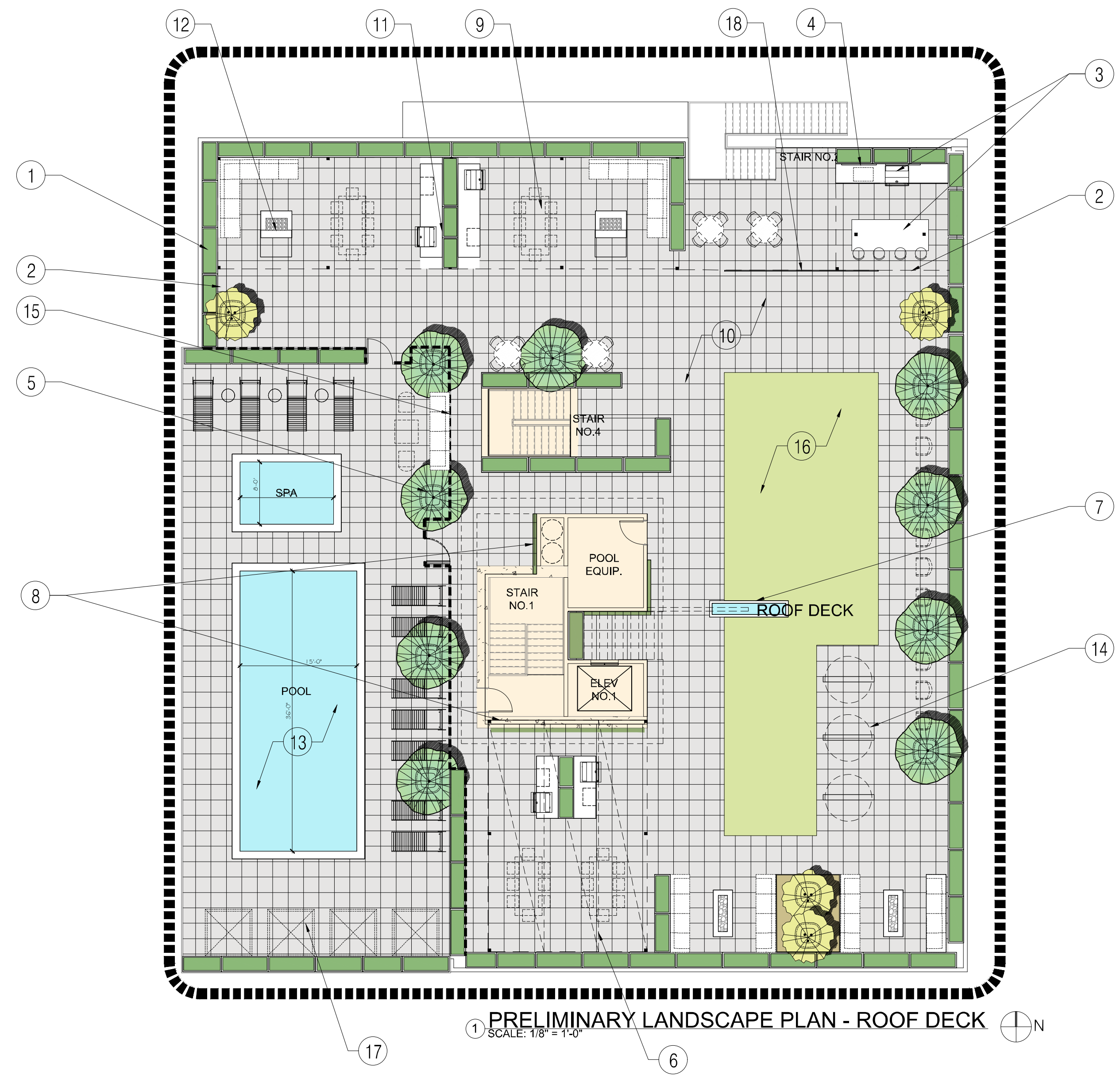
6399 wilshire boulevard suit 105 los angeles ca. 90048f 323655.6499

date : 05-31-2019
scale : AS SHOWN
drawn :
job : #21915
sheet :
LP-2
of sheets



1 PRELIMINARY LANDSCAPE PLAN - ROOF DECK
SCALE: 1/8" = 1'-0"

9. DINING TABLE

10. 2' x 2' PEDESTAL PAVER SYSTEM

11. BBQ

12. SQUARE FIRE PIT

13. POOL

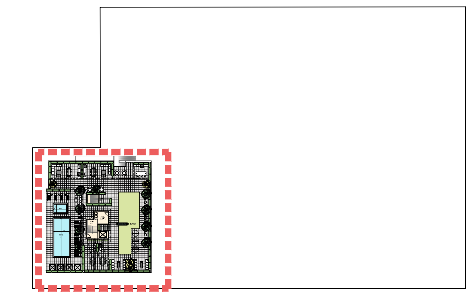
14. LED SWINGS

15. GLASS POOL FENCE

16. LAWN AREA

17. 6' x 6' DAYBED CABANA

18. MOVIE SCREEN



KEYMAP - ROOF DECK - N.T.S.

KEYNOTES

1. FIBERGLASS PLANTER

2. TRELLIS

3. BBQ W/ BAR

4. OUTDOOR TV

5. 40' x 40' SQUARO POT

6. STRING LIGHTS

7. RAIN CURTAIN

8. GREEN WALL

CERCIS OCCIDENTALIS
WESTERN REDBUD

CERCIDIUM HYBRID
'DESERT MUSEUM'
DESERT MUSEUM PALO VERDE

PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS
CERCIDIUM HYBRID 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE	24" BOX / 8 EA	LOW
CERCIS OCCIDENTALIS WESTERN REDBUD	24" BOX / 4 EA	MODERATE

SHRUBS & GROUND COVERS	SIZE & QUAN.	WUCOLS
LIVE ROOF		
PLANTING AREA		

2' x 2' PEDESTAL PAVER SYSTEM

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EXHIBIT B

ENVIRONMENTAL DOCUMENTS
ENV-2020-3254-CE

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

JUSTIFICATION TO SUPPORT A CATEGORICAL EXEMPTION

TENTEN Hollywood Project

CPC-2020-3253-DB-SPR-HCA, ENV-2020-3254-CE,
VTT-82714 and ZA-1997-797-ZV-PA1

Project Address: 1125 N. Gower Street, Los Angeles, CA 90038
(inclusive of 6118-6124 W. Lexington Avenue, 1121-1127 N. Gower Street, 1124-1150 N. Lodi Place, Los Angeles, CA 90038)

Community Plan Area: Hollywood

Council District: 13 – O'Farrell

Project Description: The Project Site occupies 104,675 square feet of net lot area (2.4 acres) with 90,857 square feet of buildable lot area (2.09 acres) and is currently developed with a surface parking lot and a 64,384 square-foot commercial building. The Proposed Project includes the removal of 22 on-site trees, three trees in the public right-of-way, and site clearing of surface parking lots for the construction, use, and maintenance of two multi-family residential buildings; a five-story building (58 feet - 6 inches) and a six-story building (73 feet – 6 inches) with a total of 169 residential dwelling units ("Proposed Project"). Eleven percent of the total units (19 units) would be reserved as affordable units at the "Very Low Income" level. The existing 64,384 square-foot commercial building would remain on site. The Proposed Project would include 185,357 square feet of new floor area; at completion, the Proposed Project would have a total combined floor area of 249,741 square feet, resulting in a floor area ratio of 2.75:1. The Proposed Project would be built in two phases, one phase for each residential building. Three levels of subterranean parking would be provided in a subterranean parking garage underneath the residential buildings. The Proposed Project would provide a total of 278 vehicle parking spaces and 121 bicycle parking spaces, in accordance with the LAMC. The Proposed Project would include 20,440 square feet of common open space, with 10,726 square feet of landscaped area and 43 trees in accordance with the LAMC. The Proposed Project would require a total of approximately 65,890 cubic yards of soil export to building the building foundations and subterranean levels.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
Parker Environmental Consultants, LLC

APPLICANT:
1149 Gower Street Hollywood, LLC

August 2021

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CLASS 32 CATEGORICAL EXEMPTION

List of Tables

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Attachments

1.0 Project Description

A. Project Summary

The Project Site is currently developed with an existing two-story 64,384 square-foot commercial building and two connected surface parking lots. 1149 Gower Street Hollywood, LLC (the "Applicant") proposes the site clearing of the surface parking lots for the construction, use, and maintenance of two multi-family residential buildings, a five-story building and a six-story building with a total of 169 residential dwelling units ("Proposed Project"). Eleven percent of the total units (19 units) would be reserved as affordable units at the "Very Low Income" level. The existing commercial building would remain on site. The Proposed Project's new floor area would include 185,357 square feet of new floor area; at completion, the Proposed Project would have a total combined floor area of 249,841 square feet, resulting in a floor area ratio of 2.75:1. The Proposed Project would be built in two phases, one phase for each residential building. Three levels of subterranean parking would be provided in a subterranean parking garage underneath the residential buildings. The Proposed Project would provide a total of 278 parking spaces and 121 bicycle parking spaces, in accordance with the LAMC. The Proposed Project would include 20,440 square feet of common open space with 10,726 square feet of landscaped area and 43 trees, in accordance with the LAMC.

The Applicant is requesting the following discretionary approvals: (1) Pursuant to LAMC Section 12.22 A.25(e), in exchange for reserving 11 percent of the total dwelling units at the "very low-income" level, the Proposed Project is requesting the following Density Bonus incentives: (i) Pursuant to LAMC Section 12.22.A.25, a 35 percent increase in density to permit 169 dwelling units in lieu of the 128 units otherwise permitted by the underlying zone; (ii) Pursuant to LAMC Section 12.22 A.25, an off-menu density bonus incentive for an increase in height of 28 feet-6 inches for the five-story building and 28 feet-6 inches for the six-story building; (iii) Pursuant to LAMC Section 12.22 A.25, an off-menu density bonus incentive for a reduction in the side yard setback along Gower of two feet-six inches to permit a side yard setback of six feet-six inches; (2) Pursuant to LAMC Section 16.50, Site Plan Review for the proposed residential buildings resulting in the creation of more than 50 dwelling units; (3) Pursuant to LAMC Section 12.27 U, a Plan Approval to Case No. ZA-1997-797-ZV to permit vehicle parking for the property to be provided in an underground structure; and (4) A Vesting Tentative Tract Map to create a ground lot and two air space lots (one for the two residential buildings and one for the existing commercial building).

In addition, pursuant to various sections of the LAMC, the Applicant will also request various ministerial administrative approvals and permits from the Los Angeles Department of Building and Safety and other municipal agencies for project construction actions, including but not limited to the following: demolition, grading, foundation, haul route, street tree removal, building and tenant improvements.

B. Environmental Setting

1. Project Location

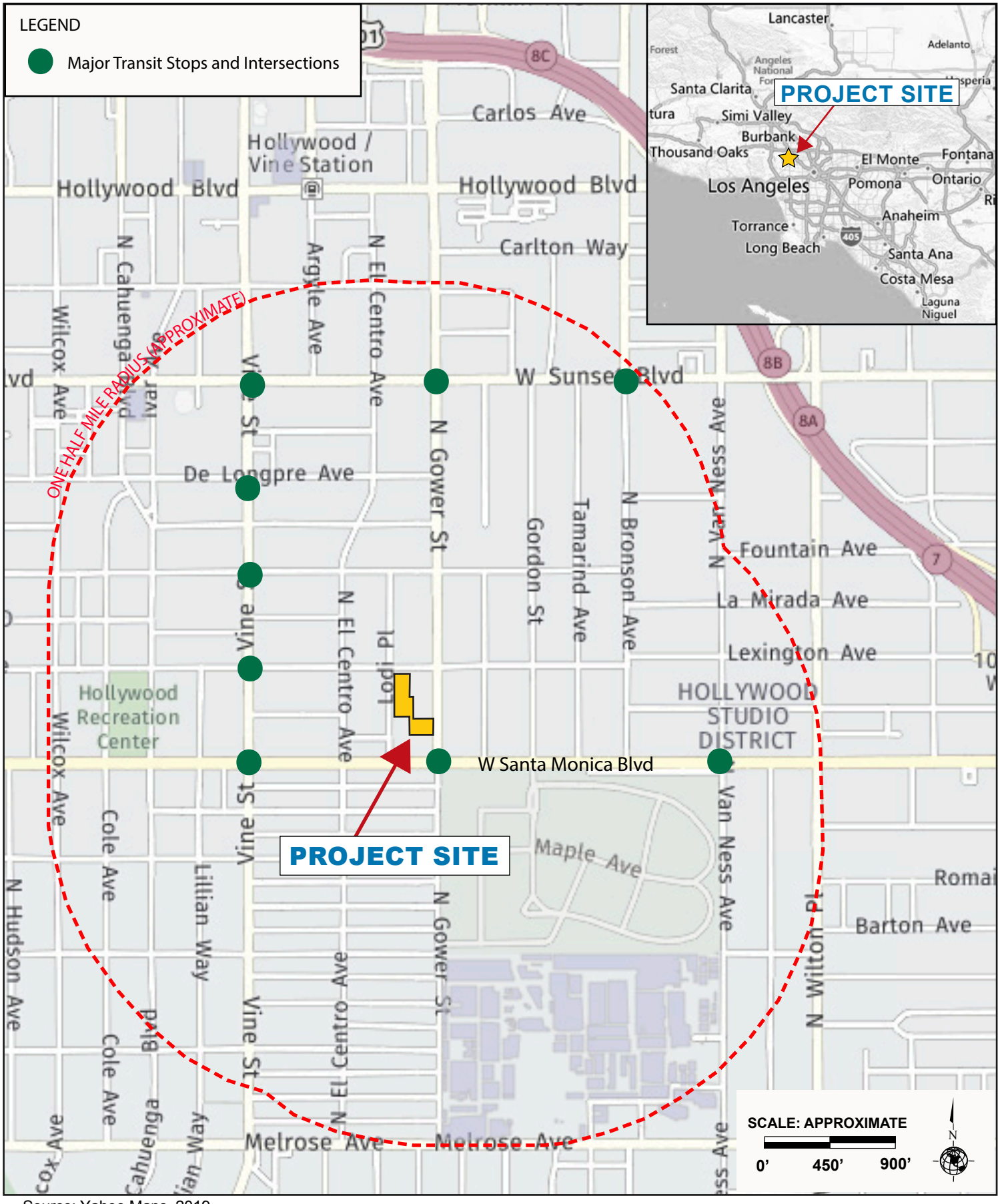
The Project Site is located in the Hollywood Community Plan ("Community Plan") area within the City of Los Angeles. The Project Site's location within the City of Los Angeles and the greater Los Angeles region is depicted in Figure 1, Project Location Map. The Project Site encompasses 17 parcels and includes approximately 104,675 square feet of lot area (2.4 acres) with 90,857 square feet of buildable lot area (2.09 acres). The Project Site's property addresses, Assessor's Parcel Numbers (APN), land use and lot area are summarized in Table 1.1, Summary of Project Site, below.

Table 1.1
Summary of Project Site

Address	APN	Existing Land Use	Lot Area (square feet)
1131 N. Gower Street	5534-008-016	Production Center	104,675 sf
1135 N. Gower Street			
1139 N. Gower Street			
1149 N. Gower Street 6104 W. Lexington Avenue			
6118, 6118 ½ W. Lexington Avenue	5534-008-016	Surface parking	
6122 W. Lexington Avenue 6124 W. Lexington Avenue 1148, 1150 N. Lodi Place			
1140 N. Lodi Place 1150 N. Lodi Place			
1134 N. Lodi Place			
1128 N. Lodi Place			
1124 N. Lodi Place			
1127 N. Gower Street			
1121 N. Gower Street			
1144 N. Lodi Place	5534-008-017		

Sources: City of Los Angeles Department of City Planning, Zone Information and Map Access System, website: http://zimas.lacity.org/, accessed April 2021.

The Project Site is generally bound by N. Lodi Place to the west; W. Lexington Avenue to the north; N. Gower Street to the east; and commercial office and retail buildings to the south of the Project Site.



Source: Yahoo Maps, 2019.

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Figure 1
Project Location Map

Primary vehicular access to the Project Site is provided by the Hollywood Freeway (US-101) approximately 0.8 mile to the east. Local street access is provided by the grid roadway system surrounding the Project Site. North Gower Street, which borders the Project Site to the east, is a two-way street providing one travel lane in each direction. Gower Street is classified as a Modified Avenue III roadway in the City's Mobility Plan. West Lexington Avenue, which borders the Project Site to the north, is a two-way street providing one travel lane in each direction. Lexington Avenue is designated as a Local Street in the City's Mobility Plan. Lodi Place, which borders the Project Site to the west, is a two-way street providing one travel lane in each direction. Lodi Place is designated as a Local Street in the City's Mobility Plan. Street parking is provided along Gower Street, Lexington Avenue, and Lodi Place with restrictions. Other major arterial roadways providing access to the Project Site is Santa Monica Boulevard, which is located approximately 180 feet south of the Project Site. Santa Monica Boulevard is designated as a Modified Avenue I roadway in the City's Mobility Plan.

Transit Priority Area

In 2013, the State of California enacted Senate Bill 743 (SB 743), which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Public Resources Code Section 21099 defines a "transit priority area" as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "Major Transit Stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Public Resources Code Section 21061.3 defines an "Infill Site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses.

The Project Site is an infill site within a Transit Priority Area as defined by California Environmental Quality Act (CEQA).[1] The Los Angeles Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) operate multiple bus lines with multiple bus stops within walking distance from the Project Site. In the vicinity of the Project Site, bus stops are primarily located along Santa Monica Boulevard, Gower Street, and Sunset Boulevard, and Hollywood Boulevard. Bus lines that operate in the Project Site area include, but are not limited to, Metro lines: 4, 210, 2/302, 704; and LADOT lines: DASH Hollywood and DASH Hollywood/Wilshire. Additionally, the closest Metro Station to the Project Site is the Hollywood / Vine Rail Station, located within 0.9 mile (walking distance) from the Project Site. The Hollywood / Vine Metro Station is serviced by the Metro Red Line. The Metro Red Line provides service between the community of North Hollywood and Union Station in downtown Los Angeles. The

[1] *Public Resources Code Sections 21061.3 and 21099. See also City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed April 2021.*

Metro Red Line provides access to other subway lines that connect to other parts of the City and to the greater Los Angeles metropolitan area.

The Project Site is also situated within easy walking distance to retail, restaurants, entertainment, and other commercial businesses located in the Hollywood area.

2. Existing Conditions

2.1 Zoning and Land Use Designations

Figure 2, Zoning and General Plan Land Use Designations, shows the existing and proposed zonings and land use designations on the Project Site and in the surrounding area. The Hollywood Community Plan designates the entirety of the Project Site for Medium Residential land uses corresponding to the R3 Zone. The eastern portion of the Project Site, the lots fronting Gower Street, are zoned R3-1, and the western portion of the Project Site, the lots fronting Lodi Place, are zoned R3-1XL; thus, the zoning of the Project Site is consistent with the existing land use designation. The Project Site is partially located in Height District No. 1 and 1XL. Height District No. 1 establishes a height limit of 45 feet above grade and a FAR limitation of 3:1 for the R3 Zone. Height District No. 1XL establishes a height limit of 30 feet above grade, 2 stories, and an FAR limitation of 3:1 for the R3 Zone. The Project Site is also located within a Transit Priority Area (ZI-2452), the Hollywood Redevelopment Project area (ZI-1352), and the Los Angeles State Enterprise Zone (ZI-2374).

2.1.1 Hollywood Community Plan

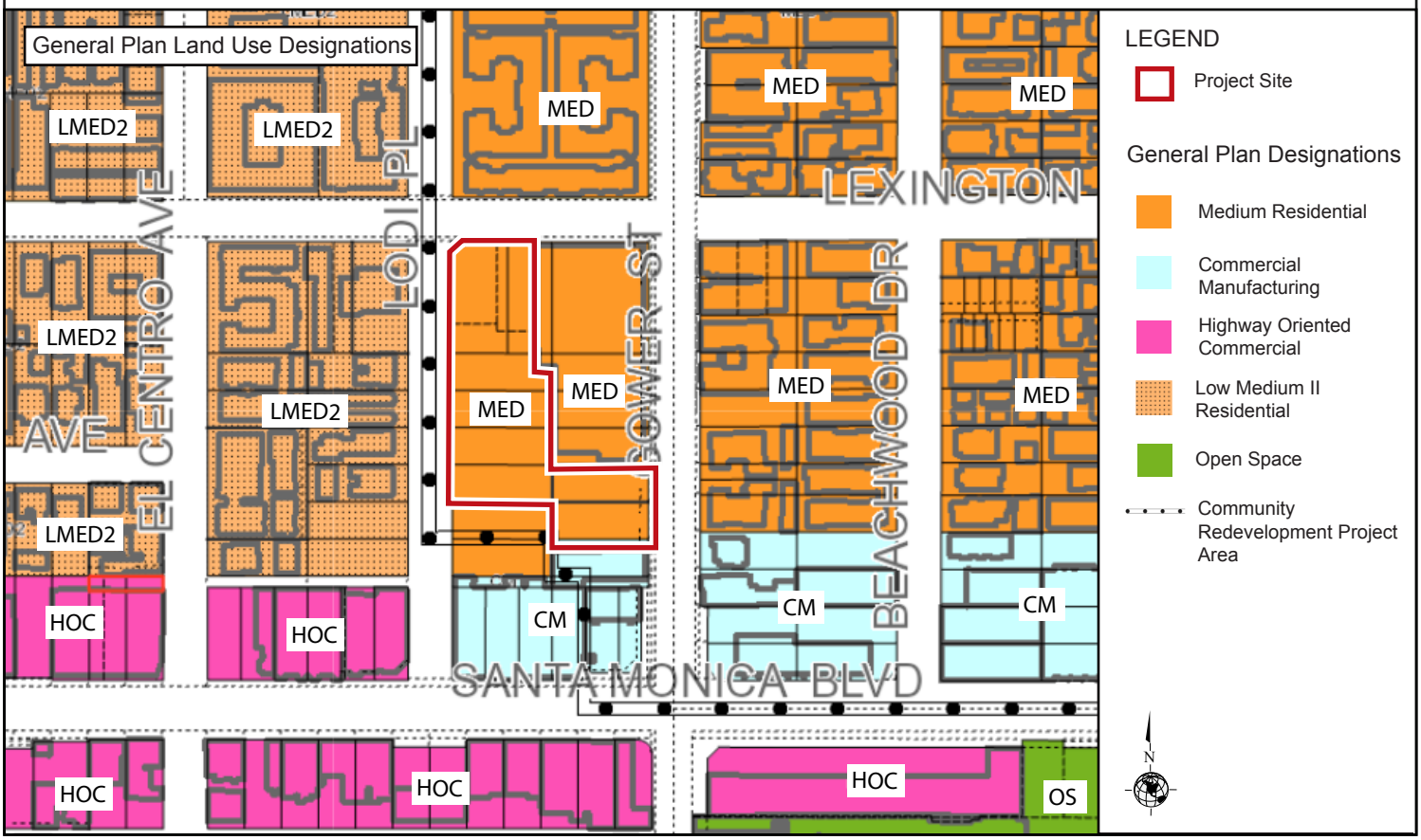
The Project Site is located within the Hollywood Community Plan area of the City of Los Angeles. The Community Plan is "intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet the existing and anticipated needs and conditions; balance growth and stability; reflect economic potentials and limits, land development and other trends; and protect investment to the extent reasonable and feasible." [2]

2.1.2 Hollywood Redevelopment Plan

The Project Site is located within the Hollywood Redevelopment Plan Project Area. The Hollywood Redevelopment Plan, effective July 12, 2003, is valid until July 12, 2033.[3] While AB1X-26 dissolved redevelopment agencies and called for the wind down of their affairs, the land use regulations of the Hollywood Redevelopment Plan remain in effect. Pursuant to Ordinance 183,325 (effective 11/11/19), the authority or responsibility to perform actions and related land use functions regarding any Redevelopment Plan Amendment or land use approval or entitlement pursuant to Section 11.5.14 and applicable provisions of the Code was transferred to the City. The Hollywood Redevelopment Plan sets overarching goals to redevelop and improve

[2] *City of Los Angeles Department of City Planning, Hollywood Community Plan (pg. HO-1).*

[3] *City of Los Angeles Community Redevelopment Agency, Redevelopment Plan for the Hollywood Redevelopment Project, 2003.*



Source: ZIMAS, City of Los Angeles, Department of City Planning, 2019.

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Figure 2
Zoning and General Plan Land Use Designations

the Redevelopment Plan Project Area for all segments of the community. The Hollywood Redevelopment Plan aims to improve the quality of the environment, promote a positive image for Hollywood and provide a safe environment.

The Redevelopment Plan aims to preserve and increase employment and business; encourage the involvement and participation of the community; promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors; support and encourage the development of social services and promote the development of health, education, child and youth care, and senior citizen facilities and programs; promote and improve housing opportunities for all income and age groups; support and encourage a circulation system which would improve the quality of life in Hollywood; promote the development of recreational and cultural facilities and open space; and promote the development of the varied ethnic communities in Hollywood. The Hollywood Redevelopment Plan supports and promotes Hollywood as the center of the entertainment industry and a tourist destination through the retention, development, and expansion of all sectors of the entertainment industry and the preservation of landmarks. Along the same lines, the Redevelopment Plan calls to promote and encourage the retention and expansion of all segments of the arts community.

2.2 Existing Site Conditions

Figure 3, Aerial Photograph of the Project Site and Surrounding Land Uses, shows an aerial view of the Project Site and identifies the photograph locations for the Project Site and surrounding land use photographs shown in Figure 4, Photographs of the Project Site.

The Project Site is currently developed with an existing two-story commercial building and surface parking. There are two vehicle driveways located along the east side of Lodi Place and one vehicle driveway located along the west side of Gower Street that all provide access to the Project Site. The Project Site contains vegetation within the surface parking areas.

As noted in the Arborist Report (see Attachment 8) there are 59 non-protected trees on and adjacent to the Project Site, including 21 street trees on the public right-of-way adjacent to the Project Site along Lexington Avenue, Gower Street, and Lodi Place, and 38 trees on site. None of the trees are protected trees species as defined under the City's Protected Tree Ordinance (LAMC Section 17.02). Further discussion of the removal of trees is provided in the Supporting Analysis criteria (c) of this document.

3. Surrounding Land Uses

As shown in Figure 2, the Project Site is in a residentially zoned area, and properties immediately bordering the Project Site are zoned RD1.5-1XL with a General Plan land use designation of Medium Residential, R3-1 zone with a General Plan land use designation of Medium Residential, CM-1VL with a General Plan land use designation of Commercial Manufacturing, or C2-1D zone with a General Plan land use designation of Highway Oriented Commercial. The properties surrounding the Project Site include a mix of commercial uses (including restaurants and retail), mixed-use residential, multi-family residential, and office uses. These land uses range in height from one- to three-stories above grade. Photographs of the land uses immediately surrounding the Project Site are provided in Figure 5. Figure 3 shows an aerial photograph and list of the uses

surrounding the Project Site. Below is description of the existing conditions in the surrounding area.

North: Lexington Avenue abuts the Project Site to the north. Properties across Lexington Avenue are developed with multi-family residential buildings. These residential buildings range from one to three stories in height and are zoned RD1.5-1XL and R3-1 with General Plan land use designations of Medium Residential. Refer to Figure 5, View 7.

West: Lodi Place abuts the Project Site to the west. Properties across Lodi Place are developed with one- to three-story multi-family residential buildings. An eight unit small lot residential subdivision is located on the southwest corner of Lexington Avenue and Lodi Place. These properties are zoned RD1.5-1XL with General Plan land use designations of Low Medium II Residential. Refer to Figure 5, View 8.

East: Gower Street abuts the Project Site to the east. A two-story production studio is located to the east of the northern portion of the Project Site. Across Gower Street, properties are developed with one- to four-story multi-family residential buildings. These properties are zoned R3-1 with General Plan land use designations of Medium Residential. Refer to Figure 5, Views 9 and 10.

South: Abutting the Project Site to the south is a one-story office building and a two-story multi-tenant commercial/retail building and associated parking lot. These properties are zoned CM-1VL with General Plan land use designations of Commercial Manufacturing. Refer to Figure 5, Views 11 and 12.

LEGEND

Project Site Boundary

Photograph Locations

Surrounding Land Uses:

1: Hollywood Production Studio (1149 N. Gower Street)

2: Commercial building (1115 N. Gower Street)

3: Commercial/Retail buildings (6101-6129 Santa Monica Blvd.)

4: Multi-family Residential

5: Multi-family Residential

6: Assisted Living

7: Multi-family Residential

8: Multi-family Residential

SCALE: APPROXIMATE

0 80' 160'

N

Source: Google Earth, Aerial View, 2019.

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Figure 3
Aerial Photograph of the Project Site and Surrounding Land Uses

View 1: On the east side of Gower Street looking southwest at the Project Site.

View 2: On the north side of Lexington Avenue looking southeast at the Project Site.

View 3: On the northwest corner of Lexington Avenue and Lodi Place looking south at the Project Site.

View 4: On the west side of Lodi Place looking south at the Project Site.

View 5: On the west side of Lodi Place looking north at the Project Site.

View 6: On the east side of Lodi Place looking north at the Project Site.

Source: Parker Environmental Consultants, May 29, 2019.

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Figure 4
Photographs of the Project Site
Views 1-6

View 7: On the south side of Lexington Avenue looking northeast at the properties north of the Project Site.

View 8: On the east side of Lodi Place looking south at the properties west of the Project Site.

View 9: On the northeast corner of Gower Street and Lexington Avenue looking at the properties immediately east of the Project Site.

View 10: On the west side of Gower Street looking northeast at the properties east of the Project Site.

View 11: On the south side of Santa Monica Boulevard looking northeast at the properties south of the Project Site.

View 12: On the southeast corner of Santa Monica Boulevard and Gower Street looking north at the properties south of the Project Site.

Source: Parker Environmental Consultants, May 29, 2019.

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Figure 5
Photographs of the Surrounding Land Uses
Views 7-12

C. Description of Project

1. Project Overview

Development of the Proposed Project would require the demolition of the existing surface parking lots. The Proposed Project would result in two new multi-family residential buildings, including a five-story building and a six-story building, with a total of 169 residential dwelling units ("Proposed Project"). Eleven percent of the total number of units (19 units) would be reserved for residents at the Very-Low Income level. The six-story residential building would front Gower Street, and the five-story residential building would front Lodi Place. The existing 64,384 square-foot 2-story commercial building located at the southwest corner of Gower and Lexington would remain on-site. The Proposed Project would provide 278 vehicle parking spaces within three levels of subterranean parking below the proposed structures, and would also provide parking for the existing commercial building. Construction activities associated with the Proposed Project would be undertaken in two phases. Phase I would consist of constructing the six-story residential building fronting Gower Street, as well as the associated subterranean parking structure. Phase II would consist of constructing the five-story residential building fronting Lodi Place, as well as the associated subterranean parking structure. A summary of the Proposed Project is provided in Table 1.2, Proposed Development Program, below. The plan layout of the Proposed Project is depicted in Figure 6, Plot Plan. The floor plans are illustrated in Figures 8 through 11.

Table 1.2
Proposed Development Program

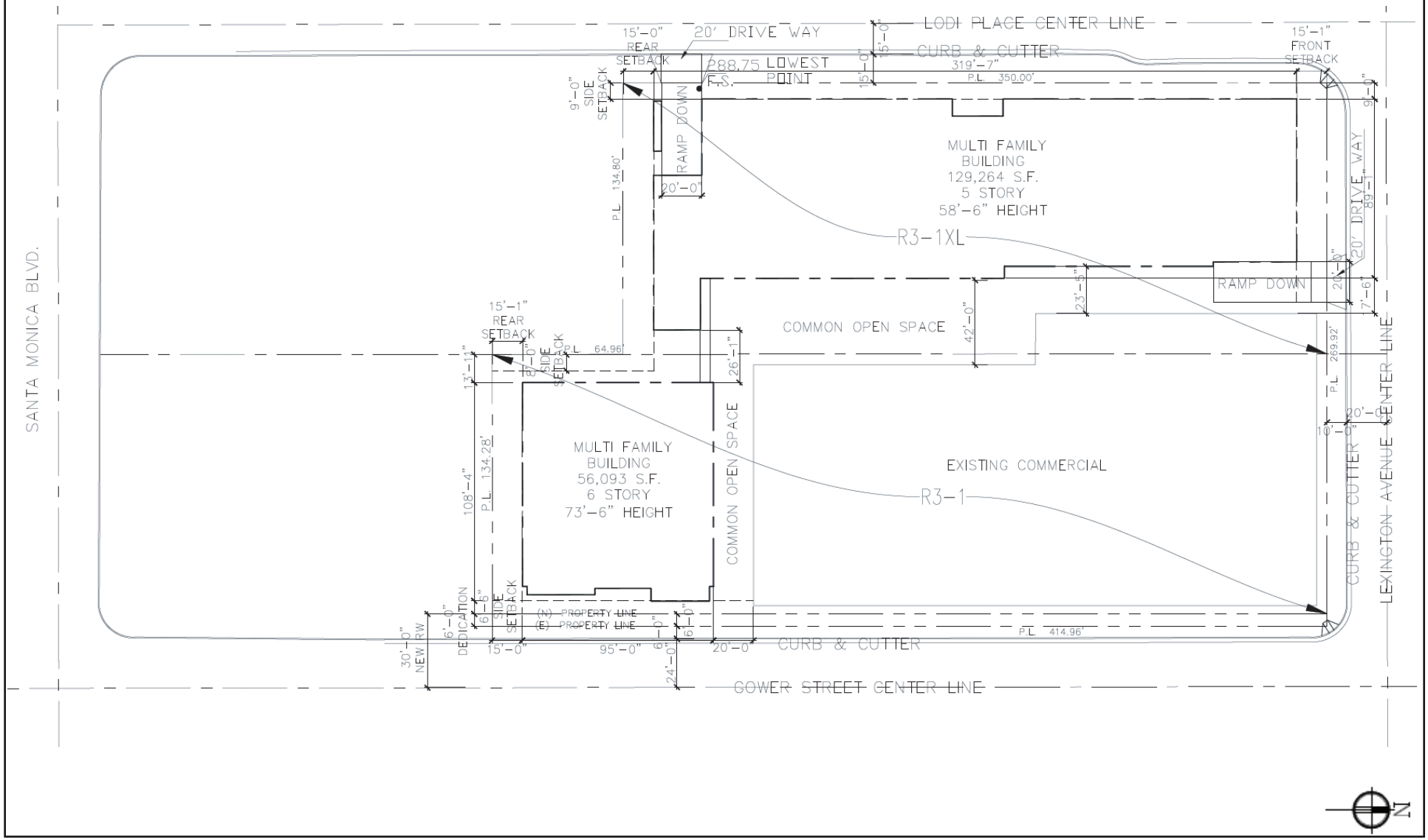
Land Uses	Units		Floor Area (Square Feet)
	Ph 1.	Ph.2	
Residential			
Studio Units	4	2	185,357 [a]
1-Bedroom Units	14	24	
1-Bedroom + Den Units	2	84	
2-Bedroom Units	21	14	
2-Bedroom + Den Units	4	0	
Subtotal (by Phase)	***45***	***124***	
Subtotal (Project)	***169***		
Non-Residential (existing to remain)			
Commercial	--		64,384
Total Floor Area:			**249,741 [b] (2.75:1 FAR)**

Notes:

[a] *Residential floor area includes common areas, interior lobby and recreational amenity areas, and interior spaces within the proposed dwelling units.*

[b] *Pursuant to the definition of the term "floor area" in LAMC Section 12.03, structured parking areas are excluded from the floor area calculations for purposes of calculating floor area ratio (FAR). The Proposed Project includes three levels below grade and on the ground floor that is not counted towards the FAR.*

Source: Bijan & Associates, January 2020.



Source: Bijan & Associates, March 2020.

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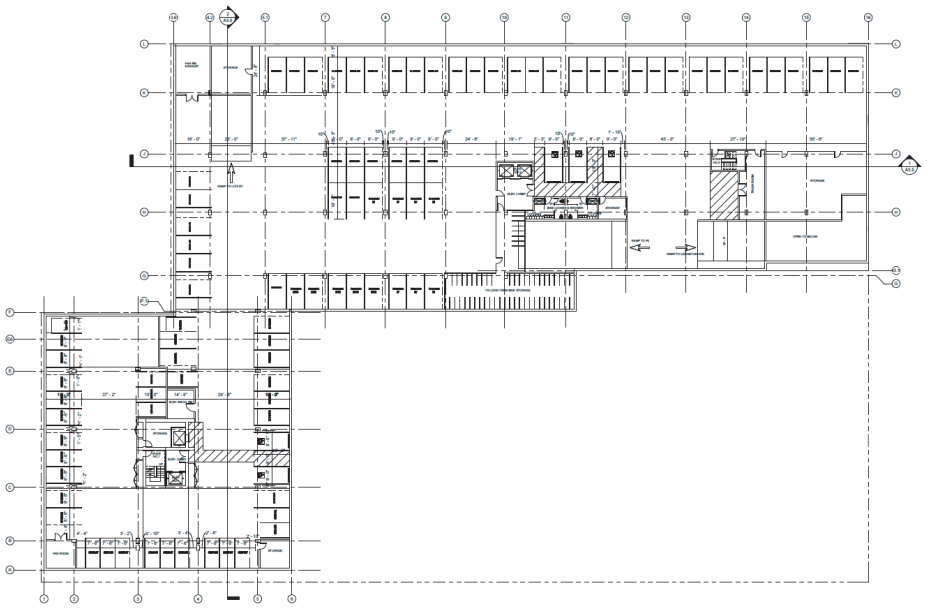
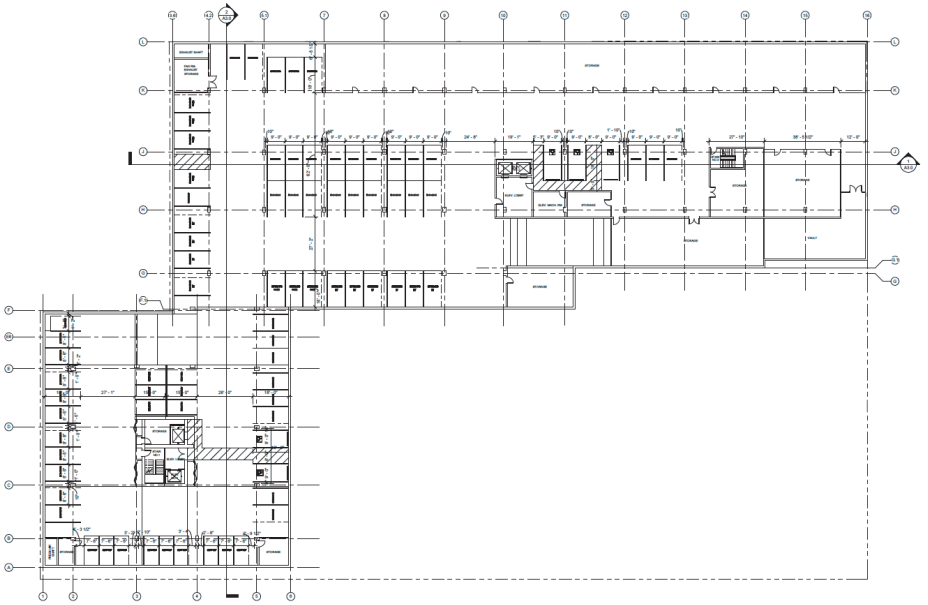
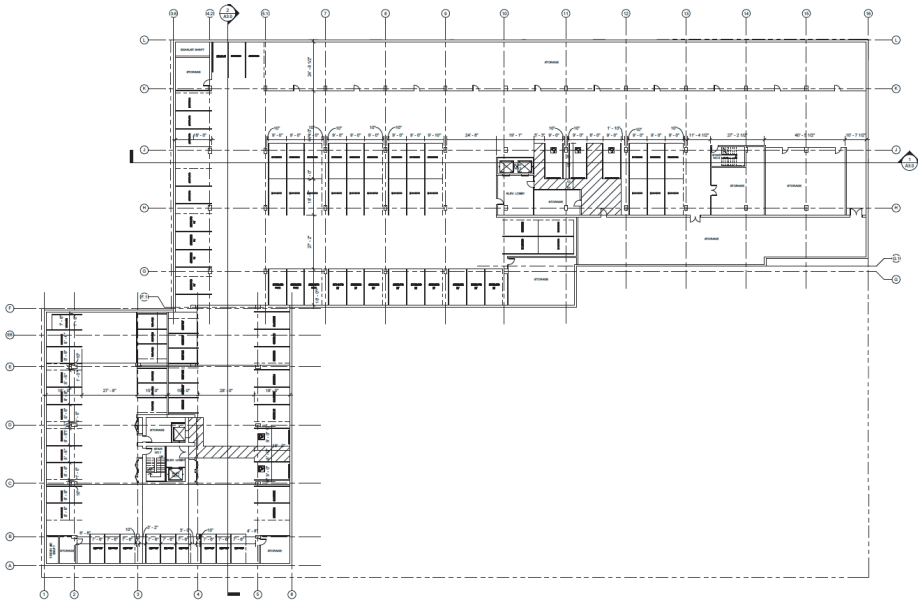
Figure 6
Plot Plan



Level P1



Level P2



Level P3

Source: Bijan & Associates, March 2020.

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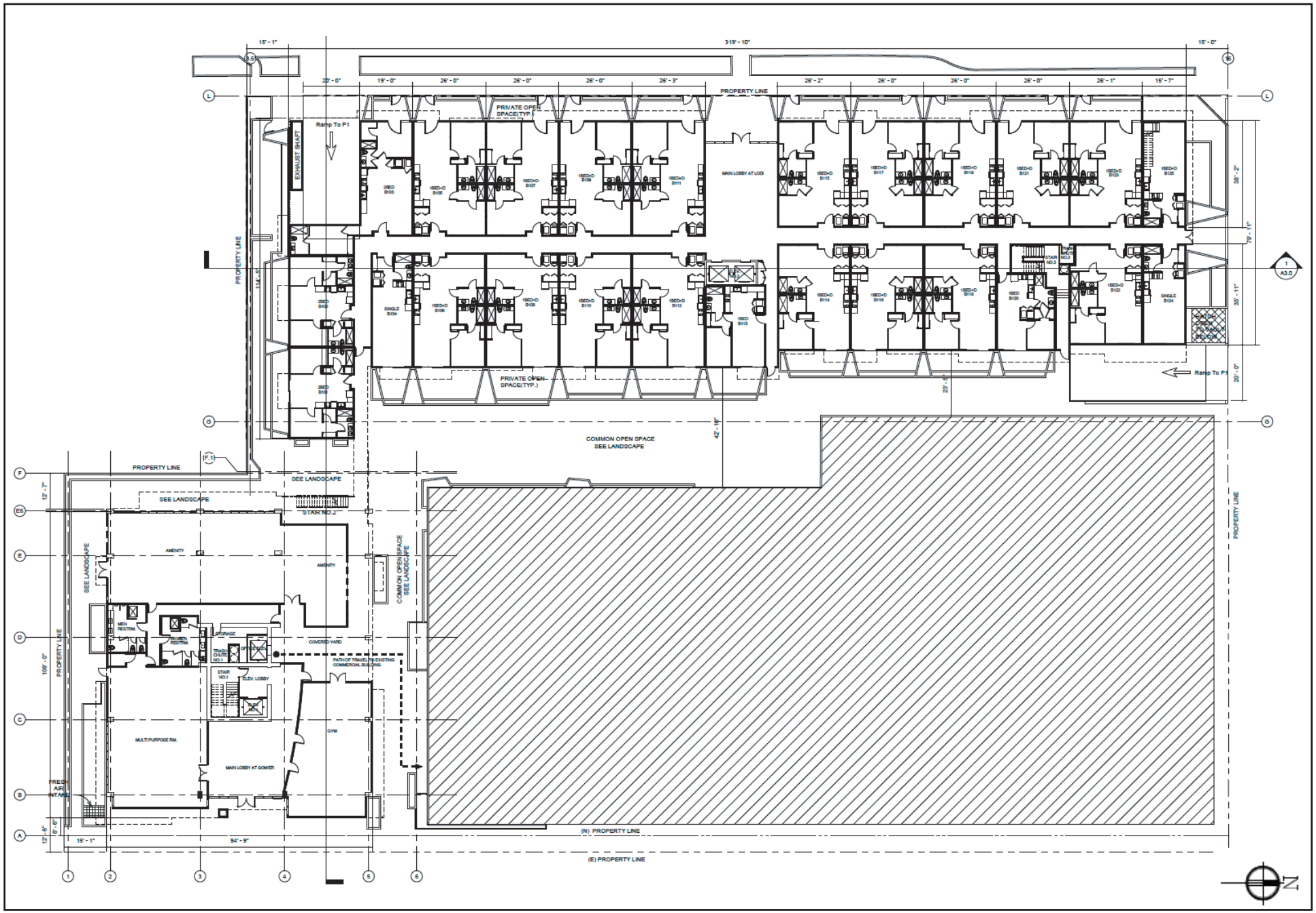
Figure 7
Level P1 to P3 Parking Floor Plans



Source: Bijan & Associates, March 2020.

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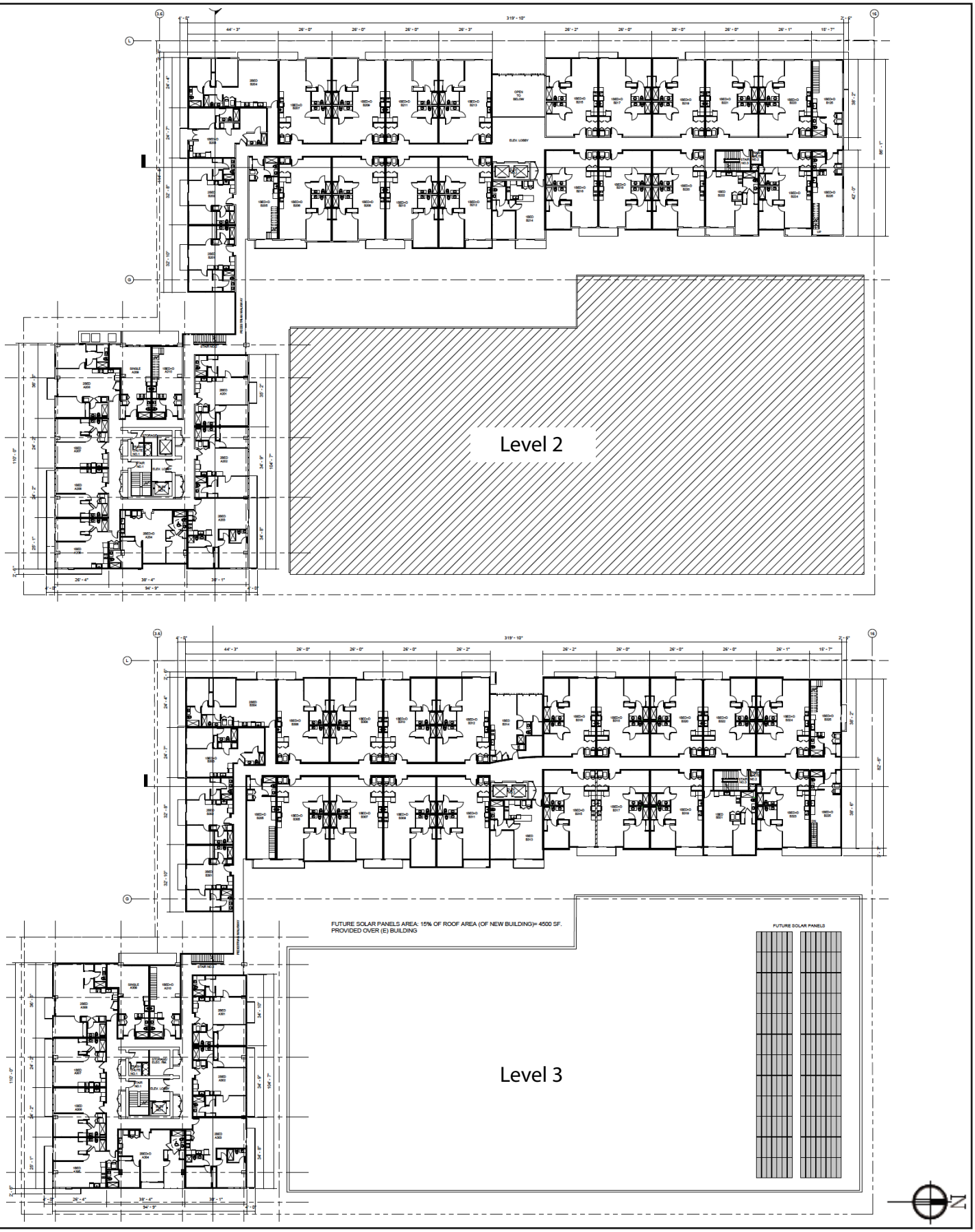
Figure 8
Level 1 Floor Plan



Source: Bijan & Associates, March 2020.

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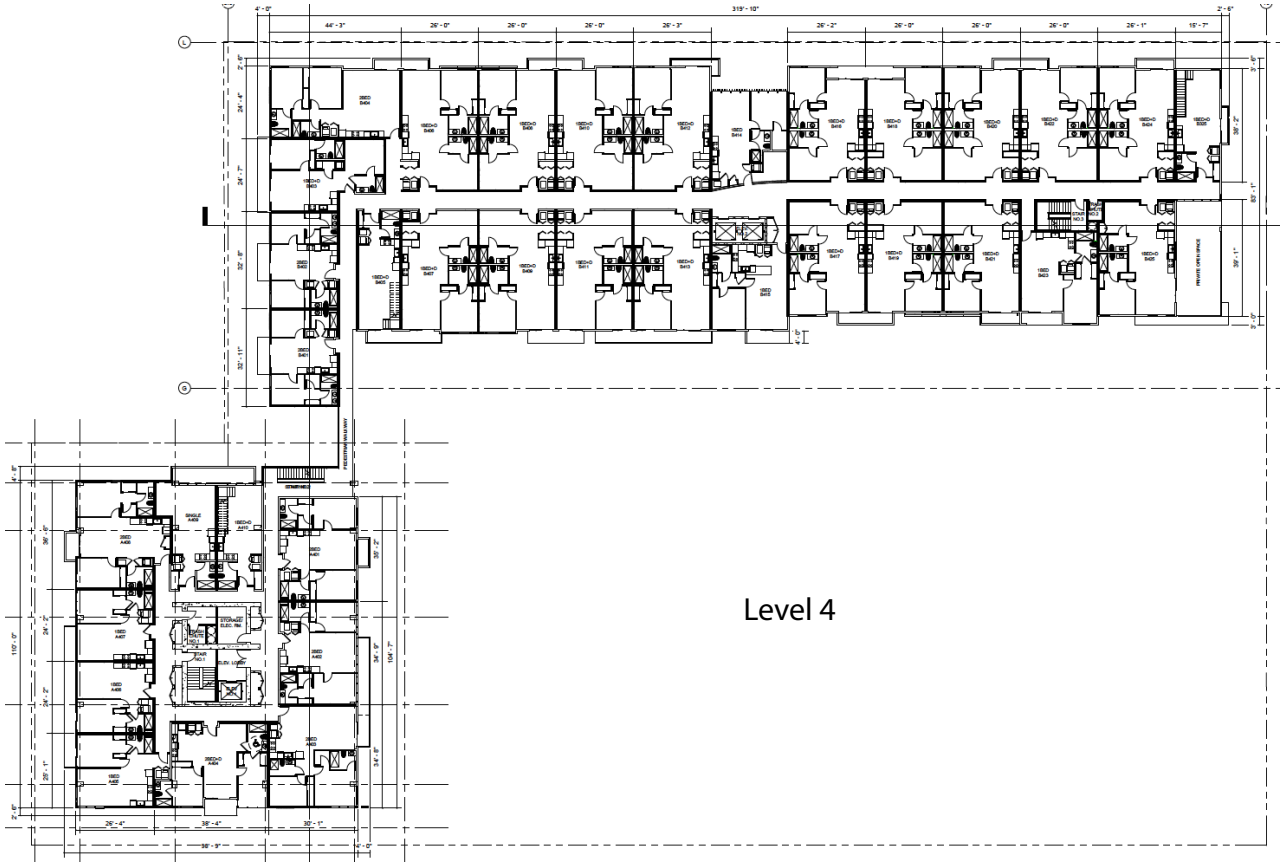
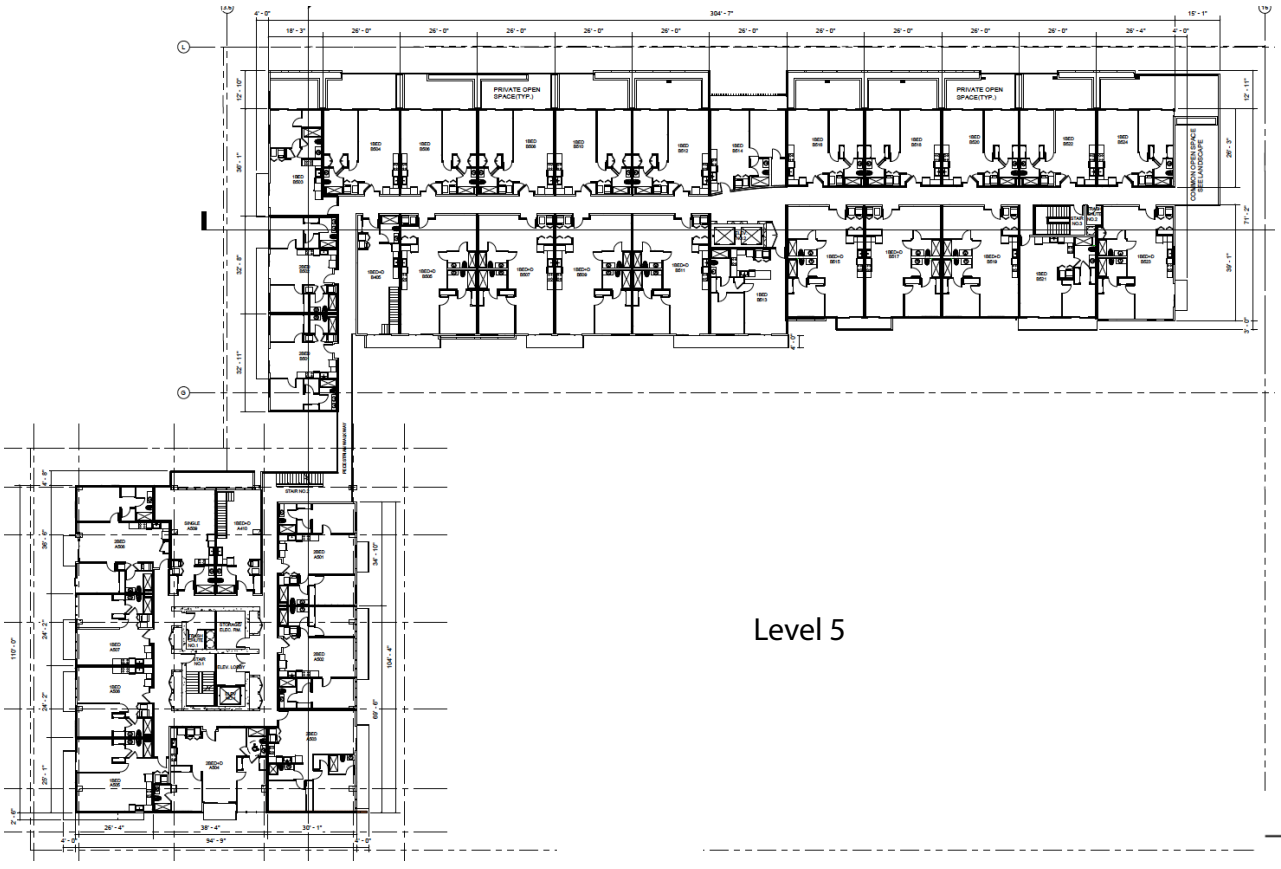
Figure 9
Level 2 and 3 Floor Plans



Level 4



Level 5

Source: Bijan & Associates, March 2020.

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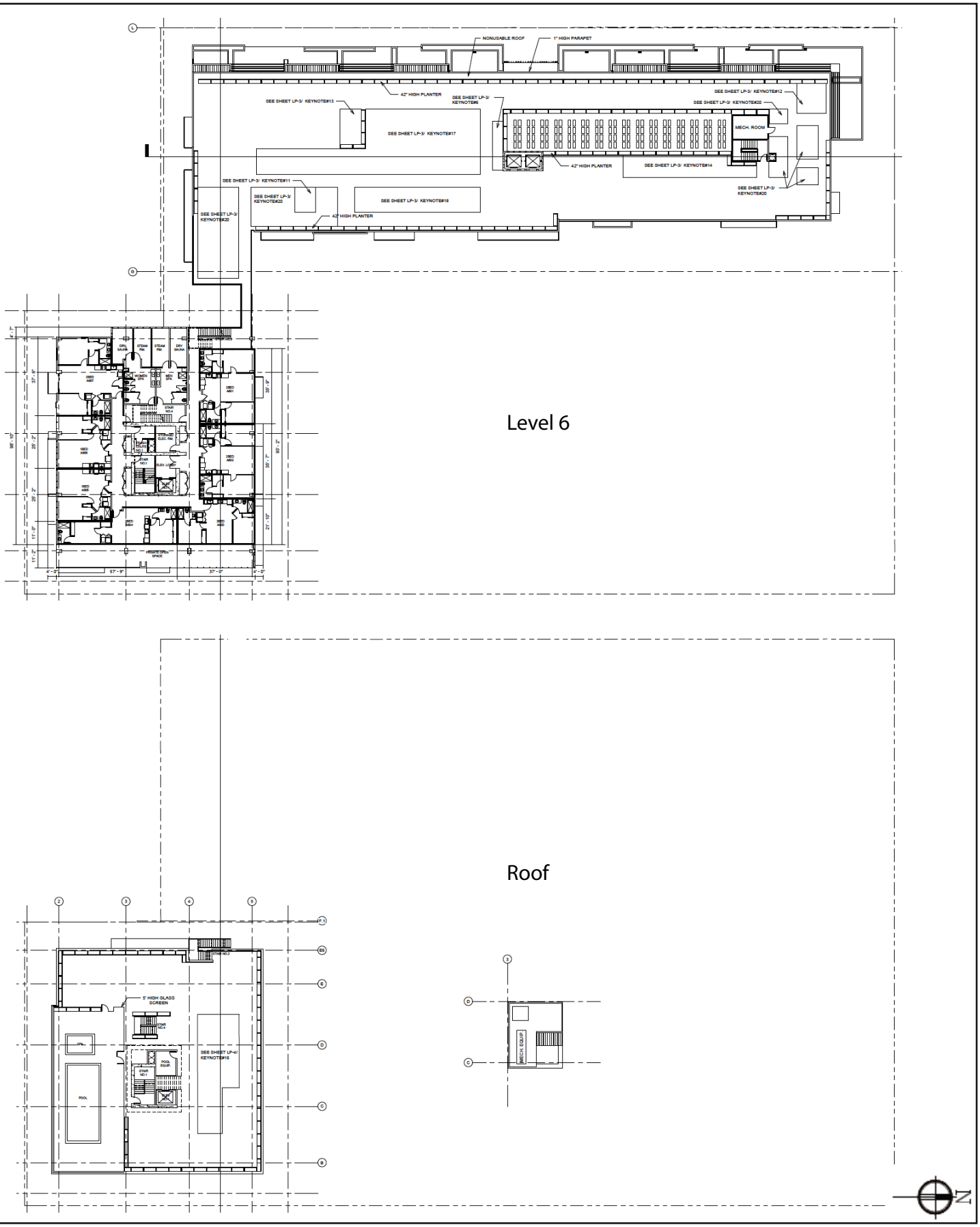
Figure 10
Level 4 and 5 Floor Plans



Source: Bijan & Associates, March 2020.

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Figure 11
Level 6 and Roof Floor Plans

Residential Uses

As shown in Table 1.2, above, the Proposed Project would include up to 169 residential units. The unit mix would include 6 studio units, 38 one-bedroom units, 86 one-bedroom plus den units, 35 two-bedroom units, and 4 two-bedroom plus den units. Eleven percent of the total number of units (19 units) would be reserved as affordable units at the "Very Low Income" level. The six-story building would include 45 dwelling units, and the five-story building would include 124 dwelling units. The proposed buildings would include a residential lobby located on the ground floor. Additional residential amenity space would be located on the ground floor and the roof deck of the six-story structure. The total residential floor area totals approximately 185,357 square feet.

Commercial Uses

An existing two-story 64,384 square-foot production building is located adjacent to the Project Site and considered part of the property boundaries. This building is located on the southwest corner of Gower Street and Lexington Avenue and would remain on-site as part of the Proposed Project. This building would remain but future improvements to this existing structure would be limited to minor tenant improvements, fire sprinkler upgrades, and the installation of solar panels on the roof of the existing commercial building.

2. Floor Area

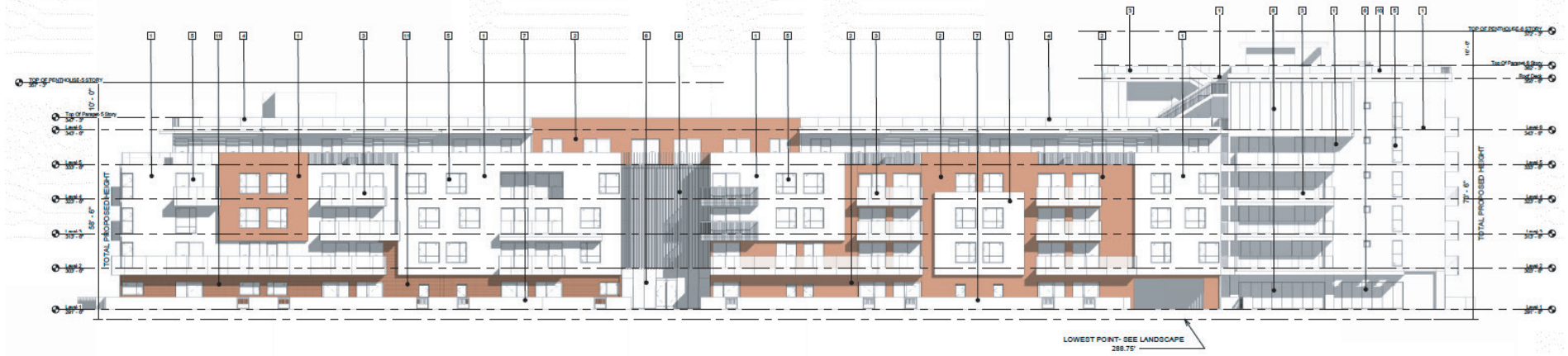
The Project Site includes a net lot area of 104,675 square feet with a buildable lot area of 90,857 square feet. The LAMC limits the total floor area of the Project Site to a floor area ratio (FAR) of 3:1 FAR, or approximately 272,571 square feet of allowed floor area based on lot area. The Proposed Project would provide approximately 249,741 square feet of floor area (185,357 square feet of residential and 64,384 square feet of commercial space) for an approximate 2.75:1 FAR.

3. Building Height

The Project Site is located in Height District No. 1 on the eastern portion of the Project Site (fronting Gower Street) and Height District No. 1XL on the western portion of the Project Site (fronting Lodi Street). Height District No. 1 establishes a height restriction of 45 feet above grade and a FAR limitation of 3:1 for a R3 zone. Height District No. 1XL establishes a height restriction of 30 feet above grade, 2 stories, and a FAR limitation of 3:1 for a R3 zone. Pursuant to LAMC Section 12.22 A.25, the Proposed Project is requesting a Density Bonus incentive to increase the allowed height by 28.6 feet for both buildings, resulting in a height of approximately 58 feet - 6 inches above grade for the R3-1XL zone and 73 feet - 6 inches above grade for the R3-1 zone.

The five-story building located in Height District 1XL fronting Lodi Street would be approximately 54 feet – 9 inchesabove grade at the roof level and 58 feet – 6 inches above grade at top of the parapet. The six-story building located in Height District 1 fronting Gower Street would reach a maximum height of 69 feet – 9 inches above grade at the roof level and 73 feet – 6 inches above grade at the top of the parapet. See Figure 12 and Figure 13 for the elevations of the proposed building. Illustrations depicting the building sections of the Proposed Project are provided in Figure 14.

EAST ELEVATION



WEST ELEVATION

Source: Bijan & Associates, March 2020.

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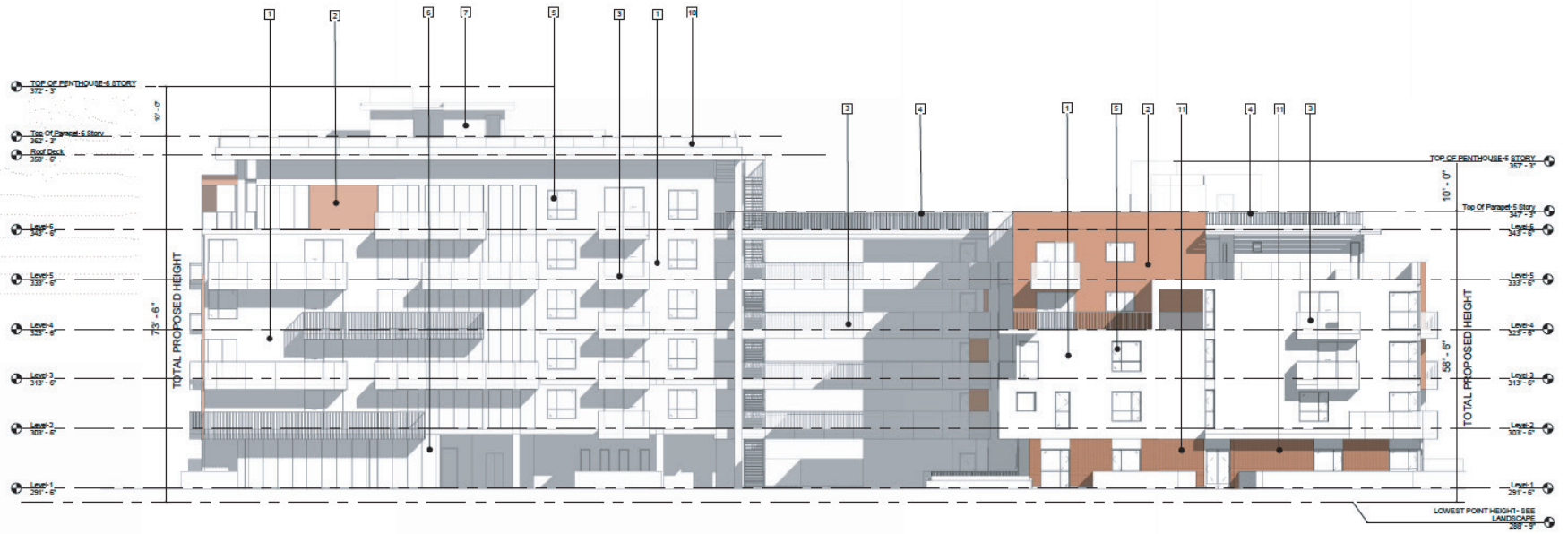
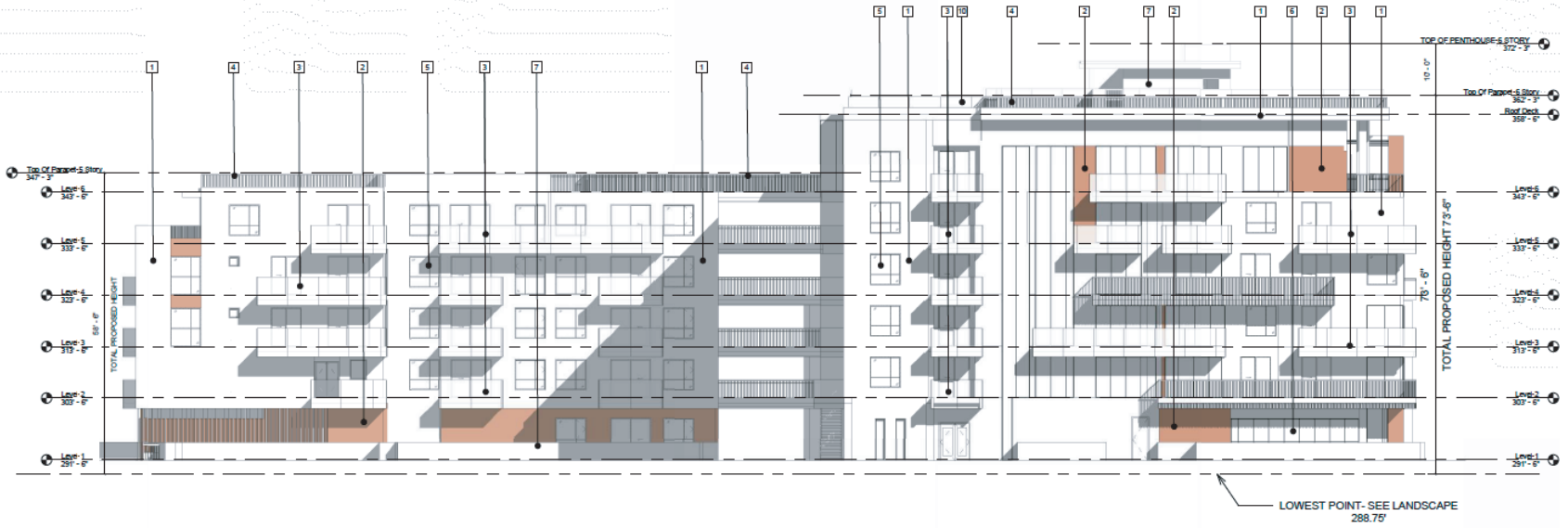
Figure 12
East and West Elevations



NORTH ELEVATION



SOUTH ELEVATION

Source: Bijan & Associates, March 2020.

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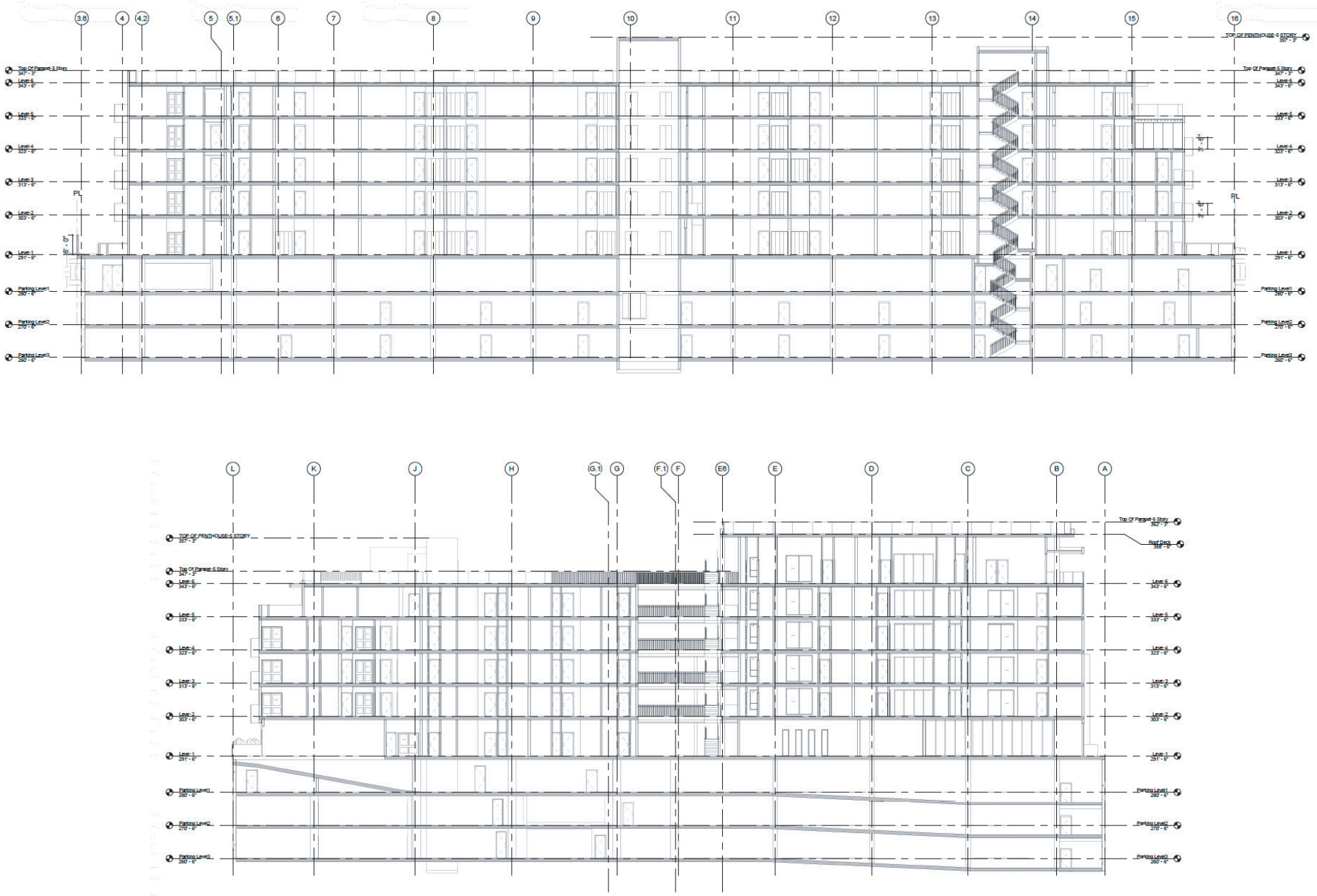
Figure 13
North and South Elevations



Source: Bijan & Associates, March 2020.

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Figure 14
Building Sections

4. Setbacks

Pursuant to LAMC Section 12.10 C, setbacks for the Proposed Project would be required to comply with setback requirements for the R3 Zone, which requires a minimum front yard setback of 15 feet. The R3 Zone also requires minimum side yard setbacks of 5 feet with an additional foot added to each side yard for each additional story above the second story. The R3 Zone also requires a minimum 15-foot rear yard setback. As such, the Proposed Project would be required to provide a 15-foot front yard setback, an 8-foot side yard setback for the five-story building, a 9-foot side yard setback for the six-story building, and a 15-foot rear yard setback. The Proposed Project is requesting an off-menu density bonus incentive for a reduction in the side yard setback along Gower of two feet - six inches to permit a side yard setback of six feet - six inches. The Proposed Project would include a 15-foot rear yard setback on the southern property line. An 8-foot side yard setback would be provided on the western property line for the five-story building fronting Lodi Place; and a six foot - six inch side yard setback would be provided on the eastern property line for the six-story building fronting Gower Street. A 15-foot front yard setback would be provided on the northern property line fronting Lexington Avenue. As such, with approval of the density bonus incentive, the Proposed Project would be in compliance with the LAMC with regards to yard setbacks.

5. Design and Architecture

The Proposed Project consists of two multi-family residential buildings designed with modern architectural materials, such as smooth plaster, aluminum wood, aluminum windows with thermal frames, aluminum canopies/sunshading, insulated glazing, and metal trellis. Architectural renderings of the Proposed Project are provided in Figure 15.

6. Open Space and Landscaping

The open space requirements and amount of open space proposed for the Proposed Project are summarized in Table 1.3, Summary of Required and Proposed Open Space Areas, below. Pursuant to the LAMC, the Proposed Project would be required to provide 20,225 square feet of open space. The Project Site would provide 20,440 square feet of open space including a roof level deck residential lobby and indoor open space that would be open to the public. The Proposed Project would also provide 10,726 square feet of landscaped open space and 43 trees (one tree per every four residential units rounded up) in accordance with the LAMC. Figure 16 and Figure 17 illustrate the landscape and open space areas for the Proposed Project.

To facilitate construction of the Proposed Project, 22 non-protected private trees and three street trees in the public right-of-way fronting the Project Site (two along Lexington Avenue and one along Lodi Place) would need to be removed and replaced (See Attachment 8, Arborist Report). The removal of street trees will require the review and approval of the City of Los Angeles Board of Public Works, Urban Forestry Division, and are typically conditioned to provide 2 replacement trees for every tree removed.

1

4

2

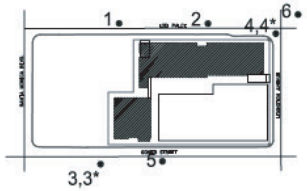
4*

3

5

3*

6



Source: Bijan & Associates, March 2020.

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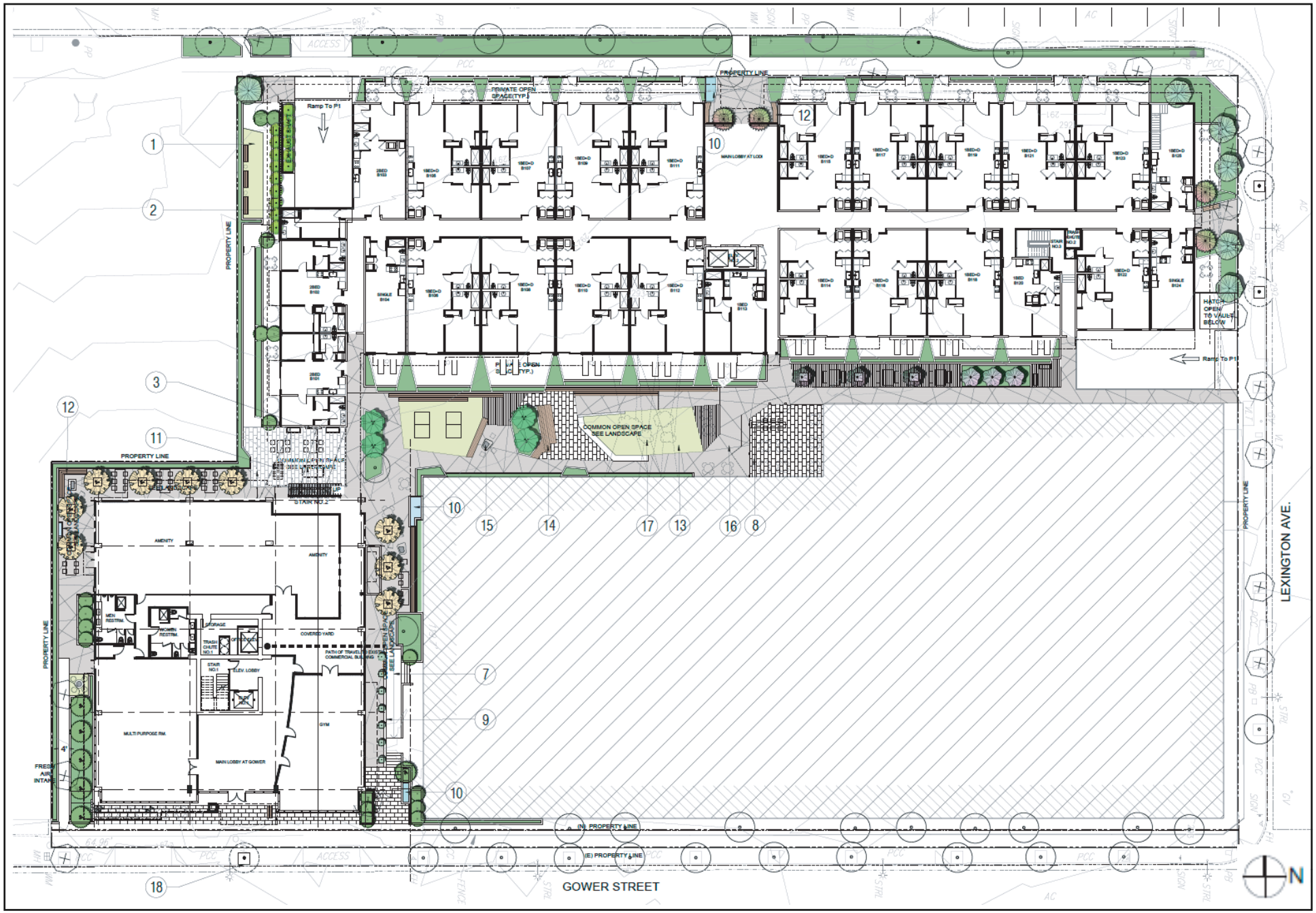
Figure 15
Architectural Renderings



Source: Bijan & Associates, SQLA Inc., March 2020.

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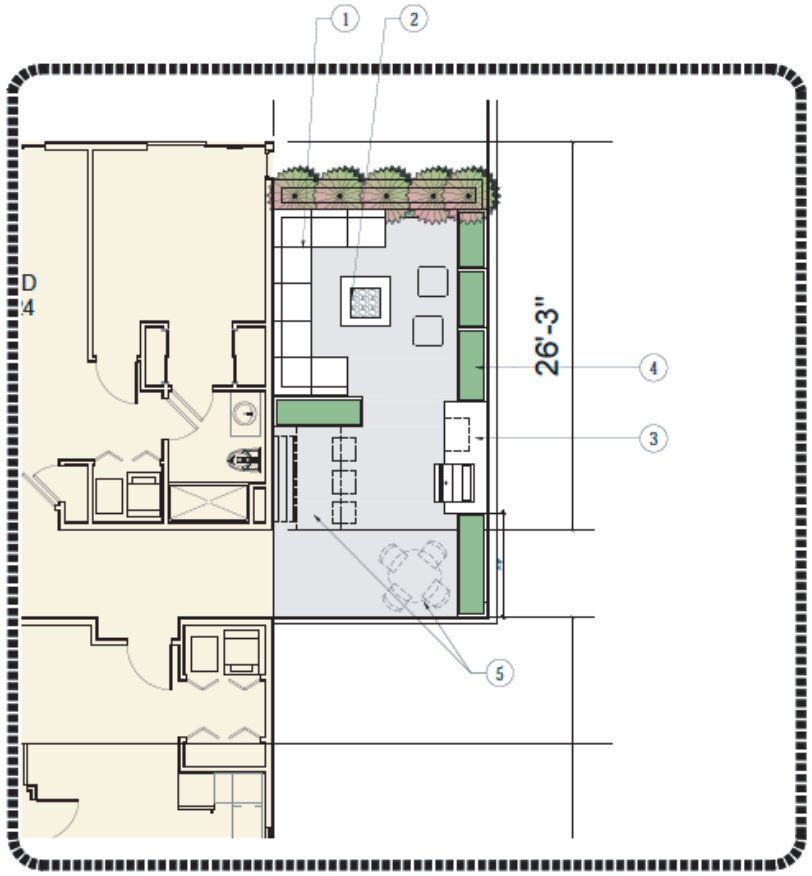
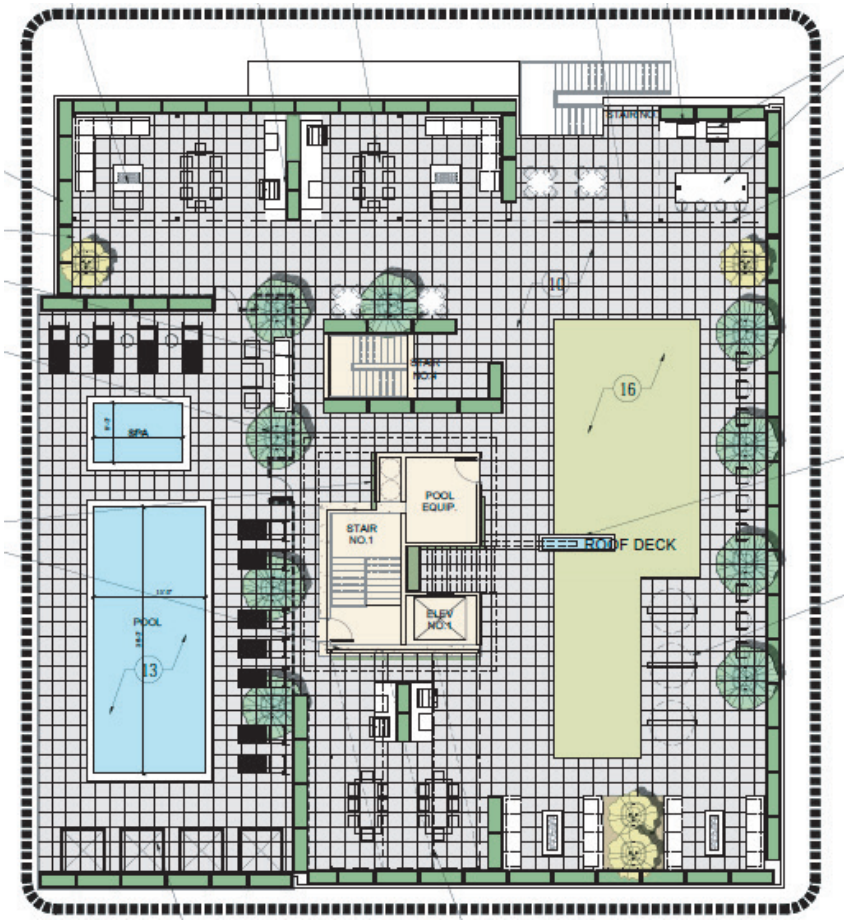
Figure 16
Landscape Plan - Ground Level



5th Level Landscape Plan



Roof Level Landscape Plan

N

Source: Bijan & Associates, SQLA Inc., March 2020.

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Figure 17
Landscape Plan - 5th Level and Roof

Table 1.3
Summary of Required and Proposed Open Space Areas

LAMC Open Space Requirements	Dwelling Units	Open Space (square feet)
Less than 3 Habitable Rooms (100 sf/du) [a]	44	4,400
3 Habitable Rooms (125 sf/du) [b]	121	15,125
More than 3 Habitable Rooms (175 sf/du) [c]	4	700
Total Required:	**169**	**20,225**
Proposed Open Space	**Open Space (square feet)**	
Yards at First Floor	8,250	
Terrace at Fifth Floor	400	
Roof Deck	5,880	
Total Outdoor Common Open Space	***14,530***	
Enclosed Open Space at First Floor	3,450	
Enclosed Spa at Sixth Floor	610	
Total Common Open Space	**18,590**	
Private Open Space	1,850	
Total Provided:	**20,440**	

Notes: du = dwelling unit; sf = square feet
[a] *Includes studio units and one-bedroom units.*
[b] *Includes one-bedroom with den and two-bedroom units.*
[c] *Includes two-bedroom with den units.*
Source: Bijan & Associates, January 2020.

7. Access, Circulation, and Parking

Parking for the proposed residential and commercial uses would be provided in three subterranean parking levels below grade. Vehicular access to the Project Site would be provided via two full-access driveways: one driveway along Lodi Place and one driveway along Lexington Avenue.

Vehicle Parking

Pursuant to AB 744, Planning and Zoning: Density Bonuses, as originally adopted, the Proposed Project is allowed to provide 0.5 parking spaces per bedroom of each dwelling unit, since the Proposed Project provides 11 percent of its total density as Very Low Income Households and is located within ½-mile of a major transit stop.[4] As such, the Proposed Project is required to provide 149 residential parking spaces. Additionally, the existing 64,384 square-foot production building would remain and would be required to provide 129 commercial parking spaces, inclusive of the production building, pursuant to LAMC Section 12.21 A.4(x). As such, the Proposed Project is required to provide a total of 278 parking spaces. Table 1.4, Summary of Required and Proposed

[4] *Subsequently, Assembly Bill 1245 was passed which amended Assembly Bill 744 and further reduced minimum parking requirements. However, the original minimum parking requirements were maintained in the Project design to satisfy market demand for parking and to ensure no spillover of parking into the surrounding neighborhood.*

Vehicle Parking Spaces, provides a summary of the LAMC parking requirements and amount of parking proposed for the residential and commercial uses.

Table 1.4
Summary of Required and Proposed Vehicle Parking Spaces

Description	Quantity	Parking Required		Parking Provided
		Rate	Spaces	
Residential [a]				
Studios and One-Bedroom Units	44	0.5 per du	22	
One-Bedroom + Den and Two-Bedroom Units	121	1 per du	121	
Two-Bedroom + Den Units	4	1.5 per du	6	
		Subtotal Residential:	***149***	***149***
Commercial				
Production Center	64,384 sf	1 per 500 sf [b]	**129**	
Subtotal Commercial			***129***	***129***
		TOTAL	**278**	**278**

Notes: du = dwelling unit; sf = square feet
[a] *Pursuant to AB 744, as originally adopted, for mixed income projects within ½ mile of a major transit stop, the City may not impose a requirement in excess of 0.5 spaces per bedroom. Subsequently, Assembly Bill 1245 was passed which amended Assembly Bill 744 and further reduced minimum parking requirements. However, the original minimum parking requirements were maintained in the Project design to satisfy market demand for parking and to ensure no spillover of parking into the surrounding neighborhood.*
[b] *Commercial parking based on LAMC Section 12.21.A.4(c).*
Source: Bijan & Associates, January 2020.

Bicycle Parking

The Proposed Project would provide on-site bicycle parking for short-term and long-term bike storage. As summarized in Table 1.5, below, the Proposed Project would be consistent with the applicable parking requirements of the LAMC as amended by Ordinance No. 185,480 adopted on March 27, 2018, for bicycle parking spaces and provide 11 short-term and 110 long-term bicycle parking spaces. In the event the number of residential units or commercial space is reduced from the current plans, the amount of vehicle and bicycle parking would be revised accordingly to meet the code requirements.

Table 1.5
Summary of Required and Proposed Bicycle Parking Spaces

Description	Quantity	Parking Required [a]		Total Spaces Required	Total Spaces Provided
		Short Term	Long Term		
Residential (169 du) [b,c]					
Units 1-25	25	2.5	25		
Units 26-100	75	5.0	50		
Units 101-200	69	3.5	35		
TOTAL		**11**	**110**	**121**	**121**

Notes: du = dwelling unit; sf = square feet
[a] *LAMC 12.21 A.16. Bicycle Parking and Shower Facilities, revised May 9, 2018.*
[b] *Short-term bicycle rates for residential uses are as follows: 1 space per 10 units for first 25 units; 1 space per 15 units for units 26-100; 1 space per 20 units for units 101-200, and 1 space per 40 units for units over 200.*
[c] *Long-term bicycle rates for residential units are as follows: 1 space per unit for first 25 units; 1 space per 1.5 units for units 26-100; 1 space per 2 units for units 101-200; and 1 space per 4 units over 200.*
Source: Bijan & Associates, January 2020.

8. Lighting and Signage

Exterior lighting features within the Proposed Project would consist of low-level illuminated pedestrian walkways and lighting within common open space areas and outdoor courtyards. On site signage would include site identity and wayfinding signs in accordance with the LAMC.

9. Site Security

Security for the Proposed Project would be provided via site planning and secured access points of entry. The plans for the Proposed Project would incorporate design guidelines as identified in the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Such design guidelines provide security design measures for semi-public and private spaces, which may include but not be limited to access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of building entrances in high-foot traffic areas.

10. Sustainability Features

The Proposed Project would also be required to comply with the L.A. Green Building Code. The L.A. Green Building Code, effective January 1, 2020, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Among many requirements, the L.A. Green Building Code requires projects to achieve a 20 percent reduction in wastewater generation. Ten percent of the proposed parking spaces would include electric-vehicle (EV) charging stations, and 30 percent of the parking spaces would be provided as EV-ready parking stalls. The required solar-ready roof areas for the Proposed Project would be provided on the existing commercial building, and roofing materials would meet the solar reflectance index and thermal emittance standards, pursuant to the L.A. Green Building Code. Therefore, compliance with Title 24 of the California Administrative Code and the L.A. Green Building Code would reduce the Proposed Project's energy consumption.

11. Anticipated Construction Schedule

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 48 months, with final buildout occurring in 2025. Construction activities associated with the Proposed Project would be undertaken in two phases. Phase I would consist of constructing the six-story residential building fronting Gower Street with 45 dwelling units, as well as constructing the associated portion of the subterranean parking garage beneath the Phase I building. Because the Project Site accommodates an existing 64,384 square-foot commercial building that would remain operational during construction, a phased construction plan is proposed to ensure that parking for the existing building is accommodated on-site during the construction period. During construction of Phase I, parking for the existing building would be provided on the Phase II project area. After construction of the Phase I portion of the subterranean parking garage, the on-site parking demands of the existing building would be accommodated in the Phase I parking garage. Phase II would consist of constructing the five-story residential building with 124 dwelling units. Each phase would include four main steps: (1) site clearing; (2) excavation/grading; (3) building construction; and (4) finishing and architectural coatings. All construction activities would be performed in accordance with all applicable state

and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday or national holiday. The Department of City Planning further restricts the hours of construction in residential areas to 6:00 P.M. on weekdays. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

Phase I Site Clearing Phase

This phase would include the site clearing of the eastern surface parking lot on the Project Site. In addition, this phase may include the removal of walls, fences, and associated debris. The site clearing phase would be completed in approximately two weeks.

Phase I Grading Phase

The grading/excavation phase for the six-story building fronting Gower Street and the accompanying portion of the subterranean parking garage would occur for approximately 2.5 months and would involve excavating the Project Site for the cut and fill of land to ensure the proper base and slope for the building foundations. This building would require approximately 23,025 cubic yards (cy) of soil to be hauled off-site in order to build the building foundations and three levels of subterranean parking.

Phase I Building Construction Phase

The building construction for phase 1 is expected to occur for approximately 17 months. The building construction phase includes the construction of the proposed six-story building, connection of utilities to the building, building foundations, accompanying portion of the subterranean parking structure, laying irrigation for landscaping, and landscaping the Project Site.

Phase I Finishing/Architectural Coating Phase

The finishing/architectural coating phase is expected to occur over approximately four months. During this phase, interior cabinets and lighting fixtures would be installed, interior and exterior wall finishing's and paint would be applied, and the installation of windows, doors, cabinetry, and appliances within the residential units.

Phase II Site Clearing Phase

Once the completion of the six-story residential building is completed, the construction of the five-story building fronting Lodi Place would begin. This site clearing phase would include the site clearing of the western surface parking lot on the Project Site. In addition, this phase may include the removal of walls, fences, and associated debris. The site clearing phase would be completed in approximately two weeks.

Phase II Grading Phase

After the completion of the site clearing phase, the grading/excavation phase for the five-story building and the accompanying (remaining) portion of the subterranean parking garage would occur for approximately 2.5 months and would involve excavating the Project Site for the cut and fill of land to ensure the proper base and slope for the building foundations. This phase would require approximately 42,865 cubic yards (cy) of soil to be hauled off-site in order to build the building foundations and three levels of subterranean parking.

Phase II Building Construction Phase

The building construction is expected to occur for approximately 17 months. The building construction phase includes the construction of the proposed building, connection of utilities to the building, building foundations, parking structure, laying irrigation for landscaping, and landscaping.

Phase II Finishing/Architectural Coating Phase

The finishing/architectural coating phase is expected to occur over approximately four months. During this phase, interior cabinets and lighting fixtures would be installed, interior and exterior wall finishing's and paint would be applied, and the installation of windows, doors, cabinetry, and appliances within the residential units.

Temporary Right-of-Way Encroachment

Construction activities may necessitate temporary lane closures on Gower Street, Lodi Place, or Lexington Avenue, adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Traffic lane and right-of-way closures, including sidewalks, if required, would be properly permitted by the City agencies and would conform to City standards.

As discussed further in the non-CEQA Construction Traffic Analysis in Attachment 3, a detailed Construction Staging and Traffic Management Plan shall be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours. In accordance with City policy, pedestrian routes on Gower Street, Lodi Place, and Lexington Avenue fronting the Project Site will be maintained and protected from the active construction site. Temporary detours would be coordinate with the City on an as needed basis.

Unless stated otherwise, all construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday or national holiday. The Department of City Planning further restricts the hours

of construction in residential areas to 6:00 P.M. on weekdays. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

Haul Route

All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the Project Site that cannot be recycled or diverted would be hauled to the Sunshine Canyon landfill, which accepts construction and demolition debris and inert waste from areas within the City of Los Angeles. The Sunshine Canyon Landfill is approximately 21 miles north of the Project Site (approximately 42 miles round trip). For recycling efforts, Downtown Diversion (operated by Waste Management, Inc.) accepts construction and demolition waste for recycling and is located approximately 9 miles southeast of the Project Site (approximately 18 miles round trip).[5] Construction debris generated during the building construction phase would be hauled to the Downtown Diversion station for processing, recycling, and reclamation. Any waste materials that are not suitable for diversion would likely be disposed of at the Sunshine Canyon Landfill facility.

D. Requested Permits and Approvals

The list below includes the anticipated requests for approval of the Proposed Project. The discretionary entitlements, reviews, permits and approvals required to implement the Proposed Project include, but are not necessarily limited to, the following:

(1) Pursuant to LAMC Section 12.22 A.25(e), in exchange for reserving 11 percent of the total dwelling units at the "very low-income" level, the Proposed Project is requesting the following Density Bonus incentives:
   (i) Pursuant to LAMC Section (TPA.25, a 35 percent increase in density to permit 169 dwelling units in lieu of the 128 units otherwise permitted by the underlying zone;
   (ii) Pursuant to LAMC Section 12.22 A.25, an off-menu density bonus incentive for an increase in height of 28 feet - 6 inches for the five-story building and 28 feet - 6 inches for the six-story building;
   (iii) Pursuant to LAMC Section 12.22 A.25, an off-menu density bonus incentive for a reduction in the side yard setback along Gower of two feet - six inches to permit a side yard setback of six feet - six inches;
(2) Pursuant to LAMC Section 16.50, Site Plan Review for the proposed residential buildings resulting in the creation of more than 50 dwelling units;
(3) Pursuant to LAMC Section 12.27 U, a Plan Approval to Case No. ZA-1997-797-ZV to permit vehicle parking for the property to be provided in an underground structure; and
(4) A Vesting Tentative Tract Map to create a ground lot and two air space lots (one for the two residential buildings and one for the existing commercial building).

Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, the removal of street trees, building permits, and sign permits.

[5] *Construction and Demolition Debris Recycling Facilities in Los Angeles County, website: https://dpw.lacounty.gov/epd/CD/cd_attachments/Recycling_Facilities.pdf, accessed April 2021.*

2.0 Evaluation of Class 32 Criteria

Every discretionary action requires environmental review pursuant to CEQA. However, the CEQA Guidelines (Sections 15300 to 15332) include a list of classes of projects, which have been determined to not have a significant effect on the environment, known as Categorical Exemptions. If a project falls within one of these classes, it is exempt from the provisions of CEQA, and no further environmental review is required. The Class 32 "Infill" Categorical Exemption (CEQA Guideline Section 15332), hereafter referred to as the Class 32 Exemption, exempts infill development within urbanized areas if it meets certain criteria. The class consists of infill projects that are consistent with the local General Plan and Zoning requirements. This class is not intended for projects that would result in any significant traffic, noise, air quality, or water quality impacts. It may apply to residential, commercial, industrial, and/or mixed-use projects. As supported by the information presented herein, the Proposed Project falls under the Class 32 Exemption.

A Class 32 Exemption applies to a project characterized as in-fill development meeting the conditions described below:

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.

As presented herein, the Proposed Project qualifies for a Class 32 Infill Development Project under the CEQA (P.R.C. 21000-21189.2), and the State CEQA Guidelines (C.C.R. Title 14, Division 6, Chapter 3, 15000-15387). The Proposed Project meets all of the criteria necessary to qualify for a CEQA Exemption as a Class 32 (Infill Development Project) pursuant to CEQA Guideline Section 15332, respectively, and none of the exceptions section set forth in CEQA Guidelines Section 15300.2 apply. Therefore, no further environmental analysis is warranted.

A. Supporting Analysis for a Class 32 Categorical Exemption

Consistent with the State CEQA Guidelines and the Department of City Planning's policies for implementing CEQA, the following assessment provides substantial evidence to support the determination that the Proposed Project meets the above criteria, pursuant to the Class 32 (Infill Development) requirements as set forth in Section 15332 of the State CEQA Guidelines.

a) The Proposed Project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations.

The Project Site is subject to the zoning codes and design regulations of the Los Angeles Municipal Code (LAMC). The Project Site is also located within the Hollywood Community Plan area, the Hollywood Redevelopment Project Area (ZI-1352), an Adaptive Reuse Incentive Area, a Transit Priority Area (ZI-2452), and the East Los Angeles State Enterprise Zone (ZI-2374), all of which are intended to guide local land use decisions and development patterns.

Transit Priority Area (SB 743)

As previously described in the Project Description section above, the Project Site is designated as a Transit Priority Area, set forth by SB 743, and is located within ½-mile of numerous bus lines with headways of 15 minutes or less during AM and PM peak hours. As such, the Proposed Project's aesthetic and parking impacts shall not be considered significant impacts and is eligible for parking reductions and other incentives offered for transit oriented district projects.

LAMC: Zoning Designations and Regulations

Land Use

As shown in Figure 2, Zoning and General Plan Land Use Designations (*attached*), the Project Site is zoned R3-1 and R3-1XL with a General Plan land use designation of Medium Residential. The corresponding zone for Medium Residential is the R3 zone, which allows for proposed multi-family residential uses. The Proposed Project would be comprised of multi-family residential uses and the continued use of the existing commercial building. Therefore, the proposed multi-family residential and continues use of existing commercial uses are permitted on lots zoned R3 as a use by right, pursuant to the LAMC.

Floor Area Ratio

The Project Site includes a net lot area of 103,185 square feet with a buildable lot area of 90,857 square feet. The LAMC limits the total floor area of the Project Site to a ratio of 3:1, or approximately 272,571 square feet of allowed floor area based on lot area. The Proposed Project would provide approximately 249,741 square feet of floor area (185,357 square feet of residential and 64,384 square feet of existing commercial space) for an approximate 2.75:1 FAR. As such, the Proposed Project would be consistent with the allowed FAR.

Density

Pursuant to the LAMC, the minimum lot area per dwelling unit is 800 square feet, which equals a base density of approximately 128 dwelling units for the Project Site. Since the Proposed Project would reserve 11 percent of the total dwelling units (19 dwelling units) for residents at the "Very Low Income" level, the Proposed Project is eligible for a 35 percent increase in base density for a total of 173 dwelling units. However, the Redevelopment Plan further limits density to 40 units per gross acre[6], equal to 125 units; with a 35 percent increase, a maximum of 169 dwelling units is allowed on-site. Therefore, the Proposed Project's 169 dwelling units would be consistent with the allowed density on the Project Site, pursuant to the LAMC and the Redevelopment Plan.

Height

The Project Site is zoned R3-1 on the eastern portion of the Project Site fronting Gower Street and zoned R3-1XL on the western portion of the Project Site fronting Lodi Place. As such, the Project Site is located in Height District No. 1 on the eastern portion of the Project Site and Height District No. 1XL on the western portion of the Project Site. Height District No. 1 establishes a height restriction of 45 feet above grade and a FAR limitation of 3:1 for a R3 zone. Height District No. 1XL establishes a height restriction of 30 feet above grade, 2 stories, and a FAR limitation of 3:1 for a R3 zone. Pursuant to LAMC Section 12.22.A.25, because the Proposed Project would provide 11 percent of the total density as restricted affordable housing units at the "Very Low Income" level, the Proposed Project is eligible for an off-menu Density Bonus incentive to increase the allowed height by 28 feet - 6 inches, allowing a height of approximately 58 feet – 6 inches above grade for the R3-1XL zone and 73 inches - 6 inches above grade for the R3-1 zone. The five-story building would reach a maximum height of 58 feet – 6 inches above grade at the roof level/parapet and 68 feet - 6 inches above grade at its tallest architectural element, and the six-story building would reach a maximum height of 73 feet - 6 inches above grade at the roof level/parapet and 79 feet - 6 inches above grade at the tallest architectural element. Therefore, the Proposed Project would be within the allowed height limit of the LAMC.

Setbacks

Pursuant to the LAMC Section 12.10.C, setbacks for the Proposed Project would be required to comply with setback requirements for the R3 Zone, which requires a minimum front yard setback of 15 feet. The R3 Zone also requires minimum side yard setbacks of 5 feet with an additional foot added to each side yard for each additional story above the second story. The R3 Zone also requires a minimum 15-foot rear yard setback. As such, the Proposed Project would be required to provide a 15-foot front yard setback, an 8-foot side yard setback for the five-story building, a 9-foot side yard setback for the six-story building, and a 15-foot rear yard setback. The Proposed Project is requesting an off-menu density bonus incentive for a reduction in the side yard setback along Gower of two feet - six inches to permit a side yard setback of six feet - six inches. The Proposed Project would include a 15-foot rear yard setback on the southern property line. An 8-

[6] *The CRA plan allows a project to count to the center line of the abutting streets as part of its gross acre calculation.*

foot side yard setback would be provided on the western property line for the five-story building fronting Lodi Place; and a six foot - six inch side yard setback would be provided on the eastern property line for the six-story building fronting Gower Street. A 15-foot rear yard setback would be provided on the northern property line fronting Lexington Avenue. As such, with approval of the density bonus incentives, the Proposed Project would be in compliance with the LAMC with regards to yard setbacks. [7]

Vehicle Parking

Pursuant to AB 744, Planning and Zoning: Density Bonuses, as originally adopted, the Proposed Project is allowed to provide a maximum of 0.5 parking spaces per bedroom of each dwelling unit, since the Proposed Project would provide 11 percent of the total density as very low-income units and is located within ½-mile of a major transit stop. As such, the Proposed Project is required to provide 149 residential parking spaces. Additionally, the existing 64,384 square-foot production building would remain and would be required to provide 129 commercial parking spaces, pursuant to LAMC Section 12.21.A.4(x). As such, the Proposed Project is required to provide a total of 278 parking spaces. The Proposed Project would provide 278 vehicle parking spaces, and therefore would be consistent with the vehicle parking requirements of the LAMC and AB 744.

Bicycle Parking

The Proposed Project would provide on-site bicycle parking and storage spaces for short-term and long-term bike storage. All short-term and long-term bike parking would be distributed throughout the lower basements to the 5th floor near the service elevators and stairways. Pursuant to LAMC Section 12.21 A.16(a)(1)(i), the Proposed Project is required to supply 11 short-term bicycle parking spaces and 110 long-term bicycle parking spaces, for a total of 121 bicycle parking spaces. The Project proposes to provide 121 spaces, consistent with the allocations for long-term and short-term spaces. Thus, the Proposed Project would be consistent with the LAMC requirements for bicycle parking as well as the Bicycle Parking Ordinance.

Open Space

Pursuant to the LAMC, the Proposed Project would be required to provide 100 square feet of open space for each residential dwelling unit with less than three habitable rooms (studios and one-bedroom units), 125 square feet of open space for each residential dwelling unit with three habitable rooms (two-bedroom units), and 175 square feet of open space for each residential dwelling units with more than three habitable rooms (three-bedroom units). As such, the total

[7] *To be eligible for a Class 32 categorical exemption, a project must be "consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations." (CEQA Guidelines Section 15332(a) (emphasis added).) The California Court of Appeal has held that a project that included waivers of development standards under the Density Bonus Law for height, FAR, and setbacks was still eligible for a Class 32 categorical exemption. (Wollmer v. City of Berkeley (2011) 193 Cal.App.4th 1329, 1347–50.) The court held that, due to the application of the Density Bonus Law waivers, the general plan and zoning regulations in question were not "applicable" to the site, and therefore the project still met the criterion for a Class 32 categorical exemption. (Id. at 1349.)*

amount of open space required by the LAMC is approximately 20,225 square feet. The Proposed Project would include 20,440 square feet of open space distributed throughout almost each level of the proposed building. As part of the open space requirements, the residential component of the Proposed Project includes planting trees at a rate of one tree for every four dwelling units for a total of 43 required trees. At least 43 trees are proposed on-site, which is consistent with LAMC requirements. Thus, the Proposed Project would be consistent with the open space requirements of the LAMC.

Hollywood Community Plan

The Project Site is located within the Hollywood Community Plan Area (CPA). Therefore, development activity on-site is subject to the land use regulations of the Hollywood Community Plan (Community Plan). The Community Plan provides goals and objectives to establish an official guide to the future development of the Hollywood Community. As described in the Community Plan, the purpose of the plan is to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community within the larger framework of the City. The Proposed Project, which would provide a multi-family residential development in an underutilized Project Site, would conform to the objectives identified in the Community Plan.

The Proposed Project would provide a maximum of 169 dwelling units (consisting of six studio units, 38 one-bedroom units, 86 one-bedroom plus den units, 35 two-bedroom units, and four two-bedroom plus den units) with a total of 278 automobile parking spaces and 121 bicycle spaces. The Proposed Project would provide a variety of on-site amenities, which may include but is not limited to, a fitness center, swimming pool/spa, garden, courtyard area, lounge, and roof deck. A detailed analysis of the consistency of the Proposed Project with the applicable objectives of the Hollywood Community Plan is presented in Table 2.1, below.

Table 2.1
Project Consistency with Applicable Objectives of the Hollywood Community Plan

Objective	Project Consistency Analysis
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.	**Consistent.** The Proposed Project is consistent with the zoning and General Plan land use designation on the Project Site and corresponds with overall City development goals. Along with the Hollywood Community Plan, the Proposed Project is located within the Hollywood Redevelopment Plan area and a Transit Priority Area. The Proposed Project addresses the City's housing goals of increasing and diversifying the City's housing stock and providing increased housing opportunities. The Proposed Project's residential dwelling units would be available to all persons without discrimination. Development of the Proposed Project would further be guided by the LAMC. The Project Site is located within ½-mile walking distance of many bus stops, which provides access to other parts of the City of Los Angeles and the greater Los Angeles metropolitan area. The Proposed Project would increase residential density within a Transit Priority Area. The Project is consistent with the requirements for

	development within a Transit Priority Area. The Project Site's location supports the Community Plan's goal of developing Hollywood as a major center for population, employment, retail services, and entertainment. Therefore, the Proposed Project supports this objective.
Objective 2: To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.	**Consistent.** Although this Objective is directed towards the City, the Proposed Project would support this Objective. The Proposed Project is estimated to result in the addition of approximately 381 permanent residents,[8] which would be consistent with SCAG's population growth projections for the City of Los Angeles. Additionally, the Proposed Project would provide open space for its future residents, which would reduce the demand on local parks and open space. As such, the proposed residential development would help accommodate Hollywood's population and activities.
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. To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing from the scattered intrusion of apartments.	**Consistent.** The Proposed Project would provide needed housing units in the Hollywood Community area, as well as enable the continuation of an existing and established commercial use and employment center. The Proposed Project would create a high quality residential development that would redevelop an underutilized Project Site. The Proposed Project, which includes Restricted Affordable Units, would redevelop a partially vacant infill site and improve the visual character of the Project Site in a manner that is consistent with the existing neighborhood. The Proposed Project components would encourage economic segments of the community and maximize the opportunity for individual choice. Thus, the Proposed Project supports this objective. The vicinity of the Project Site is characterized primarily by commercial and multi-family residential uses. Development of the Proposed Project would be consistent with the existing land uses surrounding the Project Site. Thus, the Proposed Project supports this objective.
Objective 5: To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open space in both local neighborhoods and in high density areas.	**Consistent.** Although this Objective is directed towards general City goals, the Proposed Project would not conflict with the implementation of this Objective. The Proposed Project includes a multi-family residential development. As discussed in more detail below, the Proposed Project is adequately served by existing public services and utilities. If it is determined that utility upgrades would be needed with the development of the Proposed Project to adequately serve the Project Site and surrounding area, the Proposed Project would be required to work with the Department of Public Works and Department of Building and Safety to make necessary improvements. There are approximately 193 acres of parkland and recreational facilities within two miles of the Project Site.

[8] *Based on the City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020 (average population for multifamily housing is estimated to be 2.25 persons per household).*

	The Proposed Project would provide 20,103 square feet of common open space on the ground floor and roof deck for Project residents and their guests. Amenities proposed within the residential common open space areas include a fitness center, swimming pool/spa, garden, courtyard area, lounge, and roof deck. Common open space would be attractively landscaped. The Proposed Project would provide open space within highly developed areas. Thus, the Proposed Project does not conflict with this objective.
Objective 6: To make provision for a circulation system coordinated with land uses and densities adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.	**Consistent.** The Project Site is located within ½-mile walking distance of numerous bus routes with peak commute service intervals of 15 minutes or less along Santa Monica Boulevard, Gower Street, and Sunset Boulevard, which would encourage residents and visitors of the Proposed Project's residents to use public transportation services. The Proposed Project would promote a pedestrian-friendly environment by developing a pedestrian-scale development with landscaping along public rights-of-way. As described in greater detail below, the Proposed Project would not significantly impact the existing circulation system. Thus, the Proposed Project supports this objective.
Objective 7: To encourage the preservation of open space consistent with property rights when privately owned and to promote the preservation of views, natural character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.	**Consistent.** The Project Site is located within a highly developed area, and the Project Site and the immediate area are devoid of substantial vegetation, mountainous topography, and natural character. The Project Site is currently developed with paved surface parking. The Project Site does not contain any publically accessible open space. Development of the Project would not remove open space or block any scenic views. The Proposed Project would improve an underutilized lot in the Hollywood community and provide approximately 20,103 square feet of open space for Project residents and their guests. The Proposed Project would be compatible with this objective.
Source: City of Los Angeles, Department of City Planning, Hollywood Community Plan, 1988; and Parker Environmental Consultants, 2020.	

The Proposed Project would thus be consistent with the applicable objectives of the Community Plan. As such, impacts related to the consistency with the applicable land use and planning policies in the Hollywood Community Plan would be less than significant.

Hollywood Redevelopment Plan

The Proposed Project is located within the Hollywood Redevelopment Project area, which was established by the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). The CRA/LA has since been disbanded. Development in the Hollywood Redevelopment Project Area is governed by the Redevelopment Plan that was adopted by the CRA/LA and remains effective until July 2027. This Categorical Exemption addresses the Proposed Project's consistency with the Redevelopment Plan, and assumes its applicability until action from the City or the State makes the Redevelopment Plan no longer applicable to the Project Site. The Redevelopment

Plan states it will attain the purposes of the California Community Redevelopment Law, "(1) by elimination of areas suffering from depreciated values, impaired investments, and economic and social maladjustment; (2) by the replanning, redesign and rehabilitation and/or redevelopment of areas which are stagnant or improperly utilized and which could not be accomplished by private enterprise acting alone without public participation and assistance; and (3) by protecting and promoting sound development and redevelopment of blighted areas and the general welfare of the citizens of the City by remedying such injurious conditions through the employment of appropriate means."

The Redevelopment Plan identifies overall objectives and development standards to guide the development, redevelopment, and rehabilitation of properties within the Hollywood Redevelopment area. Specific design considerations from the Redevelopment Plan include regulations for: height, development densities, building setbacks, signage, open space and privacy, utilities, parking and loading facilities. Table 2.2, below, provides a detailed analysis of the Proposed Project's consistency with the applicable goals of the Redevelopment Plan.

Table 2.2
Project Consistency with Applicable Goals of the Redevelopment Plan

Goals	Project Consistency Analysis
1) Encourage the involvement and participation of residents, business persons, property owners, and community organization in the redevelopment of the community.	**Consistent.** The Proposed Project would develop an underutilized site that is currently occupied by surface parking. The Proposed Project would involve the development of a five-story and six-story residential buildings that would contain mixed-income multi-family residential dwelling units. The Proposed Project's residential dwelling units would attract new residents and their visitors to the Hollywood area. The Proposed Project would promote pedestrian activity in the vicinity of the Project Site. Thus, the Proposed Project is consistent with the goal.
3) Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.	**Consistent.** The Proposed Project would involve the construction of a multi-family residential development. The Proposed Project would provide new foot traffic for the surrounding commercial, industrial, arts and entertainment uses, which would increase the greater Project economic area. The Proposed Project is consistent with the existing zoning and General Plan land use designation of the Project Site. The Proposed Project promotes the City's goal for housing and development within a Transit Priority Area. Thus, the Proposed Project is consistent with the goal.
4) Support and encourage the development of social services with special consideration given to participating in projects involving community based organizations that serve runaways, the homeless, senior citizens and provide child care services and other social services.	**Consistent.** The Proposed Project would reserve 11 percent of the total density of units for residents at the "Very Low Income" level, which helps address the City's goal of ending homelessness and supports this goal. As such, the Project is consistent with this goal.
5) Improve the quality of the environment, promote a positive image for Hollywood and	**Consistent.** The Proposed Project would be designed and developed with the guidance of City Planning Staff and would be consistent with the land use standards of

provide a safe environment through mechanisms such as: a) adopting land use standards; b) promoting architectural and urban design standards including: standards for height, building setback, continuity of street façade, building materials, and compatibility of new construction with existing structures and concealment of mechanical appurtenances; c) promoting landscape criteria and planting programs to ensure additional green space; d) encouraging maintenance of the built environment; e) promoting sign and billboard standards; f) coordinating the provision of high quality public improvements; g) promoting rehabilitation and restoration guidelines; h) integrate public safety concerns into planning efforts.	the LAMC, General Plan, Hollywood Community Plan, and the Hollywood Redevelopment Plan. The Proposed Project would be designed to be visually consistent with the surrounding community. The Project's design and landscaping would enhance the views of the Project Site, which is currently developed with surface parking. The Proposed Project would further incorporate design and lighting features to eliminate dead zones, deter criminal activity, and promote safety and security on the Project Site and in the surrounding community. The Proposed Project aims to improve urban life, and create strong interaction and vitality to the existing neighborhood. As a result, the Proposed Project would improve the quality of the environment, promote a positive image for Hollywood, and provide a safe environment. Thus, the Proposed Project is consistent with this goal.
9) 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 Proposed Project would provide multi-family residential units, including studios, one-bedroom units, and two-bedroom units. This would increase the housing choices and improve the quality of housing. The Proposed Project would increase safe and healthy housing options and increase the diversity of the housing stock. The Proposed Project would promote a range of rental housing opportunities by offering a range of units priced to meet persons of varying income levels, providing both market rate units and affordable units. Specifically, the Proposed Project would reserve 11 percent of the total number of units for residents at the "Very Low Income" level, in direct support of this objective. Therefore, the Proposed Project is consistent with this goal.
10) Promote the development of sound residential neighborhoods through mechanisms such as land use, density and design standards, public improvements, property spaces and other support services necessary to enable residents to live and work in Hollywood.	**Consistent.** The Proposed Project is consistent with the existing zoning and General Plan land use designation for the Project Site. Increasing residential density and providing housing on the Project Site is consistent with development within a transit priority area and housing goals for the City of Los Angeles. The Project would provide housing to all sectors of the community that would promote a sound residential community. Additionally, the Project Site is well served by a large variety of transit options, which allows residents to easily live and work in Hollywood. Thus, the Proposed Project is consistent with goal.
11) Recognize, promote and support the retention, restoration and appropriate reuse of existing buildings, groupings of buildings and other physical features especially those having significant historic and/or architectural	**Consistent.** The Project Site is currently occupied by surface parking lots, which are not considered a significant historical structure pursuant to CEQA. The Proposed Project would be designed to complement the surrounding area and multi-family residential

value and ensure that new development is sensitive to these features through land use and development criteria.	neighborhoods. Thus, the Proposed Project would be consistent with this goal.
12) 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 Site is located within walking distance of numerous bus routes with peak commute service intervals of 15 minutes or less along Santa Monica Boulevard, Gower Street, and Sunset Boulevard, which would encourage residents and guests to use public transportation services. The Proposed Project thereby enables a more pedestrian-oriented lifestyle that would reduce vehicle trips to the Project Site and in the vicinity of the Project Site. The Proposed Project would enhance public convenience and general welfare. Thus, the Proposed Project supports this goal.
14) Promote and encourage development of recreational and cultural facilities and open spaces necessary to support attractive residential neighborhoods and commercial centers.	**Consistent.** The Proposed Project would provide 20,103 square feet of open space for Project residents and their guests. Amenities proposed within the mixed-use building common open space areas include a fitness center, swimming pool/spa, garden, courtyard area, lounge, and roof deck. The Proposed Project's on-site open space would reduce the Project's demand upon public recreational facilities. The Proposed Project would be attractively landscaped. Further, the Proposed Project includes landscaping along public rights-of-way along Gower Street, Lexington Avenue, and Lodi Place. Thus, the Proposed Project supports this goal.
Notes: *1. "Plan" used within this table refers to the Hollywood Redevelopment Plan.* *Source: City of Los Angeles, Redevelopment Plan For the Hollywood Redevelopment Project (Ordinance No. 175236), July 12, 2003; and Parker Environmental Consultants, 2020.*	

The Proposed Project would promote the guidelines specified in the Hollywood Redevelopment Plan for residential development. Accordingly, the Proposed Project would be consistent with and promote the goals of the Redevelopment Plan. The Proposed Project would not conflict with the Redevelopment Plan's criteria and overall objectives, and plan consistency impacts with the Redevelopment Plan would be less than significant.

Los Angeles State Enterprise Zone (ZI-2374)

The Proposed Project is also located in the Los Angeles State Enterprise Zone or the ZI No. 2374 Enterprise Zone / Employment and Economic Incentive Program Area (EZ). EZs are specific geographic areas under the Enterprise Zone Act Program or Employment and Economic Incentive Act Program with the goal to "provide economic incentives to stimulate local investment and employment though tax and regulation relief and improvement of public services." Except for the Downtown Business District parking area described in Section 12.21A4(i), projects within the Enterprise Zone, may utilize a lower parking ratio for commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings thus increasing the buildable area of the parcel which is critical in older areas of the City where parcels are small. Although the Proposed Project would maintain the existing commercial use on the Project Site, required vehicle parking for the commercial portion of the property is being provided

according to the provisions of the Hollywood Redevelopment Plan, and not the Los Angeles State Enterprise Zone. Therefore, this overlay does not directly affect the Proposed Project, and no further analysis is required.

Adaptive Reuse Incentive Area

The Project Site is also within an Adaptive Reuse Incentive Area (Ordinance No. 175,038). Adaptive reuse is defined as any change of an existing non-residential use to new dwelling units, guest rooms, or joint living and working quarters in all or in any portion an eligible building. The Project Site is currently developed with paved surface parking. The Proposed Project would not renovate or change the existing commercial office building, which would remain on-site. As such, the Proposed Project would not be providing dwelling units, guest rooms, or live-work units within an existing building. The Proposed Project does not anticipate any adaptive reuse of the existing buildings. Thus, the provisions of the Adaptive Reuse Ordinance would not apply to the Proposed Project.

As discussed in the preceding paragraphs, the Proposed Project would not conflict with applicable zoning and development standards, including those set forth in the LAMC, the Hollywood Community Plan, the Hollywood Redevelopment Plan, an Adaptive Reuse Incentive Area, a Transit Priority Area, and the East Los Angeles State Enterprise Zone.

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

As shown in Figure 3, Aerial Photograph of the Project Site and Surrounding Land Uses (*attached*), the Project Site is located in the City of Los Angeles, in an urbanized area of the Hollywood Community Plan area and is entirely surrounded by urban land uses. The Project Site encompasses 17 parcels, and is identified by the following County of Los Angeles Assessor Parcel Numbers: 5534-008-016 and 5534-008-017. The Project Site encompasses approximately 104,675 square feet of lot area (2.40 acres) with 90,857 square feet of buildable lot area (2.09 acres). The Project Site is surrounded by a mix of commercial uses (including restaurants and retail), mixed-use residential, multi-family residential, and office uses. Therefore, the Project Site is less than five acres and surrounded by urban uses.

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

The Project Site is located in a highly urbanized area within the City of Los Angeles. As shown in Figure 3, Aerial Photograph of the Project Site and Surrounding Land Uses, the Project Site and the surrounding area are fully developed with urban infrastructure and do not contain any significant areas of natural open space or areas of significant biological resource value. The Project Site is developed with an established commercial use and surface parking lot. Vegetation on the Project Site is limited to ornamental trees and landscaping within the surface parking lot. Trees are also located along the public right-of-way along Lexington Avenue, Gower Street, and Lodi Place, which are owned and maintained by the City. According to the U.S. Fish and Wildlife Service (USFWS) Threatened & Endangered Species Active Critical Habitat Report, no candidate, sensitive, or special status species identified in local plans, policies, or regulations, or

by the California Department of Fish and Wildlife (CDFW) or the USFWS have been recorded or exist on the Project Site. Additionally, the USFWS's IPaC database identified one threatened species (coastal California gnatcatcher) that occur within the broader project locale, but indicated that the Project Site is located outside of the designated critical habitat for these species (*see Attachment 2 to this Categorical Exemption*).

The Proposed Project would remove 22 non-protected on-site trees on the Project Site within the surface parking lot. Additionally, three street trees fronting the Project Site (two on Lexington Avenue and one along Lodi Place) would need to be removed and replaced (See Attachment 8, Arborist Report). The removal of the street trees would require the review and approval of the City of Los Angeles Board of Public Works, Urban Forestry Division, and are typically conditioned to provide two replacement trees for every tree removed. While the removal of non-protected trees would not be considered a significant impact under CEQA, the removal of trees has the potential to impact nesting bird species if they are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) *(Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20)* and Section 3503 of the California Department of Fish and Game Code. In compliance with these regulatory requirements, the Proposed Project would avoid tree removal activities during the breeding season and/or follow other regulatory guidelines to ensure that the trees proposed for removal are not occupied by nesting birds. Therefore, the Project Site has no value as habitat for endangered, rare, or threatened species, and the Proposed Project would have no impact on any sensitive species or habitat.

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

Traffic/Transportation

Operational Traffic Impacts

California Senate Bill 743 ("SB 743"), which went into effect in January 2014, requires the Governor's Office of Planning and Research to change the way public agencies evaluate transportation impacts of projects under CEQA. Under SB 743, the focus of transportation analysis shifts from driver delay, which is typically measured by traffic level of service ("LOS"), to a new measurement, vehicle miles traveled ("VMT"), that addresses the state's goals on reduction of greenhouse gas ("GHG") emissions, creation of a multi-modal transportation network, and promotion of compact, mixed-use development patterns. In August 2019, the City of Los Angeles adopted the CEQA Transportation Analysis Guidelines (TAG) Update, which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts. The City's TAG establishes VMT as the City's formal method of evaluating a project's transportation impacts under CEQA.

As part of the updated TAG, the LADOT has identified three significance thresholds to apply in order to determine if a development project would result in transportation impact(s) under the updated CEQA guidelines. The Proposed Project would have a significant impact should any of the following be true:

1. The development project would conflict with the City's plans, programs, ordinances, or policies.
2. The development project would cause substantial VMT.
3. The development project would substantially increase hazards due to a geometric design feature or incompatible use(s).

An evaluation of the Proposed Project's potential impacts in these three areas, following the updated TAG, is presented in the following sections.

(1) Consistency with the City's Adopted Plans, Programs, Ordinances, or Policies

The City of Los Angeles aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements and mitigations for proposed developments should be consistent with the City's transportation goals and policies.

Proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Proposed projects should be designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria outlined in the City's TAG to determine if further analysis is required.

Screening Criteria

If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis is required to assess whether the proposed project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes:

- Does the project require a discretionary action that requires the decisionmaker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?
    - Yes, the project requires a discretionary action.
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
    - 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. Per coordination with the City's Bureau of Engineering (BOE), a 1-foot dedication is required along the Gower Street project frontage. Lodi Place will also be required to be improved by BOE to complete the 20-foot half roadway width (to meet Local Street standards). No roadway widenings (i.e., curb line modifications) are required along Lexington Avenue. Also, new American With Disabilities (ADA) curb ramps will be constructed at the northwest corner of the project site and at the southwest corner of the Gower Street/Lexington Avenue intersection.

As the answer is yes to at least one of the screening criteria (here, the Proposed Project requires a discretionary action and a roadway dedication along Gower Street is required), further analysis is required to assess whether the Proposed Project would conflict with adopted City plans, programs, ordinances, or policies.

Impact Criteria and Methodology

The impact criteria set forth in the City's TAG for conflicts with plans, programs, ordinances, or policies is defined as follows:

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not be shown to result in an impact merely based on whether a project would not implement a particular program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies. This determination may require consultation with LADCP and LADOT.

The methodology for determining project impacts associated with conflicts with plans, programs, ordinances, or policies is defined per the City's TAG as follows:

- A project that generally conforms with, and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 on pages 2-3 and 2-11) for City plans, policies, programs, ordinances and standards relevant to determining project consistency. The list highlights City documents that establish the regulatory framework. Attachment D of TAG contains a Plan Consistency Worksheet which provides a specific list of questions that must be answered in order to help guide whether the project conflicts with City circulation system policies. A 'yes' or 'no' answer to these questions does not determine a conflict. Rather, as indicated in Attachment D of the TAG, the Project Applicant must provide substantiating information to help determine whether the proposed project precludes the City's implementation of any adopted policy and/or program that was adopted to protect the environment. A mere conflict with adopted transportation-related

policies, or standards that requires administrative relief or legislative change does not in itself constitute an impact.

- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in the Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

- The analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. In addition, the cumulative analysis should also consider known development projects and planned transportation system improvements within the study area as identified in consultation with LADOT.

As noted in Subsection 2.1.4 of the TAG, related projects considered in the cumulative analysis are known development projects located within one-half mile (2,640-foot) radius of the Project Site. Please refer to the list of related projects identified in Table 3.1, Related Projects List, within Section 3, Exceptions to the Categorical Exemptions section, below.

Review of Project Consistency

The Amended Transportation CEQA Analysis, prepared by Linscott, Law, and Greenspan, Engineers (LLG), dated May 6, 2021 (*see Attachment 3.2 to this Categorical Exemption*) provides a detailed summary of the consistency review comparing the characteristics of the Proposed Project and site design features (i.e., including the site access and circulation scheme) with the City's adopted plans and policies, including the Mobility Plan, A Plan for Healthy Los Angeles: a Health and Wellness Element of the General Plan, the Land Use Element of the General Plan, the bicycle parking requirements of LAMC Section 12.21A.16, the City's Transportation Demand Management Ordinance (LAMC Section 12.26J), street designations and right-of-way standards of LAMC Section 12.37, the Vision Zero Action Plan and Corridor Plans, Streetscape Plans, and the Citywide Design Guidelines. The Project consistency analysis provides more detail with respect to the documents listed in Table 2.1-1 of the TAG, which are the series of City documents or plans that establish the regulatory framework for development in the City. Each of the documents listed in Table 2.1-1 of the TAG was reviewed for applicability to the Proposed Project, and the relevant transportation-related policies are summarized, along with the Proposed Project's conformance.

As discussed in detail within the Amended Transportation CEQA Analysis, the Proposed Project has been found to be consistent with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Further, the Applicant will comply with existing, applicable requirements pursuant to the City's Municipal Code.

(2) Vehicle Miles Traveled

Transportation Assessment Screening Criteria

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate whether further analysis of a land use project's impact based on VMT is required. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. *The land use project would generate a net increase of 250 or more daily vehicle trips.*
2. *The project would generate a net increase in daily VMT.*

Using the City's VMT Calculator tool, the Proposed Project is forecast to generate 667 daily vehicle trips and generate 4,476 daily VMT. Therefore, the proposed project exceeds the above screening criteria.

Impact Criteria and Methodology

According to the City's *Transportation Assessment Guidelines*, a development project's daily vehicle trips should be estimated using the City's VMT Calculator. The Proposed Project, which includes residential (multi-family units and affordable housing [family-type] units), would have a potential impact if it meets the following: "For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located." As the Project Site is located in the Central APC, the VMT impact criteria (i.e., 15% below APC average) applicable to the Proposed Project is 6.0 daily household VMT per capita.

Based on the information provided in the Amended Transportation CEQA Analysis, the Proposed Project would generate an increase of 667 daily vehicle trips, and the estimated household VMT per capita is 4.8 household VMT per capita. Accordingly, the VMT Analysis concluded that the Proposed Project would be below the thresholds of significance for increase in household VMT established by the Los Angeles Department of Transportation (LADOT). Additionally, LADOT has reviewed the VMT Analysis and concurred with its findings (*See Attachment 3.1 to this Categorical Exemption, Updated Transportation Assessment, dated July 8, 2021*). Therefore, the Proposed Project would not have a significant VMT impact relating to traffic.

(3) Geometric Design

The Proposed Project would not substantially increase hazards due to a geometric design feature. No sharp curves, incompatible uses, new intersections, or roadways are proposed. The Proposed Project's impact on roadways and intersections in the area was evaluated in a Transportation Impact Study dated September 11, 2019 (*included in Attachment* 3). It is concluded that the Proposed Project would not result in a significant impact due to increased hazards. As such, the forecast vehicle trips generated by the Proposed Project would not increase potentially hazardous conditions on local roadways or intersections.

Per coordination with Bureau of Engineering (BOE), a 1-foot dedication is required along the Gower Street project frontage. Lodi Place will also be required to be improved by BOE to complete the 20-foot half roadway width (to meet Local Street standards). No roadway widenings (i.e., curb line modifications) are required along Lexington Avenue. Also, new ADA curb ramps will be constructed at the northwest corner of the Project Site and at the southwest corner of the Gower Street/Lexington Avenue intersection. The Proposed Project is expected to result in increased safety as three (3) existing driveways will be closed along Lodi Place and the existing driveway on Gower Street will be closed, resulting in fewer potential conflicts along these roadways. Access to/from the Project Site is planned via only one driveway on Lexington Avenue and one driveway on Lodi Place. No sharp curves, incompatible uses, new intersections, or roadways are proposed. Thus, the Proposed Project would not have a significant impact from hazards due to a geometric design feature.

Noise

Construction Noise Impacts

For purposes of determining the Proposed Project's construction noise impacts, a significant impact would occur if the Proposed Project is not in compliance with LAMC Chapter XI, Article 2, Section 112.04, 112.05, and 41.40. LAMC Section 112.05 provides that 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 75 dBA at a distance of 50 feet therefrom. Under this standard, the Applicant must at minimum demonstrate compliance with LAMC Section 112.05. Further, in compliance with LAMC Section 112.04, this analysis addresses whether construction activities would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more in residential areas. If necessary, features to reduce noise to below-threshold levels (75 dBA) and below a 5-dBA ambient noise increase can be incorporated into the project design to ensure regulatory compliance.

For purposes of evaluating the Proposed Project's construction and operational noise impacts, the following regulatory compliance measures and construction project design features would be incorporated into the Proposed Project's construction activities. These features and control measures are consistent with the noise management procedures and regulations of the LAMC and Noise Element of the General Plan.

Los Angeles Municipal Code

The LAMC contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations. Section 41.40(a) would prohibit Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c), below, 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.

SEC 112.05 Maximum Noise Level of Powered Equipment or Powered Hand Tools

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

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

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

SEC. 112.04 Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices.

(b) Except as to the equipment and operations specifically mentioned and related elsewhere in this Chapter or for emergency work as that term is defined in Section 111.01(d), and except as to aircraft, tow tractors, aircraft auxiliary power units,

trains and motor vehicles in their respective operations governed by State or federal regulations, no person shall operate or cause to be operated any machinery, equipment, tools, or other mechanical or electrical device, or engage in any other activity in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

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.

Ordinance No. 178,048

The City of Los Angeles Building Regulations Ordinance No. 178,048 requires a construction site notice to be posted on site that includes the job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Site, and City telephone numbers where violations can be reported. This notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

SEC. 116.01. Loud, Unnecessary, And Unusual Noise

Notwithstanding any other provisions of this chapter and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The standard which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following: (a) The level of noise; (b) Whether the nature of the noise is usual or unusual; (c) Whether the origin of the noise is natural or unnatural; (d)The level and intensity of the background noise, if any; (e) The proximity of the noise to residential sleeping facilities; (f) The nature and zoning of the area within which the noise emanates; (g) The density of the inhabitation of the area within which the noise emanates; (h) The time of the day and night the noise occurs; (i) The duration of the noise; (j) Whether the noise is recurrent, intermittent, or constant; and (k) Whether the noise is produced by a commercial or noncommercial activity.

Project Design Features

In addition to the above regulatory requirements and in furtherance of complying with the provisions set forth in LAMC Section 112.05, above, the Applicant will incorporate the following voluntary features into the construction work plans:

- Construction and demolition shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with noise shielding and muffling devices.
- The project contractor will erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall will be a minimum of 8 feet in height to block the line-of-sight of construction equipment and off-site receptors at the ground level. Localized and portable sound enclosures, such as Echo Barrier Outdoor noise barrier/absorbers, would also be used and doubled layered to significantly reduce noise from construction equipment. The sound barrier shall include sound absorbing material capable of achieving a minimum of 20-dBA reduction in sound level.
- During any jackhammering and structural framing, the project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses does not exceed 75 dBA L_{eq} over the ambient noise levels.

A summary of the construction and operational noise impacts is discussed below. Calculation worksheets are provided in Attachment 4. With respect to demonstrating compliance with LAMC Sections 112.04 and 112.05, Table 2.3, below, provides the estimated construction noise levels at the nearby sensitive receptors based on distance attenuation and sound attenuation resulting from the use of noise shielding devices and the installation of a temporary sound wall along the perimeter of the Project Site.

Construction Noise

Construction of the Proposed Project would require the use of heavy equipment for site clearing, grading, building construction, and architectural coatings. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. Table 2.4 identifies the representative noise levels for the two loudest types of construction equipment anticipated to be used for the Proposed Project,[9] including estimated usage factors found in the U.S. Department of Transportation, Federal Highway Administration, Roadway Construction Noise Model. The noise

[9] *Based on the construction equipment identified in the CalEEMod worksheets for the air quality and greenhouse gas emissions models presented in Attachment 5 and 6 of this Categorical Exemption.*

levels listed in Table 2.3, below, represent the A-weighted maximum sound level (L_{max}), measured at a distance of 50 feet from the construction equipment.

It should be noted that not all construction noise equipment would be utilized concurrently during each phase and the location and spacing of heavy construction equipment and machinery would vary over the course of construction. Mobile equipment moves around the construction site with power applied in cyclic fashion (bulldozers, loaders), or to and from the site (trucks). Because the precise numbers and locations of equipment operating at the same time are not known, this analysis follows the recommended procedures contained in the Federal Transit Administrations Transit Noise and Vibration Impact Assessment Manual for a quantitative construction noise assessment. Pursuant to these procedures, the noise levels for the two loudest pieces of construction equipment were calculated from the center of the Project Site and the respective distance to each sensitive receptor.

Table 2.3
Noise Data for Selected Construction Equipment

Construction Phases	Two Loudest Construction Equipment per Phase	Estimated Usage Factor %	Actual Measures Noise Level at 50 Feet (dBA L_{max})
Phase I			
Site Clearing	Concrete/Industrial Saws (1)	20	90
	Grader (1)	40	85
Grading	Concrete/Industrial Saws (1)	20	90
	Dozer (1)	40	82
Building Construction	Crane (1)	16	81
	Tractor/Loader/Backhoe (1)	40	78
Architectural Coating	Air Compressors (2)	40	78
Phase II			
Site Clearing	Concrete/Industrial Saws (1)	20	90
	Tractor/Loader/Backhoe (1)	40	78
Grading	Excavator (2)	40	81
Building Construction	Crane (1)	16	81
	Tractor/Loader/Backhoe (1)	40	78
Architectural Coating	Air Compressors (2)	40	78

Note: Pursuant to the procedures from the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual for a quantitative construction noise assessment, the noise levels for the two loudest pieces of construction equipment were calculated from the center of the Project Site and the respective distance to each sensitive receptor.
Source: FHWA, Roadway Construction Noise Model, Construction Noise Prediction, (at Table 1 CA/T Equipment noise emissions and acoustical usage factors database, January 2006.

Sensitive receptors identified within 500 feet of the Project Site include:

1) Multi-family residences immediately west of the Project Site;
2) Multi-family residences immediately northwest of the Project Site;
3) Multi-family residences north of the Project Site;
4) Multi-family residences immediately northeast of the Project Site;

5) Multi-family residences immediately west of the Project Site;
6) Multi-family residences fronting El Centro Avenue;
7) Multi-family residences fronting Beachwood Drive; and
8) Multi-family residences south of Santa Monica Boulevard.

Refer to Figure 1 of Attachment 4 for locations of these sensitive receptors.

As noted above, temporary noise barriers would be installed along the Project Site's property lines to block the line-of-sight between the noise sources and surrounding sensitive receptors. The construction of a temporary ¾ inch plywood noise barrier and noise barrier/absorbers would be capable of attenuating the noise level by approximately 20 dBA. Additionally, noise control efforts to limit the construction activities to permissible hours of construction, incorporate noise shielding devices such as sound mufflers and echo barriers, and operate machinery in a manner that reduces noise levels (i.e., not operating several pieces of equipment simultaneously if possible) would be effective in reducing noise impacts. Localized and portable sound enclosures would also be used, to significantly reduce noise from these types of equipment. Products such as Echo Barrier Outdoor noise barrier/absorbers can provide a 10 to 20 dBA noise reduction or more if the barrier is doubled up (see product data specifications included in Attachment 4).

Pursuant to LAMC Chapter IV, Article 1, Section 41.40, exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday and federal holidays. Demolition and construction are prohibited on Sundays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. Additionally, permissible hours of construction would be limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

Further, the Applicant would be required to post informational signage providing contact information to report complaints regarding excessive noise. Additionally, the Applicant would be required to provide courtesy notifications to adjacent business owners and residences a minimum of two weeks prior to commencement of construction. The City of Los Angeles Building Regulations Ordinance No. 178,048 requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Project Site, and City telephone numbers where violations can be reported. The notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. With incorporation of the project design features, as described above, and regulatory compliance measures, affected residents and business owners would be provided advanced notice of potential noise impacts and opportunities to comment on construction noise.

As shown in Table 2.4, Estimated Exterior Construction Noise at Nearest Sensitive Receptors, the ambient exterior noise levels would range from 24.4 dBA to 54.0 dBA with the application of the Project Design Features listed above. As such, construction noise levels would not exceed 75 dBA at a distance of 50 feet from the Project Site (in compliance with LAMC 112.05) and would not exceed ambient noise levels by more than 5-dBA at any of the sensitive receptors (in

compliance with LAMC 112.04). As such, temporary construction-related noise impacts would be considered less than significant in accordance with City requirements and standards.

Table 2.4
Estimated Exterior Construction Noise Levels at Nearest Sensitive Receptors

ID	Ambient Noise (dBA L_{eq})	Noise Level Impact (dBA L_{eq}) by Phase				Maximum Construction Noise Level	Construction Noise Threshold (dBA L_{eq})	Significant Noise Impact? (Yes/No)
		Site Clearing	Grading	Building Construction	Arch Coatings			
1	51.6	54.0	50.5	47.0	48.5	54.0	51.6	No
2	59.9	48.0	44.5	41.0	42.9	58.0	64.9	No
3	66.7	49.9	46.4	42.9	44.4	59.9	71.7	No
4	66.7	37.4	43.9	40.4	41.9	57.4	71.7	No
5	65.6	38.6	35.1	31.6	33.0	58.6	70.6	No
6	61.6	38.1	34.6	31.2	32.6	58.1	66.6	No
7	59.6	34.4	30.8	27.5	28.9	54.4	64.6	No
8	65.6	31.3	27.8	24.4	25.8	51.3	70.6	No

Notes:
[1] ID refers to the sensitive receptor locations identified in Figure 1, Noise Monitoring and Sensitive Receptor Location Map, of Attachment 4.
[2] Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity. Ambient noise levels measured represent noise for similar and nearby land use types.
[3] An attenuation factor of 10 dBA (estimated shielding) was applied for sensitive receptors where buildings separate the Project Site and the associated sensitive receptor. An attenuation factor was factored in for sensitive receptors where the Phase I residential building would attenuate noise during the Phase 2 construction.
[4] Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.
Source: Parker Environmental Consultants, LLC, (see Attachment 4, Noise Calculations Worksheets).

Operation

Mechanical/HVAC Equipment

As part of the Proposed Project, new mechanical equipment, HVAC units, and exhaust fans would be installed on the roof of the proposed structure. However, the operation of this equipment would be similar to the existing HVAC equipment currently on the Project Site. Further, the design and placement of HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the on-site equipment would be designed and located such that they would be appropriately shielded and fitted with noise muffling devices to reduce operational noise levels. Thus, operational noise impacts from HVAC equipment would be less than significant.

Parking Structure Noise

Parking structures generate noise from vehicle engines, tires squealing, doors closing, car alarms, and people talking. Noise levels within the parking structures would fluctuate based on the types of simultaneous noise sources and the overall level of activity within the garage. The parking level would be completely enclosed, and noise levels would be completely insulated on the ground level and subterranean levels. Therefore, it is not anticipated that the garage level would significantly impact nearby sensitive receptors, and accordingly, the parking structure would have a less than significant impact to nearby sensitive receptors.

Outdoor Courtyards

The Proposed Project would also include approximately 400 square feet of common open space on the 5th level and 5,880 square feet of common open space on the 6th level fronting Gower Street. A majority of the open space would be concentrated on the 6th level roof deck with a central community patio courtyard to be improved with a swimming pool, gas fire pits, and two barbeques. It is anticipated that there would not be any amplified music or speakers on the outdoor courtyards; however, occupancy and use of these courtyards may increase ambient noise levels in the Project site vicinity. There is no objective criterion for analyzing unamplified human voices within the LAMC. The only applicable criteria the LAMC code provides is that the Proposed Project shall adhere to LAMC Section 116.01, which states that it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. It is not expected that the intended use (i.e., only up to a few people having a conversation, relaxing, or enjoying the outdoors) would violate the prohibition of "loud, unnecessary and unusual noise" criteria. Additionally, the *Office of Planning and Research* identifies the following criteria to evaluate a project's operational noise impacts: any 5 dBA or greater noise increase. Therefore, a 5-dBA increase in ambient noise levels is the threshold utilized when analyzing the impacts from the outdoor courtyards.

Based on the size of the courtyard and the type of amenities provided, it is conservatively anticipated that this area could accommodate up to 100 people for casual outdoor gatherings based on occupiable space. Additionally, it is estimated that the common space on the 5th level could accommodate up to 20 people. For purposes of estimating noise from people congregating in these areas, reference noise levels of 65 dBA and 62 dBA (L_{eq} at a distance of 3.3 feet) for a male and a female speaking in a raised voice, respectively, were used to analyze noise from the use of these courtyard areas. Assuming 20 individuals occupy the 5th level, and 100 individuals occupy the 6th level space at one time, and up to 50 percent of the people (half of which would be male and the other half female) would be talking at the same time, the noise levels from rooftop activities would be approximately 73.8 dBA L_{eq} within the 5th level and 80.7 dBA L_{eq} on the 6th level roof deck. This would result in a combined noise level of 81.5 dBA L_{eq} at the building. When factoring in the distance to nearby sensitive receptors, the noise levels would be 57.1 dBA L_{eq} at

a reference distance of 50 feet.[10] The 5th level courtyard and 6th level roof decks would be surrounded with glass railing and planters that would help to further attenuate noise in the surrounding area. Based on the ambient noise levels recorded in the surround area (*Attachment 4, Figure 1*), the Proposed Project would not increase ambient noise levels by more than 5 dBA from the open space with full capacities; additionally, due to the nature of the use, it is unlikely that the Proposed Project would operate at such full capacity often or for a prolonged period of time. As such, noise from the common open space would be less than significant.

Roadway Noise

With respect to traffic noise impacts, in order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. According to the *L.A. CEQA Thresholds Guide,* the traffic volume on any given roadway would need to double in order for a 3-dBA increase in ambient noise to occur. Based on the VMT Analysis completed for the Proposed Project, the Proposed Project would result in an approximate net increase of 667 daily vehicle trips. The generation of 667 trips is not anticipated to double the amount of peak hour traffic volumes along any of the nearby roadway segments or intersections, based on existing traffic volumes provided in the separateTransportation Impact Study. For comparison, Table 5-1 in the Transportation Impact Study indicates that the intersection of Santa Monica and Gower Street experiences 3,516 A.M. peak hour trips and 3,668 P.M. peak hour trips under existing baseline conditions. The intersection of Gower Street and Fountain Avenue experiences 1,887 A.M. peak hour trips and 2,196 P.M. peak hour trips under existing baseline conditions. The daily increase of the Proposed Project's trips would be well below the existing number of trips during the A.M. and P.M. peak hours. Since the daily trips that occur at these nearby intersections would be higher than the peak hour trips, the Proposed Project's 667 daily vehicle trips would therefore also be less than the daily trips that occur at these two nearby intersections. As such, increased mobile source noise from the Proposed Project's increase in traffic would be less than 3 dBA, and operational noise impacts due to roadway noise would be less than significant.

Composite Noise Levels

When viewed together, on-site noise sources associated with the Proposed Project would include mechanical HVAC equipment, outdoor courtyard activities, and the parking structures. Due to the nature of the Proposed Project's land uses, the Proposed Project would not result in significantly loud sources of operational noise since residential uses typically operate at relatively low levels of noise. As discussed above, the mechanical HVAC equipment, outdoor open space, and parking structures would not result in significant noise impacts. Therefore, the Proposed Project would not increase ambient noise levels by 5 dB, and a less than significant impact would occur.

[10] *Formulas provided by Caltrans Technical Noise Supplement, September 2013. See Noise calculation worksheets in Attachment 4.*

Air Quality

Construction Emissions

With respect to air quality during the construction phases, the Proposed Project would be required to comply with all applicable City, regional, state, and federal regulatory compliance measures from agencies including, but not limited to, the City of Los Angeles, the Southern California Air Quality Management District (SCAQMD), and the California Code of Regulations. As required by CEQA, the Proposed Project's construction emissions were quantified utilizing the California Emissions Estimator Model (CalEEMod *Version 2016.3.2*), as recommended by the SCAQMD. Table 2.5 and Table 2.6, below, identifies daily emissions that are estimated to occur on peak construction days for each phase of the Proposed Project's construction.

This analysis assumes a Project construction schedule of approximately 48 months, with final buildout occurring in 2025. Construction activities associated with the Proposed Project would be undertaken in two phases. Phase I would consist of constructing the six-story residential building fronting Gower Street with 45 dwelling units, as well as the associated portion of the subterranean parking garage. Phase II would consist of constructing the five-story residential building fronting Lodi Place with 124 dwelling units, as well as the remaining portion of the subterranean parking garage. Each phase would include four main steps: (1) site clearing; (2) grading; (3) building construction; and (4) finishing and architectural coatings. Phase I construction would involve approximately 402 cubic yards (cy) of asphalt removal and approximately 23,025 cy of soil to be hauled off-site. Phase II construction, which would begin after completion of Phase I would involve approximately 747 cy of asphalt removal and approximately 42,865 cy of soil to be hauled off-site, using haul trucks with a 14 cy capacity.

As shown in Table 2.5 and Table 2.6, below, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD Rule 403 – Fugitive Dust.

Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. As such, construction-related emissions associated with the Proposed Project are not expected to exceed significance thresholds for criteria pollutants and hazardous substances. Further, all grading and earthwork activities would be conducted in accordance with applicable City, regional, state, and federal regulatory compliance measures. As such, construction of the Proposed Project would not result in the accidental release of hazardous pollutants. Therefore, temporary constructed-related air quality impacts related to criteria pollutants and hazardous substances would be considered less than significant.

Table 2.5
Phase I - Estimated Peak Daily Construction Emissions

Emission Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Clearing						
On-Site Fugitive Dust	--	--	--	--	0.24	0.03
On-Site Off-Road (Diesel	1.21	12.75	9.96	0.02	0.58	0.55
Off-Site Hauling/Vendor/Worker	0.09	1.78	0.68	<0.01	0.23	0.07
Total Emissions	***1.30***	***14.53***	***10.64***	***0.02***	***1.05***	***0.65***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Grading/Excavation						
On-Site Fugitive Dust	--	--	--	--	0.34	0.19
On-Site Off-Road (Diesel	1.26	11.58	14.15	0.02	0.62	0.58
Off-Site Hauling/Vendor/Worker	0.66	20.27	5.05	0.07	1.75	0.53
Total Emissions	***1.92***	***31.85***	***19.20***	***0.09***	***2.71***	***1.30***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Building Construction						
On-Site Off-Road Diesel Equipment	0.85	9.18	9.44	0.01	0.47	0.43
Off-Site Hauling/Vendor/Worker	0.32	1.70	2.44	0.01	0.78	0.21
Total Emissions	***1.17***	***10.88***	***11.88***	***0.02***	***1.25***	***0.64***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Architectural Coating						
On-Site Architectural Coating	4.20	--	--	--	0.00	0.00
On-Site Off-Road Diesel Equipment	0.45	3.67	5.81	<0.01	0.16	0.16
Off-Site Hauling/Vendor/Worker	0.05	0.03	0.35	<0.01	0.14	0.04
Total Emissions	***4.70***	***3.70***	***6.16***	***<0.01***	***0.30***	***0.20***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings.
Calculation sheets are provided in Attachment 5 to this Categorical Exemption.
Source: Parker Environmental Consultants, 2020.

Table 2.6
Phase II - Estimated Peak Daily Construction Emissions

Emission Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Clearing						
On-Site Fugitive Dust	--	--	--	--	0.24	0.03
On-Site Off-Road (Diesel	1.02	10.31	9.81	0.02	0.43	0.41
Off-Site Hauling/Vendor/Worker	0.09	1.63	0.83	<0.01	0.26	0.07
Total Emissions	***1.11***	***11.94***	***10.64***	***0.02***	***0.93***	***0.51***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Grading/Excavation						
On-Site Fugitive Dust	--	--	--	--	0.34	0.19
On-Site Off-Road (Diesel	1.03	8.89	13.94	0.02	0.43	0.41
Off-Site Hauling/Vendor/Worker	0.64	18.46	6.90	0.08	2.09	0.60
Total Emissions	***1.67***	***27.35***	***20.84***	***0.10***	***2.86***	***1.20***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Building Construction						
On-Site Off-Road Diesel Equipment	0.70	7.48	9.27	0.01	0.34	0.31
Off-Site Hauling/Vendor/Worker	0.50	1.75	3.86	0.02	1.35	0.37
Total Emissions	***1.20***	***9.23***	***13.13***	***0.03***	***1.69***	***0.68***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Architectural Coating						
On-Site Architectural Coating	9.33	--	--	--	0.00	0.00
On-Site Off-Road Diesel Equipment	0.82	6.65	11.58	0.02	0.24	0.24
Off-Site Hauling/Vendor/Worker	0.08	0.05	0.59	<0.01	0.25	0.07
Total Emissions	***10.23***	***6.70***	***12.17***	***0.02***	***0.49***	***0.31***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings.
Calculation sheets are provided in Attachment 5 to this Categorical Exemption.
Source: Parker Environmental Consultants, 2020.

Localized Construction Emissions

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor areas (SRA). For PM_{10}, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 SRAs at various distances from the source of emissions. The Project Site is located within SRA 1. The nearest sensitive receptors that could

potentially be subject to localized air quality impacts associated with construction of the Proposed Project include the residential buildings to the south of the Project Site. Given the proximity of these sensitive receptors to the Project Site, and pursuant to SCAQMD guidance, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions for each construction phase.

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations especially during the demolition and grading phases. However, as shown in Table 2.7, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for an approximate one-acre site in SRA 1.

Table 2.7
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Phase I Construction				
Site Clearing	12.75	9.96	0.82	0.58
Grading/Excavation	11.58	14.15	0.96	0.77
Building Construction	9.18	9.44	0.47	0.43
Architectural Coatings	3.67	5.81	0.16	0.16
Phase II Construction				
Site Clearing	10.31	9.81	0.67	0.43
Grading/Excavation	8.89	10.94	0.77	0.60
Building Construction	7.48	9.27	0.34	0.31
Architectural Coatings	6.65	11.58	0.24	0.24
SCAQMD Localized Thresholds [c]	**74**	**680**	**5**	**3**
Potentially Significant Impact?	***No***	***No***	***No***	***No***

Notes:
[a] *The localized thresholds for all phases are based on a receptor distance of 25 meters in SCAQMD's SRA 1 for a Project Site of one acre.*
[b] *The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.*
[c] *SCAQMD, Final LST Methodology Document, Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009, and Sample Construction Scenarios for Projects Less than Five Acres in Size, Appendix K.*
Source: CalEEMod 2016.3.2, Calculation sheets are provided in Attachment 5 to this Categorical Exemption.

The localized air quality calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages

before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Therefore, with compliance with SCAQMD Rule 403, localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.

Operational Emissions

Existing Emissions

The existing Project Site currently consists of a surface parking lot and an existing two-story commercial office building. The existing building is currently operational and will be maintained and continue to operate in the same manner with no changes as a result of the Proposed Project. Additionally, the existing parking lot serves the existing office land use. Vehicle trips and associated fuel use generated by vehicles that utilize the parking lot from other land uses already occur under the existing conditions. As such, the emissions associated with the existing commercial building (including vehicular emissions) serve as the baseline. Therefore, this analysis assumes there would be no change to the existing air quality emissions from the Project Site as the vehicle parking at the Project Site are originating from other land uses in the area.

Proposed Project Emissions

The Proposed Project would result in the site clearing of the surface parking lot for the construction, use, and maintenance of two multi-family residential buildings with a total of 169 dwelling units. The Proposed Project would generate both stationary and mobile emissions, including the consumption of electricity and natural gas, landscape maintenance, and vehicles traveling to and from the Project Site. Such emissions are typical of a multi-family residential development such as the Proposed Project. The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod (*Version 2016.3.2*) recommended by the SCAQMD. The results of these calculations are presented in Table 2.8, Proposed Project Estimated Daily Regional Operational Emissions, below. As shown in Table 2.8, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

Table 2.8
Proposed Project Estimated Daily Regional Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area Sources	4.46	0.16	13.96	<0.01	0.08	0.08
Energy Sources	0.05	0.39	0.17	<0.01	0.03	0.03
Mobile Sources	0.84	3.81	9.64	0.04	3.49	0.95
Stationary Sources	1.64	7.34	4.18	<0.01	0.24	0.24
Total Project Site Emissions:	**6.99**	**11.70**	**27.95**	**0.04**	**3.84**	**1.30**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Wintertime (Non-Smog Season) Emissions						
Area Sources	4.46	0.16	13.96	<0.01	0.08	0.08
Energy Sources	0.05	0.39	0.17	<0.01	0.03	0.03
Mobile Sources	0.79	3.85	9.10	0.04	3.49	0.95
Stationary Sources	1.64	7.34	4.18	<0.01	0.24	0.24
Total Project Site Emissions:	**6.94**	**11.74**	**27.41**	**0.04**	**3.84**	**1.30**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod 2016.3.2, Calculation worksheets are provided in Attachment 5.

Greenhouse Gas Emissions

The guidance from the State and City on Class 32 Categorical Exemptions does not require the preparation of GHG analyses for projects eligible for exemptions. Specifically, Article 19 of the State's CEQA Guidelines states that eligible projects that qualify for categorical exemptions are deemed to not have a significant effect on the environment. Under Section 15332, the Class 32 exemption that governs in-fill development projects identifies the conditions under which a project can qualify, noting that "[a]pproval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality…" There are no requirements to making findings about a project's effects on GHG. Further, the City issued guidance in 2018 (CP-7828) that clarifies the special requirement criteria for projects that seek to use the Class 32 exemption. In this guidance, they clarify that projects that qualify must provide supporting documents to demonstrate eligibility for the Class 32 exemption, including an air quality study. However, the "[p]urpose of this assessment is to evaluate the regional significance of criteria pollutant emissions from both the construction and operation of a proposed project." An assessment of criteria pollutant emissions has been prepared, as described immediately above. As there is no requirement for preparation of GHG analyses to validate the Class 32 exemption, the following is provided for informational purposes only.

Neither the City of Los Angeles, SCAQMD, nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing a residential or commercial project's GHG emissions. In October 2008, SCAQMD staff proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000

metric tons of CO_2e per year (draft Tier 3 threshold). That draft screening threshold has not been adopted by SCAQMD or the City. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a multi-family residential project's generation of greenhouse gas emissions, the following analysis is based on the Proposed Project's consistency with applicable plans, policies and building code regulations that have been adopted for the purpose of reducing GHG emissions.

As required in Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. The Guidelines do not mandate the use of absolute numerical thresholds to measure the significance of greenhouse gas emissions. As such, this analysis relies on the extent to which the Proposed Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

Construction

Greenhouse gas (GHG) emissions were calculated using CalEEMod (*Version 2016.3.2*). Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Emissions of GHGs were calculated for each year of construction of the Proposed Project and the results of this analysis are presented in Table 2.9, Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table 2.9, the total GHG emissions from construction activities related to the Proposed Project would be approximately 1,582 metric tons with the greatest annual emissions occurring in 2024. Total Construction Greenhouse Gas Emissions are amortized over the 30 year life of the Project and added to the total operational impacts.

Operation

Baseline GHG Emissions

The Project Site is currently developed with paved surface parking and an existing two-story commercial office building that serve as the existing conditions baseline. The existing building is currently operational with commercial (studio) uses and will continue to operate in the same manner with no changes in GHG emissions as a result of the Proposed Project. The existing surface parking lot accommodates existing parking demand from the commercial office building located on-site. Therefore, this analysis assumes there would be no changes to the existing greenhouse gas emissions from the Project Site.

Table 2.9
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year) [a]
Phase I	
2021	329.39
2022	292.01
2023	71.28
Phase II	
2023	367.01
2024	362.15
2025	159.70
Total Construction GHG Emissions:	**1,581.54**

[a] *Construction CO_2 values were derived using CalEEMod Version 2016.3.2 Calculation data and results are provided in Attachment 6, Greenhouse Gas Emissions Worksheets.*
Source: Parker Environmental Consultants, 2020.

Project GHG Emissions

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, was calculated with the implementation of the *L.A. Green Building Code* and other project design features that would be effective in reducing GHG emissions, such as the Project Site being an infill lot, its proximity to transit and walking distance to a major employment center. As shown in Table 2.10, below, the net increase in GHG emissions generated by the Proposed Project would result in a net increase of approximately 1,642 CO_2e MTY, which is well below the draft 3,000 $MTCO_2e$ per year threshold of significance considered by the SCAQMD, but not adopted by the City. The Proposed Project's structural and operational features such as low-flow plumbing fixtures and implementing an operational recycling program during the life of the Proposed Project would reduce the Project's GHG emissions. The Proposed Project would comply with the various regulations, plans, and policies that have been adopted with the intent of reducing GHG emissions in furtherance of the State's GHG reduction targets under SB 32.

Plan Consistency

Through required implementation of the Green Building Code, the Project Site's location on an infill site, the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32, SB 375, *L.A. Green Building Code*, and CARB's 2017 Scoping Plan aimed at achieving a 40 percent reduction of 1990 GHG emission levels by 2030.

Table 2.10
Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Area	2.92
Energy	820.80
Mobile (Motor Vehicles)	626.37
Stationary	9.17
Waste	19.55
Water	110.44
Construction Emissions [a]	52.72
Proposed Project Net Total:	**1,641.97**

Notes:
[a] *The total construction GHG emissions were amortized over 30 years and added to the operation of the Project.*
Calculation data and results provided in Attachment 6 to this Categorical Exemption.
Source: Parker Environmental Consultants, 2020.

The following Project characteristics or Project Design Features have been identified that would result in a reduction in greenhouse gas emissions and thus are supportive of the State's 2017 Scoping Plan:

Infill Development. The Project Site is located on an infill site that is currently developed with surface parking lots within a Transit Priority Area. The Project Site is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.

Transit Priority Area. The Proposed Project is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3. Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's close proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone residential uses that are not located in close proximity to transit.

Energy Conservation. The Proposed Project would include the development of a multi-family residential building with 169 dwelling units and 50,000 gross square feet or more of floor area. As mandated by the L.A. Green Building Code, the Proposed Project must meet Title 24 2016 standards and include ENERGY-STAR appliances.

Solid Waste Reduction Efforts. L.A. Green Building Code Section 5.408.1 and LAMC Section 66.32 require the construction contractor to obtain an AB 939 Compliance Permit certifying the delivery of the construction and demolition waste to a certified construction and demolition waste processing facility. Diversion efforts would be accomplished through source reduction, recycling, and composting. Finally, the Proposed Project is required by the

California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. As such, a 50 percent reduction of the Proposed Project's waste stream to the local landfill would reduce methane emissions and thus lower the Proposed Project's contribution to global GHG emissions.

Water Conservation. As mandated by the L.A. Green Building Code, the Proposed Project would be required to provide separate submeters for individual leased, rented or other tenant spaces projected to consume more than 100 gallons per day and any building or addition that is projected to consume more than 1,000 gallons per day. Plumbing fixtures would need to comply with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 5.303.2.2 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 5.303.2.3 of the Plumbing Code. The Proposed Project would also be required to develop a water budget for landscape irrigation use and install automatic irrigation systems with weather or soil moisture-based controllers.

Electric Vehicle Supply Equipment. Pursuant to LAMC 99.05.106.5.3, at least five percent (5%) of the Code required parking stalls in non-residential buildings shall be electric vehicle charging spaces (EV spaces) capable of supporting future electric vehicle supply equipment (EVSE). The incorporation of EVSE into the Proposed Project is consistent with State and City GHG policies to encourage and support alternative clean fuel supplies for vehicles and would further serve to reduce GHG emissions attributable to the vehicle trips generated by the Proposed Project.

Consistency with SB 32 Scoping Plan

California SB 375 requires integration of planning processes for transportation, land-use, and housing. Under the bill, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet the target provided in the SB 32 Scoping Plan, created by CARB, for reducing GHG emissions. SB 375 requires SCAG to direct the development of the SCS for the region. The Proposed Project would be generally consistent with SB 32's 2017 Scoping Plan by: (a) maximizing energy efficiency building and appliance standards and pursue additional efficiency efforts including new technologies, and new policy and mechanisms, and (b) pursuing comparable investment in energy efficiency from all retail providers of electricity in California. The Proposed Project would be designed and constructed to meet L.A. Green Building Code standards by including several measures designed to reduce energy consumption, including, but not limited to, installing efficient lighting fixtures, low-flow plumbing fixtures, and ENERGY STAR-rated appliances.

Consistency with Connect SoCal (2020 RTP/SCS)

The Proposed Project is consistent with the following key GHG reduction strategies in SCAG's Connect SoCal (2020 RTP/SCS), which are based on changing the region's land use and travel patterns: focusing growth near destinations and mobility options; promoting diverse housing choices; leveraging technology innovations; supporting implementation of sustainability policies; and promoting a green region.

Based on a walkability assessment of the project area by WalkScore.com, the Project Site is rated with a score of 93 of 100 possible points and defined as “walker’s paradise– daily errands do not require a car.” In addition, the Proposed Project will provide bicycle storage areas for its future residents and guests. Walkscore.com also allocates a transit score of 65 to the Project Site, described as “good transit – many nearby public transportation options,” and a bike score of 76 to the Project Site, described as “very bikeable – biking is convenient for most trips.”

The Proposed Project represents an infill development within an existing urbanized area that would concentrate new residential uses within a High Quality Transit Area (HQTA). The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking, which would facilitate a reduction in vehicle miles traveled and related vehicular GHG emissions. These and other measures would further promote a reduction in vehicle miles traveled and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG’s Connect SoCal Plan.

Consistency with L.A. Green Building Code

The L.A. Green Building Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. Among many requirements, the L.A. Green Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission (CEC), meet 50 percent construction waste recycling levels, provide on-site storage for short- and long-term bicycle parking areas, and provide ENERGY STAR-rated appliances were applicable. The Proposed Project will comply with these mandatory measures and, therefore, be consistent with the L.A. Green Building Code.

As demonstrated above, the Proposed Project’s characteristics and design features, coupled with compliance with mandatory regulatory measures would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB’s 2017 Scoping Plan, SB 32, SB 375, Connect SoCal, and *L.A. Green Building Code*. Therefore, the Proposed Project’s generation of GHG emissions would not conflict with any applicable plan, policy, or regulation for the purposes of reducing the emissions of greenhouse gases.

Water Quality

Groundwater

Based on the Department of Toxic Substances Control EnviroStor Database, the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination. Therefore, the Proposed Project would not exacerbate any hazardous conditions on the Project Site during construction that could affect groundwater conditions. Moreover, any hazardous materials utilized during construction would be used, stored, and disposed of in accordance with all applicable regulatory requirements, and would therefore not pose any potential impacts to groundwater or surface water quality. The Proposed Project, once operational, would not use hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes that are typically associated with the operation of the

Proposed Project and the use of these substances would comply with State Health Codes and Regulations. As such, the Proposed Project does not include potential sources of contaminants that could potentially degrade water quality during operation. As such, the Proposed Project would not exacerbate any hazardous conditions on the Project Site that could affect groundwater conditions.

Stormwater

The Project Site is currently developed with an existing commercial office building and asphalt-paved surface parking. Nearly 100 percent of the Project Site is covered with impervious surfaces, with the exception of some ornamental landscaping in the surface parking areas. Thus, approximately 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath both sites. With respect to water quality from stormwater, surface water runoff from the Project Site either runs westbound along Lexington Avenue and flows southbound along Lodi Place and into a storm drain inlet located at the intersection of Lodi Place and Santa Monica Boulevard, or water runoff runs south along Gower Street and into a storm drain inlet at the intersection of Gower Street and Santa Monica Boulevard. The Proposed Project would continue to generate surface water runoff similar to existing conditions, and stormwater would be directed towards existing stormwater infrastructure that currently serve the Project Site (See Attachment 1, Figure 2, Stormwater Information Map).

A Storm Water Pollution Prevention Plan (SWPPP) is required by (whatever agency or law) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The SWPPP would identify Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality during construction.

Additionally, the Proposed Project would be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain and treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. To ensure that all stormwater related BMPs are constructed and / or installed in accordance with the approved LID Plan, the City of Los Angeles requires a Stormwater Observation Report to be submitted to the City prior to the issuance of the Certificate of Occupancy. Compliance with the LID Ordinance would ensure that the Proposed Project would not adversely affect water quality or significantly contribute to site runoff during the operation of the Proposed Project. Therefore, the Proposed Project would result in less than significant impacts to the existing stormwater infrastructure serving the Project Site.

e) The Project Site can be adequately served by all required utilities and public services.

Water

The Project Site is located within the service area of the Los Angeles Department of Water and Power (LADWP) for potable water service. The LADWP's 2015 Urban Water Management Plan (UWMP) projects the City of Los Angeles will have a reliable water supply of approximately 611,800 acre-feet per year (AFY) and 675,700 AFY in 2020 and 2040, respectively, based on growth projections of the 2012 RTP/SCS. Thus, projects that are consistent with the underlying zoning and allowable density requirements of the LAMC and General Plan, are inherently consistent with the future water demands established in the 2015 UWMP. The Proposed Project would be consistent with the underlying land use and zoning regulations of the Project Site. Based on the sewer generation factors provided by the Bureau of Sanitation and assuming all water usage converts to wastewater, it is estimated that the Proposed Project's net increase in water demand would be approximately 23,540 gallons per day, or approximately 26 AFY, as shown in Table 2.11, below. Articles 4 and 9 of Chapter IX of the LAMC establish citywide water efficiency standards and require water-saving systems and technologies in buildings and landscapes to conserve and reduce water usage. Plumbing fixtures would need to comply with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 5.303.2.2 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 5.303.2.3 of the Plumbing Code. The Proposed Project would also be required to develop a water budget for landscape irrigation use and install automatic irrigation systems with weather or soil moisture-based controllers. Compliance with the L.A. Green Building Code would further reduce the Proposed Project's operational water demands. Because the Proposed Project is consistent with the zoning and General Plan land use designations, and the Proposed Project's employment growth would be within SCAG's growth forecast, the Proposed Project's increased water demand has already been accounted for in the 2015 UWMP, and impacts upon water demand would be less than significant.

Table 2.11
Proposed Project Estimated Water Demand

Type of Use	Size	Water Demand Rate (gpd/unit) [a]	Total Water Demand (gpd)
Proposed Project			
Studio	6 du	75 gpd/du	450
One-Bedroom	38 du	110 gpd/du	4,180
One-Bedroom + Den	86 du	150 gpd/du	12,900
Two-Bedroom	35 du	150 gpd/du	5,250
Two-Bedroom + Den	4 du	190 gpd/du	760
Total Proposed Project Water Demand:			**23,540 (26 AFY)**

Notes: du= dwelling units; gpd= gallons per day; AFY = acre-feet per year

[a] *Consumption Rates based on City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewer Generation Factor for Residential and Commercial Categories table, effective April 6, 2012. It is assumed that all water usage would convert to wastewater.*

[b] *Dwelling units with den was considered an additional bedroom as a conservative estimate.*

Source: Parker Environmental Consultants, 2020.

Sewer

The Project Site is served by existing 15-inch sewer pipeline along Lexington Avenue, 10-inch pipeline along Gower Street, and an 8-inch pipeline along Lodi Place. (Refer to Attachment 1, Figure 3, Sewer Information Map). Wastewater from the Proposed Project would be treated by the Hyperion Water Reclamation Plant (HWRP), which treats an average daily flow of 275 million gallons per day (mgd) on an average dry weather day and with a maximum daily flow of 450 mgd. This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP. Based on standard sewer flow rates published by the Bureau of Sanitation, the Proposed Project's sewer generation is expected to be 23,540 gallons per day. Pursuant to City policy, the Bureau of Sanitation will 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. The Applicant would be required to submit a Sewer Capacity Availability Request (SCAR) to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Proposed Project. If the public sewer has insufficient capacity to accommodate the Proposed Project's wastewater flows, the Applicant would be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connect permit would be made at the time. The installation of a secondary line, if needed, would require minimal trenching and pipeline installation, and would not result in any adverse environmental impacts. Ultimately, the sewage flow would be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the Proposed Project. As the Proposed Project would make all necessary improvements and would have a negligible impact on the existing sewer capacity, the Proposed Project's impacts upon the City's sewer system would be less than significant.

Solid Waste

In 2017, the City of Los Angeles entered into exclusive franchise agreements with waste haulers to provide solid waste, commingled recyclables, and organics collection, transfer, disposal and processing services to commercial and multifamily establishments in the City. The companies that were awarded the contract for each franchise secured a dedicated waste stream, increasing the financial viability to develop new organic waste processing and on version technology facilities in the vicinity of the City of Los Angeles. The Project Site is located within the North Central Commercial Waste Franchise Zone, which is serviced under contract to Athens Services. Under the existing contract, the service provider is required to deliver solid waste resources collected to the following certified facilities: the Athens Sun Valley Materials Recovery Facility, located at 11121 Pendleton Street and the Chiquita Canyon Landfill, located at 29201 Henry Mayo Drive. All solid waste is disposed to the Athens Sun Valley Materials Recovery Facility. Then all trash and non-recyclables materials are transferred to a landfill that accepts non-recyclable waste. It is assumed that the Proposed Project's solid waste would be disposed of at the Chiquita Canyon Landfill. The Chiquita Canyon Landfill has a remaining capacity of 59.1 million tons and has an estimated remaining life of 30 years. The Proposed Project is anticipated to generate approximately 1,149 cubic yards of asphalt debris before source reduction and recycling efforts. The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Under the requirements of the hauler's AB 939 Compliance

Permit from the Bureau of Sanitation, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility.

Operation of the Proposed Project is expected to generate approximately 2,067 pounds per day or approximately 377 tons per year. The Proposed Project would also comply with AB 939, AB 341, AB 1826, and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. The amount of solid waste generated by the Proposed Project is estimated to be well within the available capacities of area landfills.

Fire Services

The factors that the Los Angeles Fire Department (LAFD) considers in determining whether fire protection services for a project are 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 residential or neighborhood commercial 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 Los Angeles Fire Department Station No. 27, located at 1327 N. Cole Avenue, currently serves the Project Site. This fire station is located approximately 0.7 mile (driving distance) northwest of the Project Site. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Based on the response distance criteria specified in LAMC 57.507.3.3 and the relatively short distance from Fire Station No. 27 to the Project Site, fire protection response would be considered adequate. Pursuant to LAMC Section 57.507.3.1, the required fire flow for a high-density residential development, such as the Proposed Project, is 4,000 gpm from four adjacent fire hydrants flowing simultaneously. The Proposed Project would be required to maintain appropriate fire flow and access pursuant to the Los Angeles Fire Code. LAMC Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Additionally, every first story of a residential, commercial, and industrial building must be within 300 feet of an approved hydrant. There is an existing fire hydrant abutting the Project Site along Gower Street. The number and location of hydrants would be determined as part of LAFD's fire/life safety plan review for the Proposed Project. As such, the required fire flow and hydrant placement for the Proposed Project would be confirmed in consultation with the LAFD during the plan check approval process.

Local access to the Project Site is provided via Lodi Place, Lexington Avenue, Gower Street, and Santa Monica Boulevard. Vehicle access to the Project Site would be provided from one driveway on Lodi Place accessing the subterranean parking garage for both residential buildings. The proposed driveway would be designed according to LADOT standards to ensure adequate access, including emergency access, to the Project Site. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As such, existing emergency access to the

Project Site and surrounding uses would be maintained during operation of the Proposed Project. The Proposed Project would not involve activities during its operational phase that could impede public access or travel upon public right-of-way or would interfere with an adopted emergency response or evacuation plan. Therefore, development of the Proposed Project is not expected to significantly impact fire protection services in the Project area.

Police Services

The Project Site is located in the Hollywood Division of the Los Angeles Police Department's West Bureau. The Hollywood Community Police Station, located at 1358 N. Wilcox Avenue, serves the Hollywood Community and the Project Site. This police station is located approximately 0.8 miles (driving distance) northwest of the Project Site. The Project Site is located within Reporting District 666. Based on correspondence with the LAPD, the LAPD concluded that the Proposed Project would have a minor impact on crime prevention services in the Hollywood area (see Attachment 7). The LAPD published the "Design Out Crime: Crime Prevention Through Environmental Design Guidelines" ("Design out Crime Guidelines"), which introduced ways to deter crime through the design of buildings and public open spaces. The Design Out Crime Guidelines provides recommendations on the location and design of common areas and walking paths, lighting, fencing, and landscaping, among others. The Proposed Project would be subject to Site Plan Review and would be reviewed by the LAPD for compliance with the recommended site design guidelines to improve public safety. Thus, implementation of the Proposed Project would not significantly impact police protection services in the Project area.

Los Angeles Unified School District

The Project Site is located within the service area of the Los Angeles Unified School District (LAUSD). The Project Site is currently served by one primary school, one elementary school, one middle school, and one high school. The following schools serve the Project Site:

1) Hollywood Primary Center, located at 1115 Taramind Avenue, approximately 0.3 mile east of the Project Site;
2) Vine Street Elementary School, located at 955 N. Vine Street, approximately 0.5 mile southwest of the Project Site;
3) Joseph Le Conte Middle School, located at 1316 N. Bronson Avenue, approximately 0.5 mile northeast of the Project Site; and
4) Hollywood Senior High School, located at 1521 N. Highland Avenue, approximately 1.4 miles northwest of the Project Site.

The Project Applicant would be required to pay all applicable developer fees to the LAUSD to offset the Proposed Project's demands upon local schools. Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." With the payment of a School Development Fee, the Proposed Project's potential impact upon public school services would be less than significant.

Parks

The Proposed Project would result in a net increase of 169 multi-family dwelling units and 381 persons, which would have the potential to increase demands upon public park facilities. The Project Site is served by parks and recreation facilities, which are owned and maintained by the City of Los Angeles Recreation and Parks Department. Parks and recreation facilities within a two-mile radius of the Project Site include: Hollywood Pool and Recreation Center, Seily Rodriguez Park, Carlton Way Park, De Longpre Park, Selma Park, La Mirada Park, Yucca Park and Community Center, Lemon Grove Recreation Center, Las Palmas Senior Citizen Center, Robert L. Burns Park, Dorothy & Benjamin Smith Park, Poinsettia Recreation Center, Runyon Canyon Park and Dog Park, and Barnsdall Art Park Recreation Center & Historic Sites. In addition, the Proposed Project would provide a total of 20,103 square feet of open space that would be available exclusively to serve Project residents and their guests, which would reduce the Proposed Project's demand upon public parks and recreational facilities. The Proposed Project's demand for open space would be met through a combination of (1) on-site open space proposed within the Project Site, (2) payment of applicable taxes in accordance with LAMC Section 21.10.3(a)(1), and (3) the availability of existing park and recreation facilities within the area. The Proposed Project would pay all required park and recreation fees, as required by the LAMC. Development of the Proposed Project is therefore not expected to significantly impact park and recreation facilities in the Project area.

Libraries

The LAPL branches currently serving the Project Site include:

1) Frances Howard Goldwyn – Hollywood Regional Library, located at 1623 Ivar Avenue, approximately 0.6 miles northwest of the Project Site;
2) John C. Fremont Branch Library, located at 6121 Melrose Avenue, approximately 0.8 miles southwest of the Project Site;
3) Will & Ariel Durant Branch Library, located at 7140 W. Sunset Boulevard, approximately 1.3 miles west of the Project Site; and
4) Wilshire Branch Library, located at 149 N. Saint Andrews Place, approximately 1.3 miles southwest of the Project Site.

Existing library services are expected to adequately serve the needs of future occupants of the Proposed Project. The LAPL Branch Facilities Plan (the "Plan"), adopted in 1988, sets standards for site selection of libraries and identified a list of projects in which existing branch libraries are to be renovated or new facilities constructed in order to bring library resources to the residents of the City in accordance with the standards in the Plan. The goals of the Plan were implemented with money received by two bond programs: Phase I of the Plan was implemented with funds from the 1989 Bond Program and Phase II by the 1998 Bond Program. Under the two bond programs, 64 library facilities have been renovated or built. As of October 2008, all of the projects identified under the Plan have been completed. At present, the Plan is going through a process of revision in which the list of projects for the LAPL through the year 2030 will be updated. There are no planned improvements to add capacity through expansion or development of new libraries

in the Project area. However, the Proposed Project would generate revenues for the City's General Fund (in the form of property taxes, sales tax revenue, etc.) that could be applied toward the provision of library facilities, staffing, and materials, as deemed appropriate. The Proposed Project's contribution to the General Fund would help offset the Project-related increase in demand for library services. Further, the Proposed Project would not conflict with or impede implementation of the applicable policies and goals related to libraries in the General Plan Framework or Hollywood Community Plan. Moreover, the Proposed Project would not be anticipated to result in a substantial increase in demand that would necessitate new or physically altered facilities, the construction of which could cause environmental impacts. Therefore, the Proposed Project's impacts upon library services would be considered less than significant.

3.0 Exceptions to the Categorical Exemptions

In addition to the above qualifying criteria, there are exceptions to the exemptions depending on the nature or location of a project, or unusual circumstances that create the reasonable possibility of significant effects. As provided in CEQA Section 15300.2, for a proposed project to qualify for an exemption to CEQA, the project must be able to demonstrate that it does not fall under the following 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.

a) Location

The Proposed Project does not qualify for a Class 3, 4, 5, 6, or 11 Categorical Exemption. As discussed herein, the Proposed Project qualifies under the Class 32 Categorical Exemption – "In-fill Development Projects." Therefore, this exception does not apply to the Proposed Project.

b) Cumulative Impacts

Provided below are individual analyses of the cumulative impacts from traffic, noise, air quality, water quality, public services, and public utilities. In accordance with CEQA Guidelines Section 15300.2, this Categorical Exemption includes an evaluation of the Proposed Project's cumulative

impacts to rule out the exception of cumulative impacts under Section 15300.2(b). Section 15300.2(b), Cumulative Impact, states that: "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."

In determining the cumulative impacts, the guidance provided under CEQA Guidelines Section 15064(h) is as follows:

> *"(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*
>
> *(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*
>
> *(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."*

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1)

a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

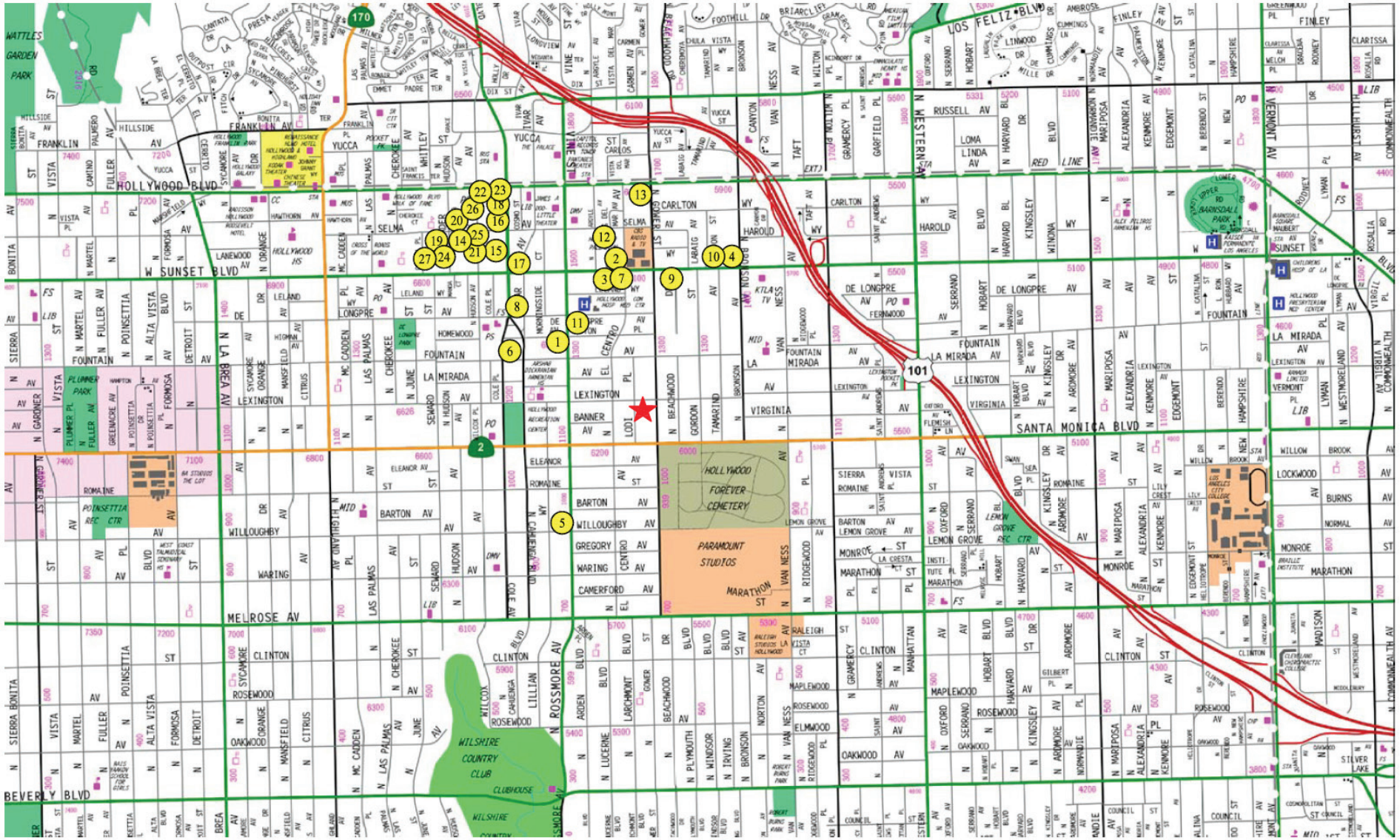
The related projects identified are included in Table 3.1, Related Projects List, below. A total of 27 related projects were identified within a 0.5-mile radius of the Project Site. The locations of the related projects are shown in Figure 18, Location of Related Projects.

Table 3.1
Related Projects List

Project Number	Project Name	Location/Address	Project Description	Size	Units
1	Academy of Motion Picture Arts and Sciences	1313 North Vine Street	Museum Storage	44,000 35,231	sf sf
2	Palladium Residences	6201 W. Sunset Boulevard	Apartment/ Condominium Hotel Restaurant Coffee Shop Retail	731 250 5,000 1,000 24,000	du room sf sf sf
3	6230 West Sunset Boulevard	6230 West Sunset Boulevard	Apartment General Office Retail	200 32,125 4,700	du sf sf
4	5901 West Sunset Boulevard	5901 West Sunset Boulevard	Retail General Office	26,000 274,000	sf sf
5	901 North Vine Street	901 North Vine Street	Apartment Restaurant	76 3,000	du sf
6	1310 North Cole Avenue	1310 North Cole Avenue	Apartment General Office	375 2,500	du sf
7	6200 West Sunset Boulevard	6200 West Sunset Boulevard	Apartment Quality Restaurant High-Turnover Restaurant Pharmacy	270 2,500 7,500 2,500	du sf sf sf
8	1400 North Cahuenga Boulevard	1400 North Cahuenga Boulevard	Hotel Restaurant Lounge/Bar	220 2,723 1,440	room sf sf
9	Sunset Bower Studios	6050 West Sunset Boulevard	General Office	859,350	sf
10	5939 West Sunset Boulevard	5939 West Sunset Boulevard	Apartment General Office Retail Quality Restaurant Coffee Shop	299 38,440 2,495 3,700 1,475	du sf sf sf sf
11	1360 North Vine Street	1360 North Vine Street	Apartment Grocery Store Shopping Center High-Turnover Restaurant	429 55,000 5,000 8,988	du sf sf sf
12	Modera Argyle	1546 North Argyle Avenue	Apartment Restaurant High-Turnover Restaurant Supermarket	276 9,000 15,000 27,000	du sf sf sf
13	6100 Hollywood Boulevard	6100 Hollywood Boulevard	Apartment Quality Restaurant	220 3,270	du sf
14	Wilcox and Selma Hotel Project	6422 Selma Avenue	Hotel Restaurant Bar	156 4,305 2,135	room sf sf
15	Cahuenga Boulevard Hotel	1525 North Cahuenga Boulevard	Hotel General Office Bar	64 1,500 700	room sf sf
16	Selma-Wilcox Hotel	6421-6429 West Selma	Hotel	114	room

	Mixed-Use	Avenue	Restaurant Rooftop Restaurant/Bar	1,809 5,041	sf sf
17	Ivar Gardens Hotel	6409 West Sunset Boulevard	Hotel Retail	275 1,900	room sf
18	1615 North Cahuenga Boulevard	1615 North Cahuenga Boulevard	Restaurant	10,270	sf
19	Selma Hotel	6516 Selma Avenue	Hotel	212	room
20	Schrader Hotel	1600 North Schrader Boulevard	Hotel Bar/Lounge Restaurant	198 2,379 3,600	room sf sf
21	1541 North Wilcox Avenue	1541 North Wilcox Avenue	Hotel Restaurant Meeting Room	190 4,463 1,382	room sf sf
22	6436 West Hollywood Boulevard	6436 West Hollywood Boulevard	Apartment Retail	220 8,800	du sf
23	6400 West Hollywood Boulevard	6400 West Hollywood Boulevard	Apartment High-Turnover Restaurant Quality Restaurant	200 4,037 3,000	du sf sf
24	1533 North Schrader Boulevard	1533 North Schrader Boulevard	Shelter	70	bed
25	1545 North Wilcox Avenue	1545 North Wilcox Avenue	Restaurant General Office	14,800 16,100	sf sf
26	1637 North Wilcox Avenue	1637 North Wilcox Avenue	Apartment Retail	154 6,586	room sf
27	1524 Cassil Place	1524 Cassil Place	Apartment Hotel High-Turnover Restaurant	138 62 1,400	du room sf

Notes:
du = dwelling unit, sf = square feet, stu = student
Source: Linscott, Law & Greenspan Engineers, September 2019.



Source: Linscott, Law & Greenspan, Engineers, September 2019.

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Figure 18
Location of Related Projects

Cumulative Traffic Impacts

The City's TAG provides that long-term, or cumulative, effects will be determined through a consistency check with the SCAG RTP/SCS. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects and land use plans that are consistent with this plan in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG reduction goals. Projects and land use plans that are deemed to be consistent would have a less than significant cumulative impact on VMT. The Proposed Project is consistent with the underlying zoning and General Plan Land Use Designations. Pursuant to the LAMC, the minimum lot area per dwelling unit is 800 square feet, which equals a base density of approximately 128 dwelling units for the Project Site. Since the Proposed Project would reserve 11 percent of the total dwelling units (19 dwelling units) for residents at the "Very Low Income" level, the Proposed Project is eligible for a 35 percent increase in base density for a total of 173 dwelling units. However, the Redevelopment Plan further limits density to 40 units per gross acre equal to 125 units; with a 35 percent increase, a maximum of 169 dwelling units is allowed on-site. Therefore, the Proposed Project's 169 dwelling units would be consistent with the allowed density on the Project Site, pursuant to the LAMC and the Redevelopment Plan. Additionally. SCAG's RTP/SCS encourages land use and growth patterns that facilitate transit and active transportation. The Project Site is an infill site within a Transit Priority Area as defined by CEQA. There are multiple bus lines with multiple bus stops within walking distance from the Project Site. Additionally, the closest Metro Station to the Project Site is the Hollywood / Vine Rail Station, located within 0.9 mile (walking distance) from the Project Site. Therefore, as the Proposed Project is consistent with the growth projections of the RTP/SCS and would result in a less than significant impact under the TAG's VMT per capita threshold, the Proposed Project's cumulative traffic impacts would be less than significant.

Cumulative Noise Impacts

Development of the Proposed Project in conjunction with the 27 related projects identified in the Transportation Impact Study, would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of Los Angeles. The nearest related project, Related Project No. 1 located at 1313 N. Vine Street, is located approximately ¼-mile northwest of the Project Site. Therefore, the buildings surrounding the proposed construction sites would therefore attenuate construction noise by up to 10 dBA. As such, based on the distance to the Project Site and the existing intervening buildings, concurrent construction noise from Related Project No. 1 and the Proposed Project would not cause a cumulative construction impact. Construction noise from the related projects would be localized and would not have the potential to create a cumulative noise impact with the Proposed Project.

With respect to cumulative operational noise impacts, each of the related projects would be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the siting and development of related projects would be subject to further CEQA review and evaluated on a case-by-case basis, and cumulative operational noise would be less than significant.

Cumulative Air Quality Impacts

Development of the Proposed Project in conjunction with the related projects in the Project Site vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Los Angeles. Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the project-specific significance thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.[11] Thus, as discussed in more detail in the supporting analysis above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Further, each related project would quantify and address air quality emissions and mitigate impacts, if necessary, to ensure no cumulative impacts would occur. Additionally, estimated emissions from similar projects of this size and type are typically well below the regulatory thresholds of significance, such that multiple projects when viewed together are unlikely to exceed SCAQMD's regional thresholds. Therefore, cumulative air quality impacts would be less than significant.

Cumulative Greenhouse Gas Emissions Impacts

As stated previously in the Greenhouse Gas Emissions section of the supporting analysis above, the guidance from the State and City on Class 32 Categorical Exemptions does not require the preparation of GHG analyses for projects eligible for exemptions. Specifically, Article 19 of the State's CEQA Guidelines states that eligible projects that qualify for categorical exemptions are deemed to not have a significant effect on the environment. Under Section 15332, the Class 32 exemption that governs in-fill development projects identifies the conditions under which a project can qualify, noting that "[a]pproval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality…" There are no requirements to making findings about a project's effects on GHG. Further, the City issued guidance in 2018 (CP-7828) that clarifies the special requirement criteria for projects that seek to use the Class 32 exemption. In this guidance, they clarify that projects that qualify must provide supporting documents to demonstrate eligibility for the Class 32 exemption, including an air quality study. However, the "[p]urpose of this assessment is to evaluate the regional significance of criteria pollutant emissions from both the construction and operation of a proposed project." An assessment of criteria air pollutant emissions and cumulative impacts have been prepared, as described herein. As there is no

[11] *SCAQMD, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution. Appendix D, August 2003 (at page D-3).*

requirement for preparation of cumulative GHG analyses to validate the Class 32 exemption, the following cumulative analysis is provided for informational purposes only.

The GHG emissions from a multi-family residential project with 169 dwelling units is relatively small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.

SCAG's 2020-2045 RTP/SCS, adopted in September 2020, is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects and land use plans that are consistent with this plan in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG reduction goals. Planning for more housing and jobs near transit was a strategy incorporated in SCAG's first RTP/SCS in 2012 and carried forward in the 2016 RTP/SCS with a focus on areas that are well served by transit. The Proposed Project is an infill development in a Transit Priority Area (TPA) and would be designed with sustainability features that are aimed at reducing overall GHG emissions.

The Proposed Project would also not conflict with all applicable local ordinances, regulations and policies that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. The Proposed project would comply with the building efficiency standards of the California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standards. Additionally, the Proposed Project would comply with the L.A. Green Building Code, which imposes more stringent green building requirements than those contained within the CALGreen Code and is applicable to the construction of every new building, every new building alteration with a permit valuation of over $200,000, and every building addition unless otherwise noted. As such, any subsequent cumulative projects of a similar scale or nature would also be required to comply with applicable Title 24 Building Efficiency Standards, the L.A. Green Building Code, and incorporate GHG reducing measures as required. Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

Cumulative Water Quality Impacts

Development of the Proposed Project in combination with the related projects would result in the further infilling of uses in a highly developed area within the Hollywood Community within the City of Los Angeles. As discussed further in the supporting analysis above, the Project Site and the

surrounding areas are served by the existing City or County storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest stormwater drainage inlet. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Proposed Project and the related project sites, since the surrounding area is highly developed with impervious surfaces. The surrounding area has long been developed and is heavily urbanized and improved with various residential and commercial buildings; thus, subsequent projects are not likely to result in a significant change from existing conditions with regards to runoff quantity. Nonetheless, under the requirements of Article 4.4 of the LAMC, each related project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. Mandatory structural BMPs in accordance with the NPDES water quality program would result in a cumulative reduction of surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, cumulative water quality impacts would be less than significant.

Cumulative Water Demand Impacts

Development of the Proposed Project and related projects and the cumulative growth throughout the City of Los Angeles, would further increase the demand for potable water within the City. Through the 2015 UWMP, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2040, with implementation of conservation strategies and proper supply management. This estimate is based in part on demographic projections obtained for the LADWP service area from the Metropolitan Water District (MWD). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments (SCAG) into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's RTP/SCS and account for estimated increases in population (and by association the development of subsequent projects) in the surrounding area. The Proposed Project's contributions to population and housing growth would be consistent with SCAG's growth projections for the City of Los Angeles. As such, the additional water demands generated by the Proposed Project are accounted for in the 2015 UWMP. Additionally, the Proposed Project's growth is consistent with SCAG's growth projections for the Los Angeles subregion. With approval of the requested discretionary actions, the Proposed Project is consistent with the underlying allowable uses per the LAMC and would not exceed the allowable density for the Project Site or exceed the available capacity in the local aqueduct. As such, the additional water demands generated by the Proposed Project are accounted for in the 2015 UWMP, and cumulative impacts associated with increased water demand would be less than significant.

Cumulative Sewer Impacts

Development of the Proposed Project in conjunction with the related projects would further increase regional demands on HWRP's capacity. Similar to the Proposed Project, each related project would be required to submit a SCAR and obtain approval by the Department of Public

Works to ensure adequate sewer capacity for each related project. Since the Proposed Project would require approval from the Bureau of Sanitation, signifying that the sewer lines serving the Project Site have adequate capacity, the Proposed Project would not be expected to contribute to a local cumulative impact. Locally, the Proposed Project would not be cumulatively considerable. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the HWRP's service to the City of Los Angeles and surrounding area. However, it is anticipated that the 175 mgd of available capacity in the HWRP would not be significantly reduced with the cumulative wastewater generation from the related projects and Proposed Project. As such, cumulative impacts with respect to wastewater demand would be less than significant.

Cumulative Solid Waste Impacts

The City of Los Angeles Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation has projected the need for waste disposal capacity based on SCAG's regional population growth projections. The growth associated with Proposed Project is within those projections. Further, new programs are being implemented to increase the amount of waste diverted by the City, including: multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Proposed Project's contribution to cumulative impacts would continue to decrease as it increases waste diversion rates in accordance with City goals.

Development of the Proposed Project in conjunction with the related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. However, the cumulative operational solid waste generation of the related projects and Proposed Project would represent a small fraction of the remaining capacity of the Chiquita Canyon Landfill, which currently has a remaining permitted capacity of approximately 59.1 million tons. Additionally, all subsequent related projects would be individually evaluated, and any related project would be required to mitigate any potential waste impacts, and new landfill facilities would be developed, if necessary. Therefore, the cumulative impacts with respect to solid waste would be less than significant.

Cumulative Impacts to Fire Services

The Proposed Project, in combination with the related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response

distance standards would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to fire protection services, and, as such cumulative impacts on fire protection would be less than significant.

Cumulative Impacts to Police Services

The Proposed Project, in combination with the related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site. No impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to police protection services, and cumulative impacts on police protection would be less than significant.

Cumulative Impacts to Schools

The Proposed Project, in combination with the related projects is expected to result in a cumulative increase in the demand for school services. Development of the related projects would likely generate additional demands upon school services. These related projects would have the potential to generate students that would attend the same schools as the Proposed Project. This would create an increased cumulative demand on local school districts. However, each of the related projects would be responsible for paying applicable school fees to mitigate the increased demand for school services. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be “full and complete school facilities mitigation.” With the payment of School Development Fee, any future school infrastructure would

be developed as needed, and thus the cumulative impacts on schools from the Proposed Project and any subsequent project would be less than significant.

Cumulative Impacts to Parks

Development of the Proposed Project in conjunction with the related projects could result in an increase in permanent residents residing in the greater Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects are required to comply with payment of Quimby Fees (for subdivision projects with greater than 50 units) and/or park and recreation mitigation fees (for all other residential projects). Each residential related project would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, any future park infrastructure would be developed as needed; therefore, the Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less than significant.

Cumulative Impacts to Libraries

Development of the related projects is projected to generate additional housing and residents within the study area, which would likely generate additional demands upon library services. This increase in resident population would result in a cumulative increase in demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for $178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on the growth forecasts utilized in the 2015-2020 Strategic Plan, much of this growth has already been accounted for in planning new and expanded library facilities. Additionally, any future growth and development would analyze potential impacts on library services, and future library infrastructure would be developed as needed. Thus, the additional residents generated by the Proposed Project would not make a cumulatively considerable impact upon the City's library system. Therefore, the cumulative impacts related to library facilities would be less than significant.

Cumulative Impacts Summary (Class 32)

As presented in the analysis above, the Proposed Project would not result in any significant cumulative impacts from traffic, noise, air quality, water quality impacts, or utilities and public services. The Proposed Project would be consistent with the use type and density of projects that are permitted by right and otherwise anticipated by the zoning code and General Plan, and when viewed in conjunction with other proposed, approved, or reasonably anticipated projects, would not generate impacts that are cumulatively considerable. Thus, the potential for the Proposed Project to result in cumulative impacts is less than significant.

c) Significant Effect / Unusual Circumstances

As noted in the supporting analyses above, there are no unusual circumstances that exist in connection with the Proposed Project or surrounding environmental conditions. The Proposed Project would not result in any significant impacts from noise, traffic, air quality, water quality impacts, or utilities and public services, The Project Site is located in an urbanized area of the Hollywood Community Plan Area and is consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. The zoning designations for the Project Site are R3-1 and R3-1XL with a General Plan land use designation of Medium Residential. The Proposed Project would be consistent with the designated zoning and would adhere to all requirements of the LAMC, with the approval of the Density Bonus incentives. There are no features of the Proposed Project, such as its size or location, that distinguish it from others in the exempt class. As such, there are no unique or unusual circumstances that exist in connection with the Proposed Project or surrounding environmental conditions that have the potential to result in a significant environmental impact upon the environment.

d) Scenic Resources

The Project Site is not bordered by or within the viewshed of any designated scenic highway as identified in the Mobility Element of the City of Los Angeles General Plan. Neither Lexington Avenue, Gower Street, nor Lodi Place are designated as a scenic highway. Further, there are some vegetation/shrubs within the surface parking lot and trees located within the public right-of-way along Lexington Avenue, Gower Street, and Lodi Place proposed for demolition on the Project Site. The removal and replacement of street trees would be subject to the review and approval of the Department of Public Works, Urban Forestry Division. None of the trees on-site and in the public right-of-way are protected tree species as defined under the City's Protected Tree Ordinance (LAMC Section 17.02). Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the Project Site and within the adjacent public right(s)-of-way. Therefore, the Proposed Project would not damage any scenic resources within an officially designated scenic highway.

e) Hazardous Materials

Pursuant to Government Code Section 65962.5, the Department of Toxic Substances Control (DTSC) shall compile and update as appropriate, at least annually, a list of all hazardous waste facilities subject to corrective action (pursuant to Section 25187.5 of the Health and Safety Code), all land designated as hazardous waste property or border zone property (pursuant to Section 25220 of the Health and Safety Code), all information received by the DTSC on hazardous waste disposals on public land (pursuant to Section 25242 of the Health and Safety Code), and all site listed pursuant to Section 25356 of the Health and Safety Code. Based on the DTSC EnviroStor Database, the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination (*see Figure 1 of Attachment 1 to this Categorical Exemption*). Therefore, the Project Site is not located on a site that the DTSC and the Secretary of the EPA have identified, pursuant to Government code section 65962.5, as being affected by hazardous wastes. Therefore, the Project Site is not located on a site that the DTSC and the Secretary of the

Environmental Protection have identified as being affected by hazardous wastes or clean-up problems.

f) Historic Resources

A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The Proposed Project involves demolishing and site clearing the existing surface parking lots, while the on-site commercial building would remain. A Cultural Resources Technical Report[12] (included as Attachment 9 to this Categorical Exemption) was prepared to determine if the Proposed Project would have any direct or indirect impacts on historical resources and to evaluate the commercial building on the Project Site for historic or architectural significance for potential eligibility for listing in the National Register of Historic Resources (National Register), California Register of Historical Resources (California Register), or as a City of Los Angeles Historic-Cultural Monument (HCM). The Project Site is developed with one commercial building completed in 1949 as an office building for Pacific Telephone and Telegraph Company. The commercial building has not been individually identified in any historic resources survey. Specifically, it was not identified in the most recent historic resources survey prepared for the CRA/LA, a Designated Local Authority, dated January 2020 (2020 CRA Survey).

The Cultural Resources Technical Report concludes that there are no historical resources at the Project Site; the one commercial building does not appear eligible for listing in the National or California Registers nor does it appear eligible for designation as a local HCM. Additionally, this building would remain and there are no plans to demolish, destroy, alter, or relocate this building. Therefore, there are no historic resources on the Project Site that are listed on the National Register, California Register, or local listing, and the Proposed Project would have no direct or indirect impacts to historic resources on the Project Site.

The 2020 CRA Survey only identified those properties that appeared eligible for designation. While the commercial building at the Project Site was not identified in the 2020 CRA Survey as eligible for designation, several nearby properties were identified as eligible for designation, notably the adjacent property, the YWCA Hollywood Studio Building, located at 6121 Santa Monica Boulevard, approximately 100 feet south of the Project Site. Additionally, based on information provided in the Cultural Resources Technical Report, the Los Angeles Historic Resources Inventory identified one historic building within the Project vicinity: the YWCA Hollywood Studio Club, located at 1215 Lodi Place. This building is located approximately 100 feet northwest of the Project Site, directly diagonal from the Project Site at the intersection of Lodi Place and Lexington Avenue. The YWCA Hollywood Studio Club building is listed on the National Register of Historic Places and designated as a Los Angeles Historic-Cultural Monument. The Proposed Project would have no direct impacts on the YWCA Hollywood Studio Building or the YWCA Hollywood Club. While the Proposed Project is generally larger than the existing

[12] *Cultural Resources Technical Report, 1149 Gower Street, Los Angeles, CA, prepared by Jenna Snow and Kathryn McGee, June 2021.*

surrounding buildings, it is of a similar scale, massing, and proportion to another, recently completed residential development west of the Project Site on Lodi Place. The existing setting has already changed considerably over time and the surrounding area does not possess any significance as a historic district. The Proposed Project could be removed in the future without impairing the essential form and integrity of any adjacent or nearby individual historical resources. The Proposed Project would not destroy the essential character-defining features of the adjacent and nearby historical resources. As such, the Proposed Project would have no direct or indirect impacts to nearby historical resources. There are no historical resources on the Project Site, and no historical resources would be demolished, destroyed, altered, or relocated as a result of the Proposed Project. Therefore, the construction of the Proposed Project would result in less than significant impact to historical resources.

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Walk Score, website: https://www.walkscore.com, accessed April 2021.

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ATTACHMENT 1

Figures of the Project Site

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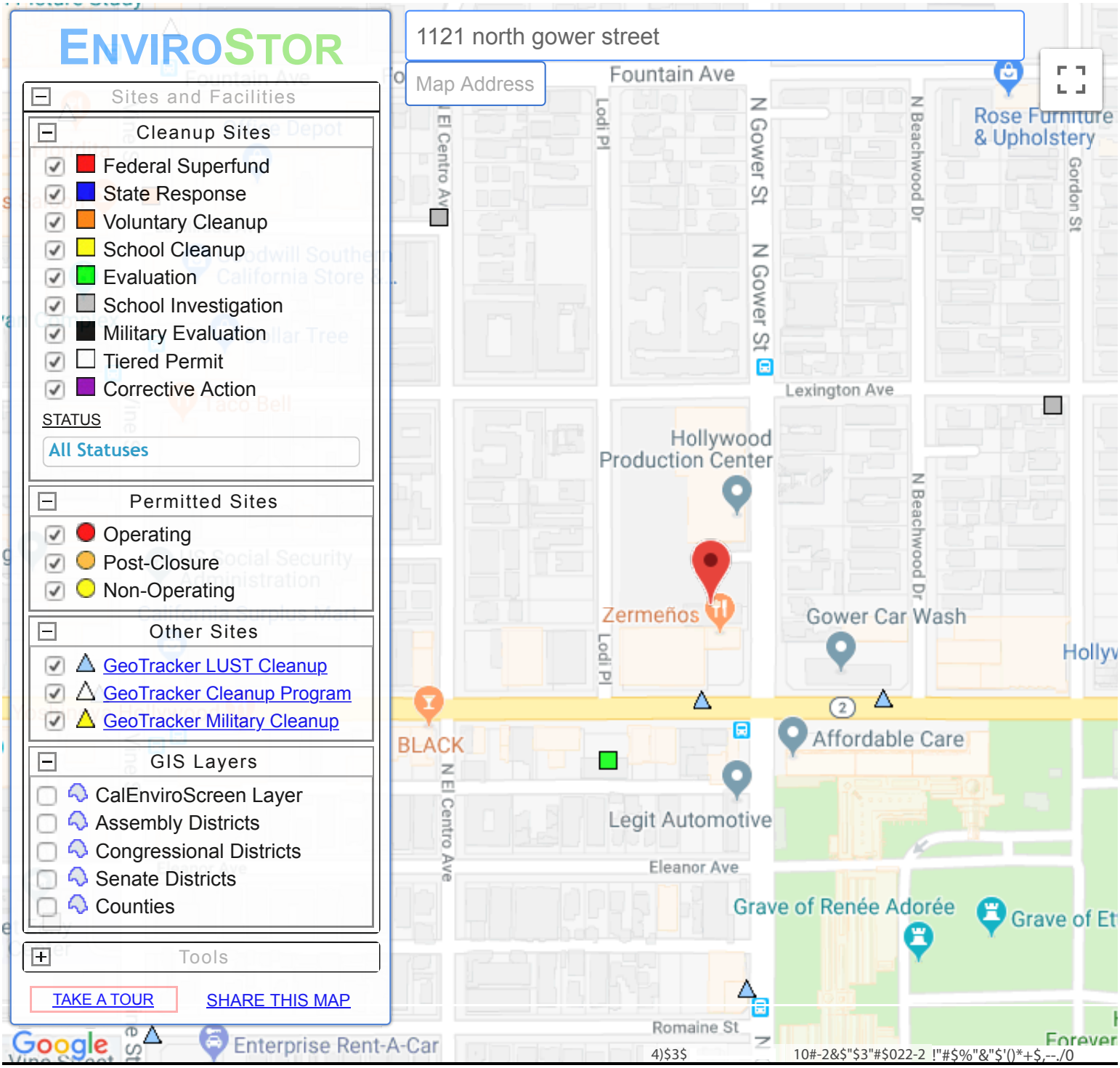
Figure 1: DTSC EnviroStor Map



SITES CURRENTLY VISIBLE ON MAP — 7 SITES LISTED — EXPORT THIS LIST TO EXCEL

PROJECT NAME	STATUS	PROJECT TYPE	ADDRESS	CITY
EPISCOPAL SCHOOL OF LOS ANGELES	INACTIVE - ACTION REQUIRED	VOLUNTARY CLEANUP	6325 & 6331 - 6363 SANTA MONICA BOULEVARD	LOS ANGELES
SANTA MONICA HOLDINGS	REFER: 1248 LOCAL AGENCY	EVALUATION	6150 SANTA MONICA BL.	LOS ANGELES
SANTA MONICA/VINE PRIMARY SITE NO. 1	INACTIVE - WITHDRAWN	SCHOOL INVESTIGATION	GORDON ST/LEXINGTON AVE/TAMARIND AVE	LOS ANGELES
SANTA MONICA/VINE PRIMARY SITE NO. 2	INACTIVE - WITHDRAWN	SCHOOL INVESTIGATION	GORDON ST/LEXINGTON AVE/BEACHWOOD DRIVE	LOS ANGELES
SANTA MONICA/VINE PRIMARY SITE NO. 9	INACTIVE - WITHDRAWN	SCHOOL INVESTIGATION	FOUNTAIN AVENUE/LA MIRADA AVENUE	LOS ANGELES
SNOW WHITE CLEANERS	CERTIFIED O&M - LAND USE RESTRICTIONS ONLY	VOLUNTARY CLEANUP	1246 NORTH VINE STREET, LOS ANGELES, CA	LOS ANGELES

Figure 2
Stormwater Information Map

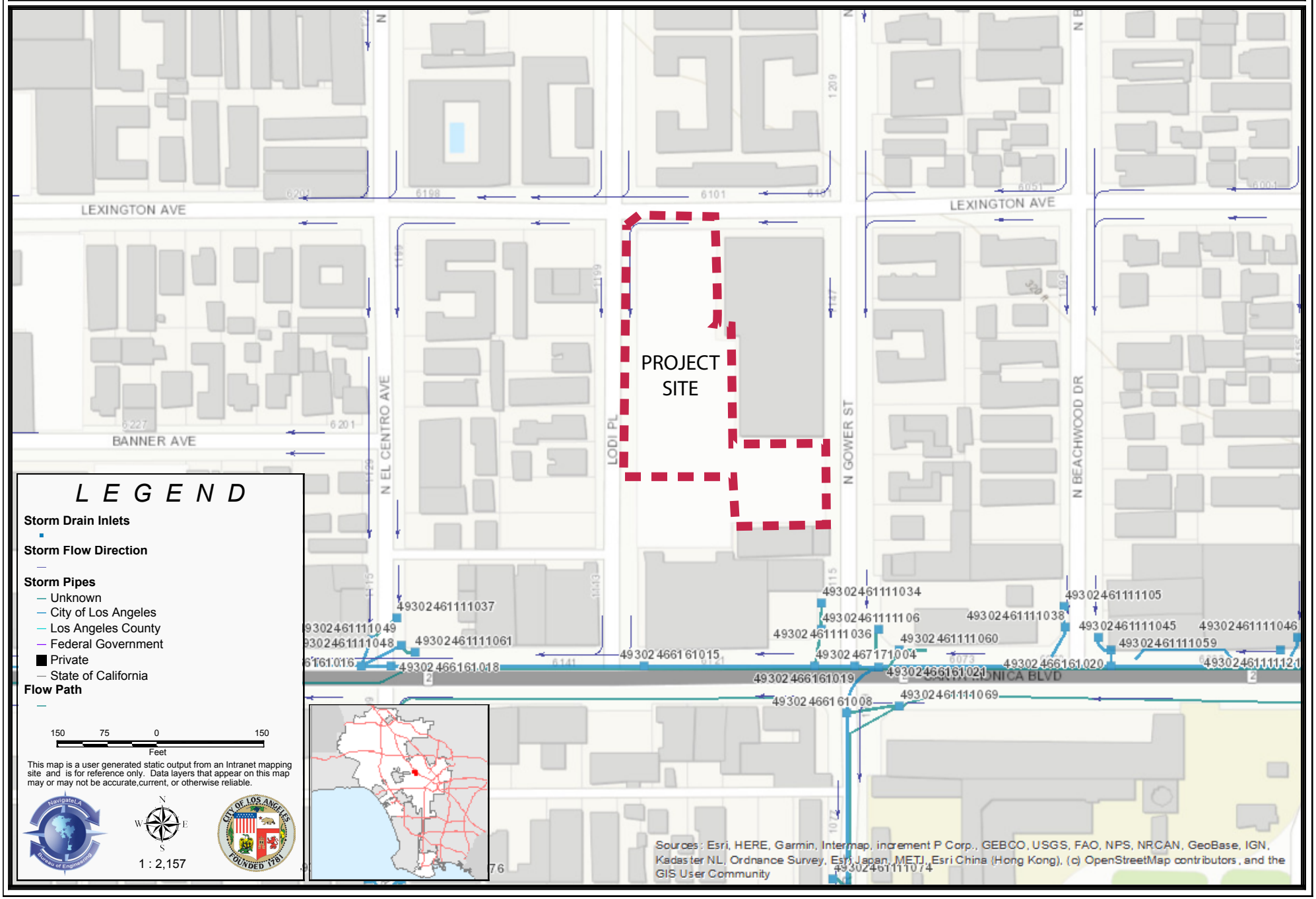
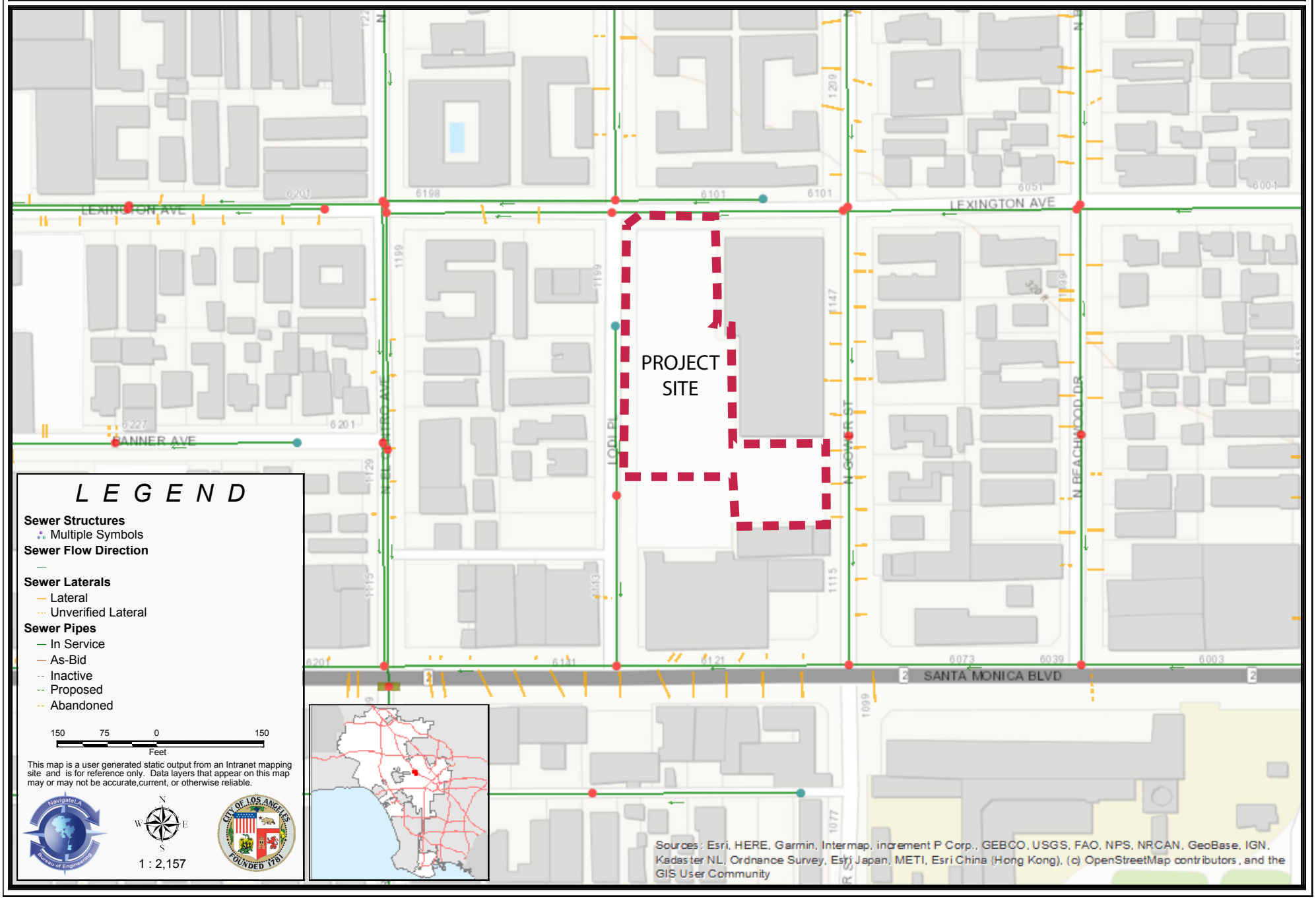


Figure 3
Sewer Information Map



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ATTACHMENT 2

U.S. Fish & Wildlife Service,
Information for Planning and Consultation
(IPaC) Resource List,
April 16, 2021.

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IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Los Angeles County, California

Local office

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

http://www.fws.gov/carlsbad/

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
Coastal California Gnatcatcher *Polioptila californica californica* Wherever found There is **final** critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/8178	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD

	BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
Allen's Hummingbird Selasphorus sasin This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Clark's Grebe Aechmophorus clarkii This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Dec 31
Common Yellowthroat Geothlypis trichas sinuosa This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Costa's Hummingbird Calypte costae This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9470	Breeds Jan 15 to Jun 10
Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Lawrence's Goldfinch Carduelis lawrencei This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Nuttall's Woodpecker Picoides nuttallii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Oak Titmouse Baeolophus inornatus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Rufous Hummingbird selasphorus rufus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds elsewhere
Song Sparrow Melospiza melodia This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Feb 20 to Sep 5
Spotted Towhee Pipilo maculatus clementae This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/4243	Breeds Apr 15 to Jul 20
Whimbrel Numenius phaeopus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9483	Breeds elsewhere
Wrentit Chamaea fasciata This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 10

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

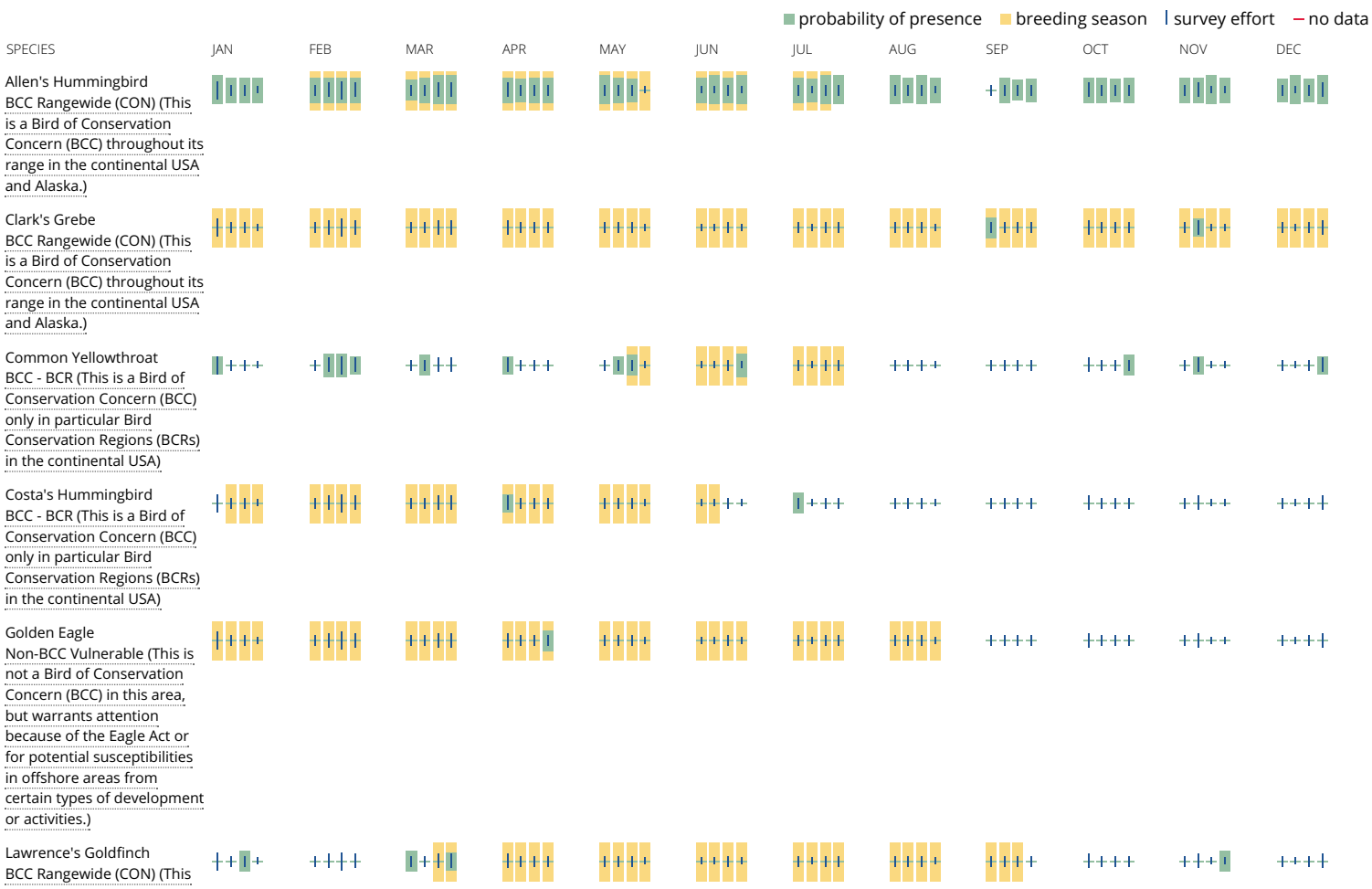
Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

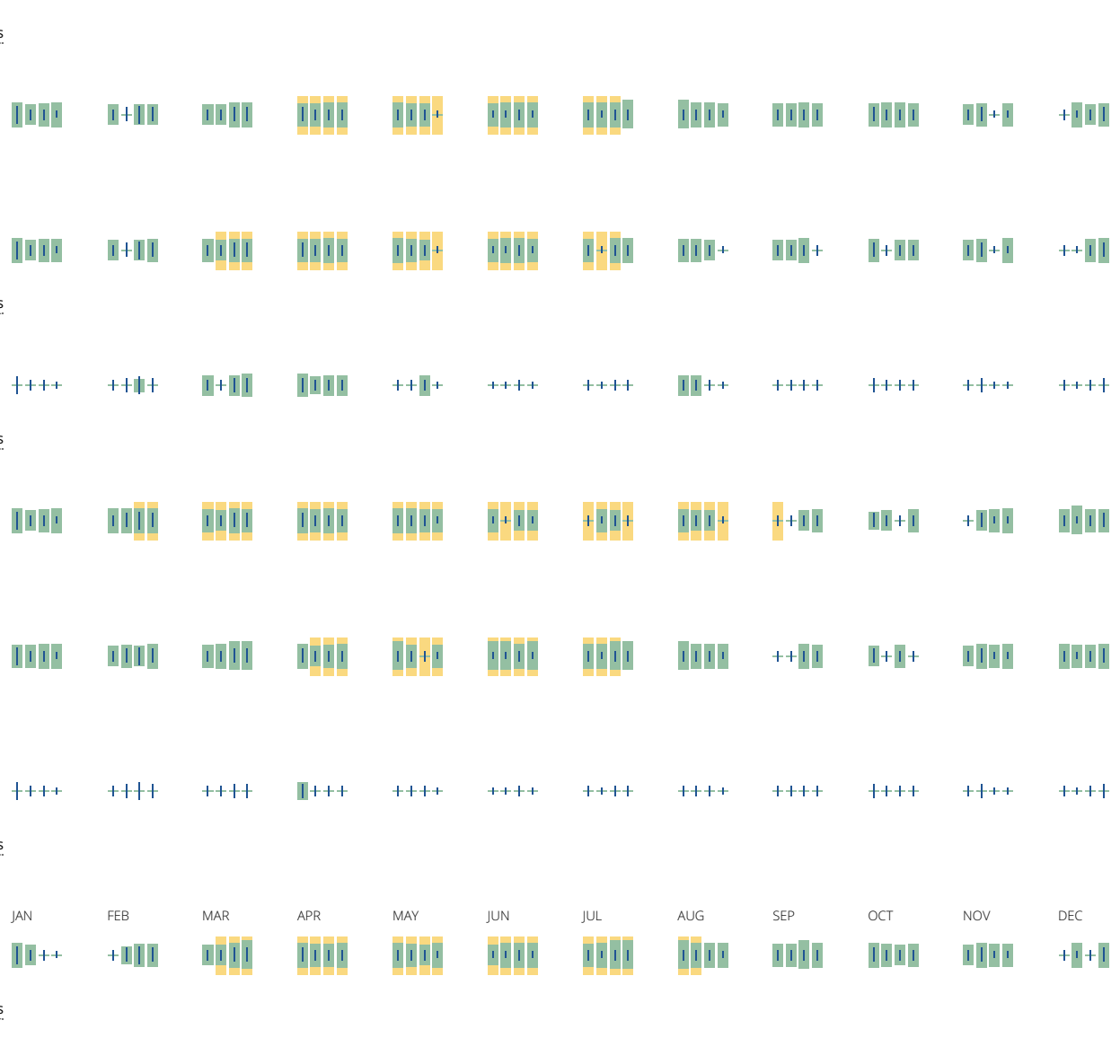
Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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ATTACHMENT 3

LADOT Correspondence,
Updated Transportation Impact Assessment for the Proposed Residential Development Located at 1125-1149 North Gower Street,
July 8, 2021.

Linscott, Law & Greenspan Engineers,
1125 North Gower Street Project Amended Transportation CEQA Analysis,
May 6, 2021.

Linscott, Law & Greenspan Engineers,
1125 North Gower Street (Formerly 1149 North Gower Street) Project - Supplemental VMT Analysis,
January 29, 2020.

LADOT Correspondence,
Updated Transportation Impact Assessment for the Proposed Multi-Family Residential Development Located at 1125-1149 North Gower Street,
February 12, 2020.

Linscott, Law & Greenspan Engineers,
Transportation Impact Study,
1149 Gower Project,
City of Los Angeles, California,
September 11, 2019.

LADOT Correspondence,
Traffic Analysis for the Proposed Multi-Family Residential Development Located at 1149 Gower Street,
October 1, 2019.

Linscott, Law & Greenspan Engineers,
TENTEN Hollywood Project - Construction Traffic Analysis
October 15, 2019.

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FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1125 N Gower St
DOT Case No. CEN21-51565

Date: July 8, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT LOCATED AT 1125 - 1149 NORTH GOWER STREET (CPC-2020-3253-DB-SPR-HCA/ENV-2020-3254-EAF/VTT-82714-HCA)**

On February 12, 2020, the Los Angeles Department of Transportation (LADOT) issued a transportation assessment report to the Department of City Planning (**Attachment 1**) for the proposed residential project located at 1125-1149 North Gower Street based on the transportation analysis prepared by Linscott, Law & Greenspan, Engineers (LLG), dated January 29, 2020. However, since the report was released, the Los Angeles VMT (Vehicle Miles Travelled) Calculator was updated and an addendum transportation analysis dated May 6, 2021 was prepared by LLG, employing the latest VMT Calculator.

The May 6, 2021 updated VMT analysis employs the current version of LADOT's VMT calculator (version 1.3, v.141) and determined that the proposed project is not expected to result in a significant VMT impact (**Attachment 2**). LADOT concurs with the results of the updated assessment and therefore, all project requirements that are identified in LADOT's February 12, 2020 letter (**Attachment 1**) shall remain in effect.

If you have any questions, please contact Jimmy Vivar of my staff at (213) 972-4993.

Attachments

K:\Letters\2021\CEN21-51565_1125 N Gower St MU_updated vmt_ltr.docx

c: Craig Bullock, Council District 13
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Clare M. Look-Jaeger/K.C. Jaeger, Linscott, Law, & Greenspan

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1125-1149 North Gower Street
DOT Case No. CEN19-48158

Date: February 12, 2020

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT LOCATED AT 1125-1149 NORTH GOWER STREET**

On October 1, 2019, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the multi-family residential development project at 1125-1149 North Gower Street, which was subject to a transportation analysis dated September 11, 2019 prepared by Linscott, Law & Greenspan (LLG). However, subsequent to the release of this report, on July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action the applicant submitted a VMT analysis for the proposed project in addition to the previous analysis dated September 11, 2019. Please replace the previous DOT assessment letter dated October 1, 2019, in its entirety, with this report which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by LLG, dated January 29, 2020, for the proposed development project located at 1125-1149 North Gower Street. In compliance with SB 743 and the CEQA, a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project will remove the existing surface parking lot and construct a 169-unit multi-family residential complex, including 155 market rate units and 14 affordable rate units (see **Attachment A**). The project is bounded by Lexington Avenue to the north, Gower Street to the east, existing commercial development to the south, and Lodi Place to the west. Vehicular access to the project site will be provided by two driveways, on Lexington Avenue and Lodi Place. Both driveways will be full access for ingress and egress, and provide access to subterranean parking. The project is expected to be completed by 2025.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator reports including the screening page with the corresponding net daily trips estimate is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by LLG, the proposed multi-family residential project is projected to have a Household VMT per Capita of 5.7. Therefore, it is concluded that implementation of the Project would have a less than significant Household and Work VMT impact.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation

conditions at several locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. Parking Requirements
The project will include a three-level subterranean parking garage to provide spaces both for the project and as a replacement parking to be provided on-site during the construction activity. The project will also include 121 bicycle spaces (110 long-term and 11 short-term). The applicant should check with the Departments of Building and Safety for the number of required parking spaces.

B. Highway Dedication and Street Widening Requirements
Per the new Mobility Element, **Lexington Avenue** and **Lodi Place** have been designated as Local Streets which require an 18-foot half-width roadway within a 30-foot half-width right-of-way. **North Gower Street** has been designated as a Modified Avenue III which would require a 24-foot half-width roadway within a 36-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Project Access and Circulation
The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

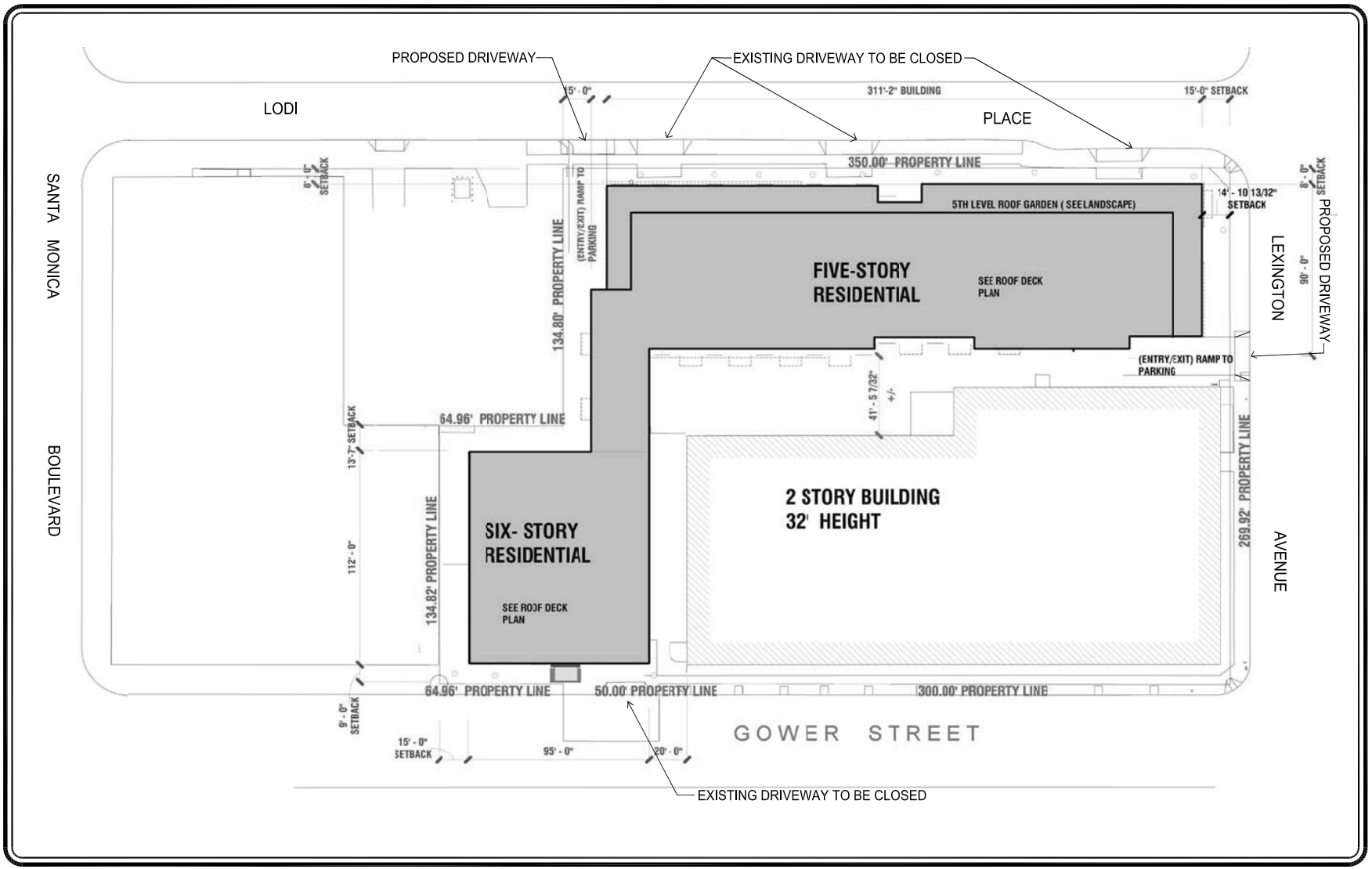
D. Worksite Traffic Control Requirements
DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

E. Development Review Fees
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Pete Eyre of my staff at (213) 972-4913.Attachments

K:\Letters\2019\CEN19-48158_1149 N Gower Street - VMT Addendum

c: Craig Bullock, Council District No. 13
Matthew Masuda, BOE Development Services
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management, DOT
Clare Look-Jaeger, LLG Engineers



N

NOT TO SCALE

SOURCE: AHMADI

FIGURE 2-2
GROUND FLOOR SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

1149 GOWER PROJECT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 1149 Gower Project
Scenario: 1
Address: 1125 N GOWER ST, 90038

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	155	DU
Housing | Affordable Housing - Family	14	DU

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

- A Parking
- B Transit
- C Education & Encouragement
- D Commute Trip Reductions
- E Shared Mobility
- F Bicycle Infrastructure
- G Neighborhood Enhancement

Traffic Calming Improvements
☐ Proposed Prj ☐ Mitigation
25 percent of streets within project with traffic calming improvements
100 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements
☑ Proposed Prj ☐ Mitigation
within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
508 Daily Vehicle Trips	508 Daily Vehicle Trips
2,916 Daily VMT	2,916 Daily VMT
5.7 Household VMT per Capita	5.7 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
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

Measuring the Miles

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2019 EXISTING V/C	[1] YEAR 2019 EXISTING LOS	[2] YEAR 2019 EXISTING WITH PROJECT V/C	[2] YEAR 2019 EXISTING WITH PROJECT LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [a]	[3] YEAR 2025 FUTURE W/O PROJECT V/C	[3] YEAR 2025 FUTURE W/O PROJECT LOS	[4] YEAR 2025 FUTURE WITH PROJECT V/C	[4] YEAR 2025 FUTURE WITH PROJECT LOS	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT [a]
1	Vine Street/	AM	0.662	B	0.665	B	0.003	No	0.761	C	0.764	C	0.003	No
	Fountain Avenue	PM	0.669	B	0.673	B	0.004	No	0.772	C	0.775	C	0.003	No
2	Vine Street/	AM	0.457	A	0.463	A	0.006	No	0.517	A	0.522	A	0.005	No
	Lexington Avenue	PM	0.469	A	0.477	A	0.008	No	0.535	A	0.543	A	0.008	No
3	Vine Street/	AM	0.802	D	0.805	D	0.003	No	0.898	D	0.901	E	0.003	No
	Santa Monica Boulevard	PM	0.731	C	0.732	C	0.001	No	0.829	D	0.831	D	0.002	No
4	El Centro Avenue/	AM	0.432	A	0.435	A	0.003	No	0.493	A	0.495	A	0.002	No
	Fountain Avenue	PM	0.438	A	0.443	A	0.005	No	0.503	A	0.508	A	0.005	No
5	El Centro Avenue/	AM	0.529	A	0.533	A	0.004	No	0.617	B	0.620	B	0.003	No
	Santa Monica Boulevard	PM	0.483	A	0.484	A	0.001	No	0.543	A	0.544	A	0.001	No
6	Gower Street/	AM	0.705	C	0.707	C	0.002	No	0.819	D	0.822	D	0.003	No
	Fountain Avenue	PM	0.725	C	0.731	C	0.006	No	0.845	D	0.851	D	0.006	No
7	Gower Street/	AM	0.771	C	0.776	C	0.005	No	0.871	D	0.875	D	0.004	No
	Santa Monica Boulevard	PM	0.786	C	0.792	C	0.006	No	0.895	D	0.901	E	0.006	No

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

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: TENTEN Hollywood Project
Scenario: Proposed Project
Address: 1125 N GOWER ST, 90038

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 station?

○ 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 | Multi-Family	155	DU
Housing | Affordable Housing - Family	14	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 Project
0 Daily Vehicle Trips	667 Daily Vehicle Trips
0 Daily VMT	4,476 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. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	667 Net Daily Trips
The net increase in daily VMT ≤ 0	4,476 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.

Measuring the Miles

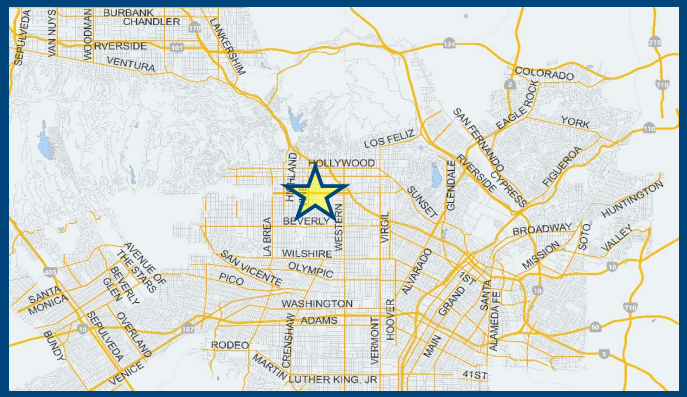
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: TENTEN Hollywood Project

Scenario: Proposed Project

Address: 1125 N GOWER ST, 90038



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	155	
Housing | Affordable Housing - Family	14	

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply

☐ Proposed Prj ☐ Mitigation

100 city code parking provision for the project site

74 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

175 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
667 Daily Vehicle Trips	**667** Daily Vehicle Trips
4,476 Daily VMT	**4,476** 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?

Proposed Project	With Mitigation
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

Measuring the Miles

5/4/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 4, 2021
Project Name: TENTEN Hollywood Project
Project Scenario: Proposed Project
Project Address: 1125 N GOWER ST, 90038

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	155	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	14	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*
Office	*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*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 4, 2021
Project Name: TENTEN Hollywood Project
Project Scenario: Proposed Project
Project Address: 1125 N GOWER ST, 90038

Version 1.3

Analysis Results			
Total Employees: 0 Total Population: 393			
Proposed Project		***With Mitigation***	
667	**Daily Vehicle Trips**	**667**	**Daily Vehicle Trips**
4,476	**Daily VMT**	**4,476**	**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 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: May 4, 2021
Project Name: TENTEN Hollywood Project
Project Scenario: Proposed Project
Project Address: 1125 N GOWER ST, 90038

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
		Degree of implementation (low, medium, high)	*0*	*0*
	Employer sponsored vanpool or shuttle	*Employees eligible (%)*	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: May 4, 2021
Project Name: TENTEN Hollywood Project
Project Scenario: Proposed Project
Project Address: 1125 N GOWER ST, 90038

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		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	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*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%*	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: May 4, 2021
Project Name: TENTEN Hollywood Project
Project Scenario: Proposed Project
Project Address: 1125 N GOWER ST, 90038

Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		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	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	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 sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE	urban	75%
TYPE	*compact infill*	*40%*
MAX:	*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: May 4, 2021
Project Name: TENTEN Hollywood Project
Project Scenario: Proposed Project
Project Address: 1125 N GOWER ST, 90038

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	151	-27.8%	109	7.4	1,117	807
Home Based Other Production	418	-47.4%	220	4.9	2,048	1,078
Non-Home Based Other Production	195	-6.7%	182	8.4	1,638	1,529
Home-Based Work Attraction	0	0.0%	0	8.7	0	0
Home-Based Other Attraction	199	-43.2%	113	6.7	1,333	757
Non-Home Based Other Attraction	47	-8.5%	43	7.1	334	305

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	0.0%	109	807	0.0%	109	807
Home Based Other Production	0.0%	220	1,078	0.0%	220	1,078
Non-Home Based Other Production	0.0%	182	1,529	0.0%	182	1,529
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	113	757	0.0%	113	757
Non-Home Based Other Attraction	0.0%	43	305	0.0%	43	305

MXD VMT Methodology Per Capita & Per Employee

Total Population: 393
Total Employees: 0
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,885**	**1,885**
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**

MEMORANDUM

To:	Wes Pringle Los Angeles Department of Transportation	Date:	May 6, 2021
From:	Clare M. Look-Jaeger, P.E. CL-Jaeger K.C. Jaeger Linscott, Law & Greenspan, Engineers	LLG Ref:	1-19-4333-2
Subject:	**1125 North Gower Street Project – Amended Transportation CEQA Analysis**		

LINSCOTT LAW & GREENSPAN engineers

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Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to amend the previous vehicle miles traveled (VMT) assessment which was prepared on a voluntary basis for the proposed 1125 North Gower Street project, which is now referred to as the TENTEN Hollywood project ("proposed project" herein). As you are aware, LLG prepared a voluntary VMT assessment as summarized in LLG's prior memorandum (dated January 29, 2020) and based on Version 1.2 of Los Angeles Department of Transportation (LADOT) VMT calculator. Since that time, a revised version of the City's VMT calculator (Version 1.3) has been released.

LLG also prepared the transportation impact study dated September 11, 2019 for the proposed project. The subject study was reviewed and accepted by LADOT as evidenced by the issuance of the original interdepartmental clearance letter dated October 11, 2019. The prior supplemental VMT analysis was submitted since at the time the City Council adopted the new VMT based thresholds (i.e., on July 30, 2019), the proposed project had a signed Memorandum of Understanding (MOU) with LADOT. After review of the prior VMT assessment, LADOT issued a replacement approval letter on February 12, 2020.

Therefore, this amended VMT analysis employs the current version of LADOT's VMT calculator (Version 1.3, v.141) and also contains analysis of other California Environmental Quality Act (CEQA)-required thresholds and the results are contained herein. This analysis also complies with LADOT's current Transportation Assessment Guidelines (TAG), dated July 2020.

SENATE BILL 743 BACKGROUND

The Los Angeles Department of City Planning (LADCP) and LADOT updated the Transportation Section of the City's CEQA Thresholds Guide to comply with and implement Senate Bill (SB) 743. On September 27, 2013, Governor Brown signed SB 743. Under SB 743, the focus of transportation analysis pursuant to CEQA shifts from driver delay, or level of service (LOS), to reduction of vehicle miles traveled, reduction in greenhouse gas emissions, creation of multimodal networks and promotion of mixed-use developments. In December 2018, the California Natural Resources Agency certified and adopted amendments to the CEQA Guidelines implementing SB 743 with an implementation date of July 1, 2020. City staff presented the CEQA Appendix G environmental checklist update to the City Council, which led to the adoption of new VMT-based significance thresholds and its subsequent incorporation into the City's CEQA Threshold Guide. In the course of

this update, LADOT developed a VMT Calculator tool to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This tool is intended to be used for development projects within the City of Los Angeles, and the VMT methodology is tailored to the proposed City of Los Angeles *Transportation Assessment Guidelines.*

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

Consistency With the City's Adopted Plans, Programs, Ordinances or Policies (Threshold T-1)

The City of Los Angeles aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements and mitigations for proposed developments should be consistent with the City's transportation goals and policies.

Proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Proposed projects should be designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria outlined in the City's *Transportation Assessment Guidelines*[1] (TAG) to determine if further analysis is required.

Screening Criteria

If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis is required to assess whether the proposed project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes:

- Does the project require a discretionary action that requires the decision-maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?
  - Yes, the project requires a discretionary action.
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

[1] *Transportation Assessment Guidelines*, Chapter 2, CEQA Analysis of Transportation Impacts, City of Los Angeles Department of Transportation, July 2020.

- 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. Per coordination with the City's Bureau of Engineering (BOE), a 1-foot dedication is required along the Gower Street project frontage. Lodi Place will also be required to be improved by BOE to complete the 20-foot half roadway width (to meet Local Street standards). No roadway widenings (i.e., curb line modifications) are required along Lexington Avenue. Also, new American With Disabilities (ADA) curb ramps will be constructed at the northwest corner of the project site and at the southwest corner of the Gower Street/Lexington Avenue intersection.

As the answer is yes to at least one of the screening criteria (here, the proposed project requires a discretionary action and a roadway dedication along Gower Street is required), further analysis is required to assess whether the proposed project would conflict with adopted City plans, programs, ordinances, or policies.

Impact Criteria and Methodology

The impact criteria set forth in the City's TAG for conflicts with plans, programs, ordinances, or policies (referred to a Threshold T-1) is defined as follows:

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not be shown to result in an impact merely based on whether a project would not implement a particular program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies. This determination may require consultation with LADCP and LADOT.

The methodology for determining project impacts associated with conflicts with plans, programs, ordinances, or policies is defined per the City's TAG as follows:

- A project that generally conforms with, and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and

ordinances identified in the TAG (refer to Table 2.1-1 on pages 2-3 and 2-11) for City plans, policies, programs, ordinances and standards relevant to determining project consistency. The list highlights City documents that establish the regulatory framework. Attachment D of TAG contains a Plan Consistency Worksheet which provides a specific list of questions that must be answered in order to help guide whether the project conflicts with City circulation system policies. A 'yes' or 'no' answer to these questions does not determine a conflict. Rather, as indicated in Attachment D of the TAG, the Project Applicant must provide substantiating information to help determine whether the proposed project precludes the City's implementation of any adopted policy and/or program that was adopted to protect the environment. A mere conflict with adopted transportation-related policies, or standards that requires administrative relief or legislative change does not in itself constitute an impact.

- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in the Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.
- The analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. In addition, the cumulative analysis should also consider known development projects and planned transportation system improvements within the study area as identified in consultation with LADOT.

As noted in Subsection 2.1.4 of the TAG, related projects considered in the cumulative analysis are known development projects located within one-half mile (2,640-foot) radius of the project site. Please refer to the list of related projects identified in *Table 6-1* and *Figure 6-1* of the transportation impact study for the location of the related projects in relation to the proposed project site.

Review of Project Consistency

This section provides a summary of the consistency review comparing the characteristics of the proposed project and site design features (i.e., including the site access and circulation scheme) with the City's adopted plans and policies. The following paragraphs provide more detail with respect to the documents listed in Table 2.1-1 of the TAG, which are the series of City documents or plans that establish the regulatory framework for development in the City. Each of the documents listed in Table 2.1-1 of the TAG was reviewed for applicability to the proposed project, and

the relevant transportation-related policies are summarized below, along with the project's conformance.

Mobility Plan

The Mobility Plan combines "complete street" principles with the following goals and objectives 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 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.
- 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.

The proposed project is being designed to be consistent with these mobility goals. The site is located along a portion of Gower Street and also fronts both Lexington Avenue (on the north) and Lodi Place (on the west). The Mobility Plan 2035 Networks in the project study area are shown in ***Figure 2***. The pedestrian and transit facilities provided within the project vicinity are shown in ***Figure 3***. In summary, the Project provides direct pedestrian access to the project site from sidewalks along Gower Street, Lexington Avenue and Lodi Place. The proposed project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the project site driveways are not proposed along streets with existing bicycle facilities. The proposed project would maintain the designated driveway and roadway width requirements indicated in the Mobility Plan. Gower Street is designated as a Modified Avenue III roadway in the Mobility Plan. This standard requires a 36-foot half right-of-way width, a 24-foot half roadway width, and a 12-foot sidewalk width. Gower Street currently has a 35-foot half right-of-way width, a 24-foot half roadway width, and an 11-foot sidewalk width. Both Lexington Avenue and Lodi Place are Local Streets in the Mobility Plan. This standard requires a 30-foot half right-of-way width, an 18-foot half roadway width, and a 12-foot sidewalk width. Lexington Avenue currently has a 30-foot half right-of-way width, a 20-foot half roadway width, and a 10-foot sidewalk width. Lodi Place currently has a 30-foot half right-of-way width, a variable 15 to 20-foot half roadway width (i.e., 20-foot half roadway width

south of Lexington Avenue which then narrows to a 15-foot half-roadway width mid-block), and a variable sidewalk width is provided along the east side of Lodi Place (i.e., 10 feet wide just south of Lexington Avenue, which then further transitions to between a 12-foot wide sidewalk and a 15-foot sidewalk further to the south).

As such, a 1-foot dedication is being planned along the Gower Street project frontage to bring the 35-foot half right-of-way width into compliance with the City's 36-foot half right-of-way standard for Modified Avenue III classification roadways. No roadway widenings (i.e., curb line modifications) are currently proposed on Lexington Avenue. The Applicant is also required to complete the improvements necessary to meet the half-roadway width requirement of 20 feet along the Lodi Place project frontage, where necessary.

The proposed project encourages non-motorized travel through provision of short- and long-term bicycle parking. A total of 121 bicycle parking spaces is planned to be provided on-site, including 11 short-term and 110 long-term bicycle spaces. Any sidewalks, if required/proposed and curb ramps along the project frontage would be designed in compliance with ADA standards. The proposed project would also provide sufficient off-street parking to accommodate the Project's typical daily parking demand. The proposed project does not hinder other goals and policies identified in the Mobility Plan. Therefore, the proposed project is consistent with and would not obstruct the implementation 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 (Los Angeles Department of City Planning, 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.

The proposed project will be consistent with the Plan for a Healthy Los Angeles by prioritizing safety and access for all individuals utilizing the project site by complying with all ADA requirements and providing clearly distinct pedestrian and vehicular access points. Further, the proposed project supports healthy lifestyles by providing a gym, recreation space, bicycle parking and enhancing the pedestrian environment by providing trees and landscaped plazas internal to the site to create a more comfortable environment for pedestrians. Based on the current Gower Street roadway designation as a Modified Avenue III roadway, a 1-foot dedication is being planned along the Gower Street frontage. No roadway widenings (i.e., curb line modifications) are currently proposed on Gower Street nor are they required, however, an expansion to the existing sidewalk would occur as a result of the 1-foot roadway dedication. The Applicant is also required to complete the improvements necessary to meet the half-roadway width requirement of 20 feet along the Lodi Place project frontage, where necessary. In addition, the proposed project is expected to result in increased safety

as three existing driveways will be closed along Lodi Place and the existing driveway on Gower Street will be closed, resulting in fewer potential conflicts along these roadways. Access to/from the site is planned via only one driveway on Lexington Avenue and one driveway on Lodi Place. New ADA curb ramps will be constructed at the northwest corners of the project site and at the southwest corner of the Gower Street/Lexington Avenue intersection. Thus, the proposed 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 site is located in the Hollywood Community Plan, and is designated for Medium Residential (R3 Zone) land uses. The proposed project is consistent with the circulation standards and criteria of the Hollywood Community Plan as the transportation system adjacent to the project site, principally including Gower Street, would adequately serve the traffic generated by the propose project without major congestion, as demonstrated by the proposed project's transportation assessments. Therefore, the proposed project would be consistent with the Community Plan. It should be noted that consultation with Metro would occur prior to the issuance of any building permit to ensure safe access to, and operations of, transportation services and facilities.

Los Angeles Municipal Code (LAMC) Section 12.21A.16

LAMC Section 12.21A.16 details the bicycle parking requirements for new developments. As described in the Project Description subsection herein, construction of the proposed project would include 11 short-term and 110 long-term bicycle spaces. The proposed project's bicycle parking supply would comply with LAMC requirements.

LAMC Section 12.26.J

LAMC Section 12.26.J is the City's Transportation Demand Management (TDM) Ordinance, which establishes trip reduction requirements for non-residential projects in excess of 25,000 sf. The proposed project is a residential development and therefore LAMC Section 12.26J would not apply to the proposed project. The proposed project would not conflict with the requirements of LAMC Section 12.26.J.

LAMC Section 12.37

LAMC Section 12.37 states that a project must dedicate and improve adjacent streets to half- right-of-way standards consistent with street designations from the Mobility Plan. As noted in the Mobility Plan section above, adjacent to the project site, Lexington Avenue is adequately dedicated and improved, while a 1-foot dedication is proposed for Gower Street in compliance with the Mobility Plan. The Applicant is

required to complete the improvements necessary to meet the half-roadway width requirement of 20 feet along the Lodi Place project frontage, where necessary. The proposed project is also being designed to also comply with applicable Fire Department requirements as it relates to the internal circulation system. Thus, the proposed project would be consistent with LAMC Section 12.37.

Vision Zero Action and Corridor Plans

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. The City has identified a number of streets as part of the High Injury Network (HIN) where City projects will be targeted. As shown on ***Figure*** 2, the project site is not located along any designated HIN corridor. In addition, the proposed project is expected to result in increased safety as three (3) existing driveways will be closed along Lodi Place and the existing driveway on Gower Street will be closed, resulting in fewer potential conflicts along these roadways. Access to/from the site is planned via only one driveway on Lexington Avenue and one driveway on Lodi Place. New ADA curb ramps will be constructed at the northwest corner of the project site and at the southwest corner of the Gower Street/Lexington Avenue intersection. Further, the 1-foot right-of-way dedication planned to be provided along the Gower Street project frontage would result in an expansion to the existing sidewalk width. This increased width will further support and enhance pedestrian circulation along this corridor. Moreover, the proposed project improvements to the pedestrian environment would not preclude future Vision Zero safety improvements by the City, should they be deemed necessary. Thus, the proposed project does not conflict with Vision Zero.

Streetscape Plans

There are no streetscape plans adjacent to the project site and, therefore, streetscape plans do not apply to the proposed project. The proposed project will comply with any applicable landscaping and street tree requirements of the Hollywood Community Plan.

Citywide Design Guidelines

Citywide Design Guidelines (Los Angeles City Planning Urban Design Studio, October 2019) identifies urban design principles to guide architects and developers in designing high-quality projects that meet the City's functional, aesthetic, and policy objectives and help foster a sense of community. The design guidelines are organized around the following approaches:

- Pedestrian-first Design

  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.

The proposed project would be consistent with the Design Guidelines. Adequate sidewalks will be provided in accordance with the City's Living Streets design considerations. Based on the current Gower Street roadway designation as a Modified Avenue III roadway, a 1-foot dedication is being planned along the project frontage. No roadway widenings are currently proposed on Gower Street, however, an expansion to the existing sidewalk would occur as a result of the 1-foot roadway dedication. As noted in the Mobility Plan section above, adjacent to the project site, Lexington Avenue is adequately dedicated and improved. The Applicant is required to complete the improvements necessary to meet the half-roadway width requirement of 20 feet along the Lodi Place project frontage, where necessary. In addition, the proposed project is expected to result in increased safety as three (3) existing driveways will be closed along Lodi Place and the existing driveway on Gower Street will be closed, resulting in fewer potential conflicts along these roadways. Access to/from the site is planned via only one driveway on Lexington Avenue and one driveway on Lodi Place. New ADA curb ramps will be constructed at the northwest corner of the project site and at the southwest corner of the Gower Street/Lexington Avenue intersection. Additionally, street trees would be incorporated to provide shade for a more comfortable mobility environment for pedestrians. Therefore, the proposed project would align with Citywide Design Guidelines to provide a safe, comfortable, and accessible experience for all transportation modes.

As shown above, the proposed project has been found to be consistent with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Further, the Applicant will comply with existing, applicable requirements pursuant to the City's Municipal Code.

VMT Analysis (Threshold T-2.1)

As noted above, the following assessment utilizes LADOT's latest VMT Calculator tool to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This tool is intended to be used for development projects within the City of Los Angeles, and the VMT methodology is tailored to the City of Los Angeles TAG.

Screening Criteria

If the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2 below, further analysis will not be required for CEQA Threshold T-2.1, and a "no impact" determination can be made for that threshold:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

The TAG states that for purposes of screening the daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the City's VMT Calculator tool or the most recent edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual.*[2] TDM strategies that are to be applied as mitigation measures should not be considered for the purposes of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the proposed project's daily vehicle trips to determine the net increase in daily vehicle trips.

  - Using the City's VMT Calculator tool, the proposed project is forecast to generate 667 daily vehicle trips. Therefore, the proposed project exceeds the screening criteria set forth in T-2.1-1.

- T-2.1-2: Would the project generate a net increase in daily VMT?

The TAG states that for the purpose of screening the VMT, a project's daily VMT should be estimated using the City's VMT Calculator tool or the City's Travel Demand Forecasting (TDF) model. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily VMT generated by the existing or qualified terminated land uses can be estimated using the City VMT Calculator tool and subtracted from the project's daily VMT to determine the net increase in daily VMT.

  - Using the City's VMT Calculator tool, the proposed project is forecast to generate 4,476 daily VMT. Therefore, the proposed project exceeds the screening criteria set forth in T-2.1-2.

<u>Impact Criteria and Methodology</u>

For development projects, a proposed project will have a potential VMT impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.

[2] Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located.
- For regional serving projects including retail projects, entertainment projects, and/or event centers, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

A project's estimated household VMT is compared to the average household VMT per capita for the corresponding APC and the project's estimated work VMT is compared to the average work VMT per employee for the corresponding APC. Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City of Los Angeles significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven (7) APC boundary areas are presented in ***Table 1.*** As the proposed project is located in the Central APC, the VMT impact criteria (i.e., 15% below APC average) applicable to the proposed project is 6.0 daily household VMT per capita. The proposed project is residential only; therefore the estimate work VMT is not applicable.

Based on the City's VMT Calculator, the estimated household VMT per capita for the proposed project is 4.8 household VMT per capita. While the proposed project must comply with the City's existing TDM and Trip Reduction Measures Ordinance (i.e., Ordinance No. 168700) no additional measures have been assumed in the estimation of the proposed project's VMT.

Based on the City's threshold criteria provided in *Table 1*, the proposed project is not forecast to result in a significant household VMT per capita impact. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed project are attached to this memorandum.

Geometric Design (Threshold T-3)

As stated in the City's TAG document (refer to page 2-19 of the TAG), impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to propose project land use, size, design, location of

access points, etc. These impacts are typically evaluated for permanent conditions after project completion, but can also be evaluated for temporary conditions during project construction. Project access can be analyzed in qualitative and/or quantitative terms, and in conjunction with the review of internal site circulation and access to parking areas. All proposed site access points should be evaluated.

Screening Criteria

If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

  - Yes. The proposed project is expected to result in increased safety as three existing driveways will be closed along Lodi Place and the existing driveway on Gower Street will be closed, resulting in fewer potential conflicts along these roadways. Access to/from the site is planned via only one driveway on Lexington Avenue and one driveway on Lodi Place.

- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

  As stated in the City's TAG document (refer to page 2-20 of the TAG), for the purpose of the screening for projects that are making physical changes to the public right-of-way, determine the street designation and improvement standard for any project frontage along streets classified as an Avenue or Boulevard (as designated in the City's General Plan) using the Mobility Plan 2035, or Navigate LA. If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the Los Angeles Municipal Code, though the project does propose dedications or physical modifications to the public right-of-way, the answer to this question is yes. Based on a review of the proposed project, the following answer is provided:

  - Yes. Per coordination with the City's Bureau of Engineering (BOE), a 1-foot dedication is required along the Gower Street project frontage. Lodi Place will also be required to be improved by BOE to complete the 20-foot half roadway width (to meet Local Street standards). No roadway widenings (i.e., curb line modifications) are required along Lexington Avenue. Also, new ADA curb ramps will be constructed at the northwest corner of the project site and at the southwest corner of the Gower Street/Lexington Avenue intersection.

As the answer is yes to at least one of the screening criteria (i.e., the proposed project requires a discretionary action and roadway dedication along Gower Street), further analysis of geometric design is required.

Impact Criteria and Methodology

The impact criteria set forth in the City's TAG for substantially increasing hazards due to a geometric design feature or incompatible use (referred to a Threshold T-3) is defined as follows:

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
    - No, the proposed project would not substantially increase hazards due to a geometric design feature. No sharp curves, incompatible uses, new intersections or roadways are proposed. The proposed project's impact on roadways and intersections in the area was evaluated in a transportation impact study dated September 11, 2019. It is concluded that the proposed project would not result in a significant impact due to increased hazards. As such, the forecast vehicle trips generated by the proposed project would not increase potentially hazardous conditions on local roadways or intersections.

Preliminary project access plans are to be reviewed in light of commonly-accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle safety hazards.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

For vehicle, bicycle and pedestrian safety impacts, the City's TAG (refer to page 2-21) indicate that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data is required.

As noted above, per coordination with BOE, a 1-foot dedication is required along the Gower Street project frontage. Lodi Place will also be required to be improved by BOE to complete the 20-foot half roadway width (to meet Local Street standards). No roadway widenings (i.e., curb line modifications) are required along Lexington Avenue. Also, new ADA curb ramps will be constructed at the northwest corner of the project site and at the southwest corner of the Gower Street/Lexington Avenue intersection. The proposed project is expected to result in increased safety as three (3) existing driveways will be closed along Lodi Place and the existing driveway on Gower Street will be closed, resulting in fewer potential conflicts along these roadways. Access to/from the site is planned via only one driveway on Lexington Avenue and one driveway on Lodi Place. Thus, the proposed project would not substantially increase hazards due to a geometric design feature. No sharp curves, incompatible uses, new intersections or roadways are proposed.

SUMMARY

As summarized above, the proposed project has been found to be consistent with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with the guiding documents and policy objectives. A roadway dedication is planned along the Gower Street project frontage in compliance with the Mobility Plan 2035. The proposed project would not substantially increase hazards due to a geometric design feature.

The proposed project is estimated to generate a total of 667 daily vehicle trips and a total of 4,476 daily VMT. The estimated household VMT per capita for the proposed project is 4.8 household VMT per capita, which is below the Central APC significance threshold of 6.0 household VMT per capita. The work VMT per employee threshold is not applicable ("N/A") since the proposed project does not include a commercial component and is therefore presumed to be less than significant. Based on the analyses, the proposed project is not expected to result in a significant VMT impact. Therefore, no mitigation is necessary.

Please feel free to contact us at 626.796.2322 should you have any questions or comments regarding this transportation analysis memorandum.

c: File

SOURCE: BA BIJAN & ASSOCIATES

NOT TO SCALE

FIGURE 1
SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

1125 N. GOWER STREET PROJECT

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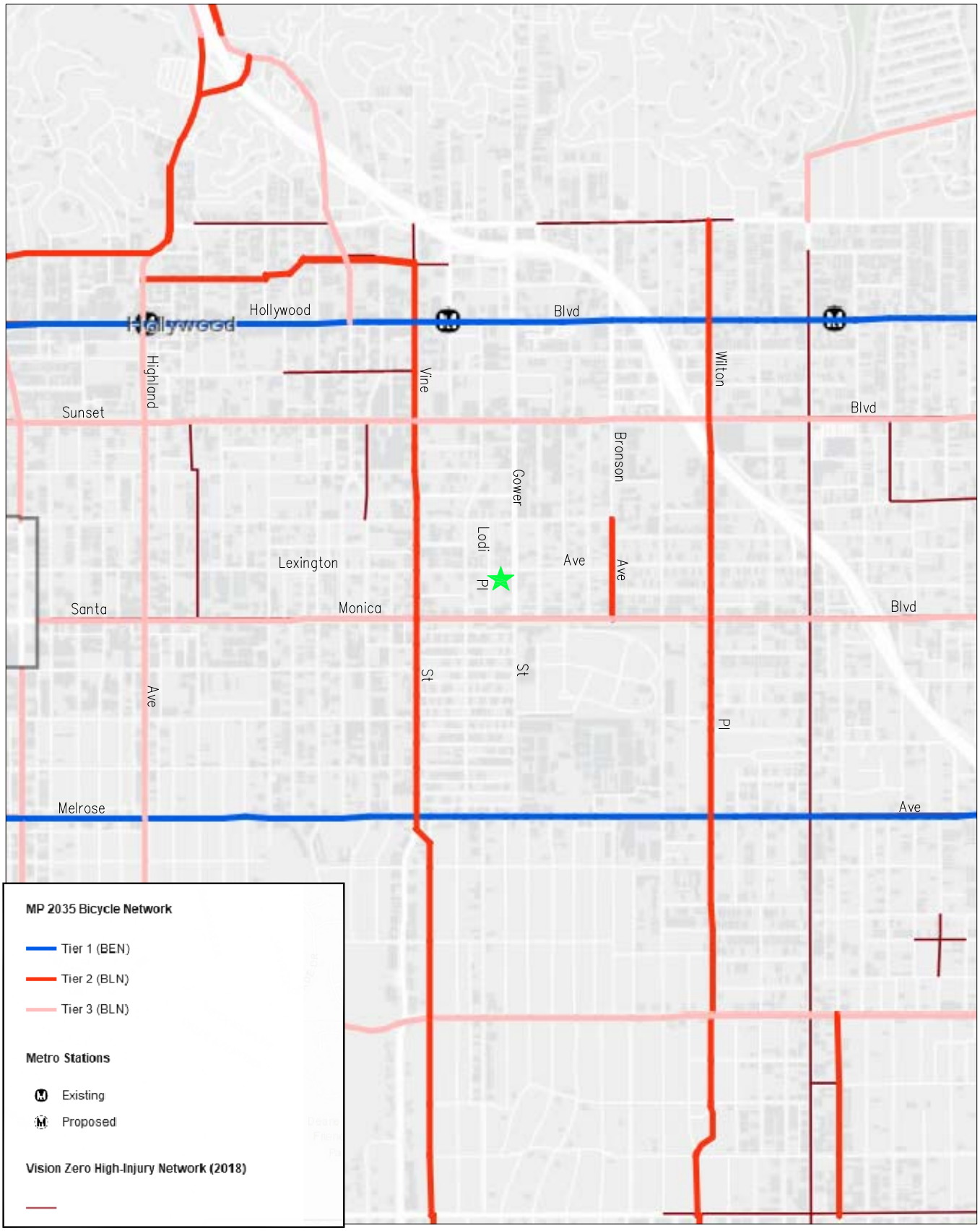

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NOT TO SCALE

PROJECT SITE

FIGURE 2
MOBILITY PLAN 2035 NETWORKS

LINSCOTT, LAW & GREENSPAN, engineers

1125 N. GOWER STREET PROJECT

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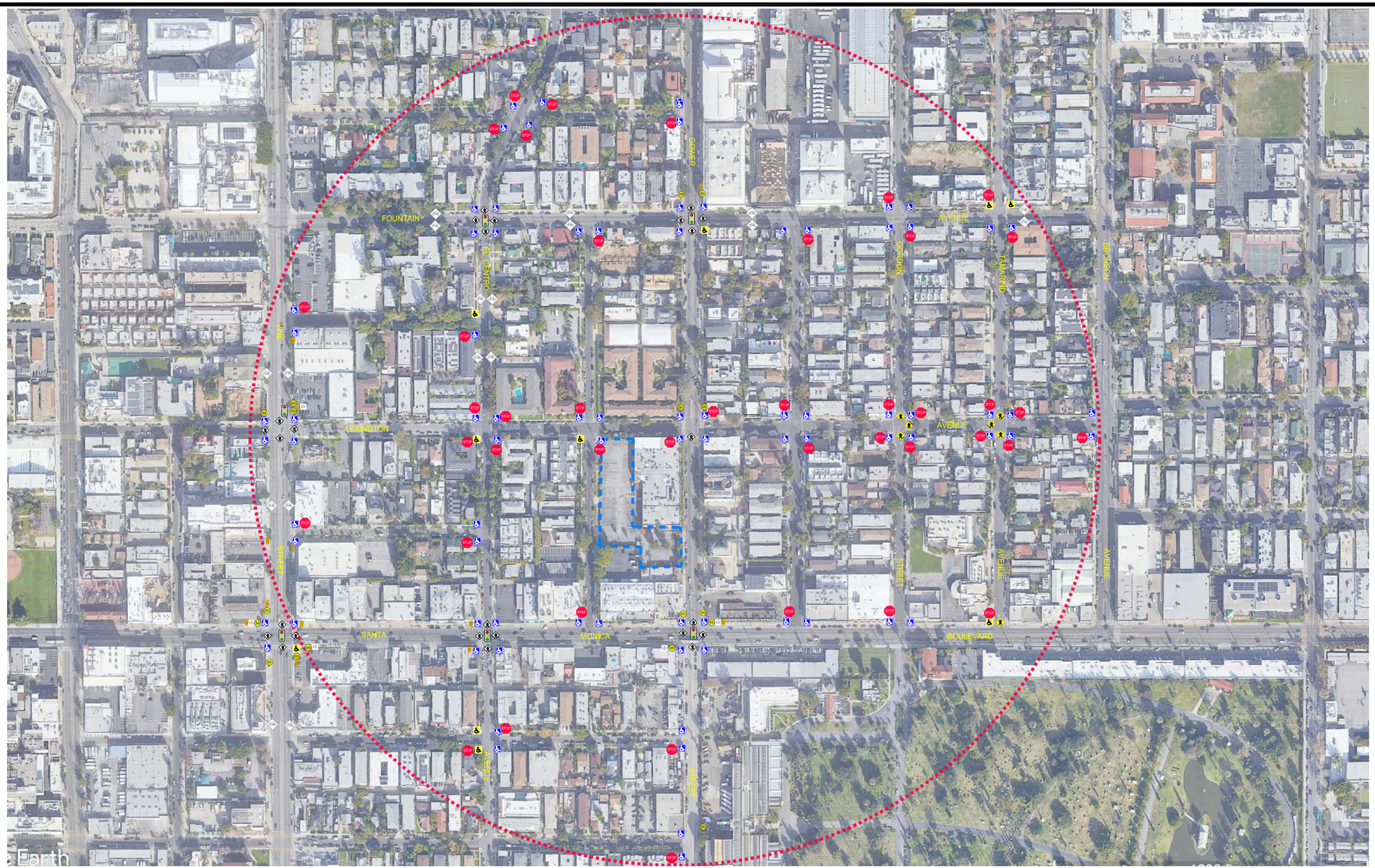

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NOT TO SCALE

SITE

SIGNAL

STOP SIGN

ADA

ADA YELLOW TRUNCATED DOME

TRASH

CROSSWALK

CROSSWALK YELLOW

BIKE RACK

BIKE ROUTE

BS BUS STOP

BB BUS STOP WITH BUS BENCH

BBS BUS STOP WITH BUS BENCH & SHELTER

MAIL BOX

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3
EXISTING NEARBY PEDESTRIAN AND TRANSIT FACILITIES

1125 N. GOWER STREET PROJECT

Table 1
CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]

AREA PLANNING COMMISSION	15 PERCENT (15%) BELOW APC CRITERIA [2]	
	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

[1] Source: City of Los Angeles Transportation Assessment Guidelines, July 2020.

[2] The development project will have a potential impact if the project meets the following:
- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the APC area in which the project (refer to above [source: Table 2.2-1 of the guidelines]).
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located (refer to above [source: Table 2.2-1 of the guidelines]).
- For retail projects, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office project above (source: Table 2.2-1 of the guidelines).

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

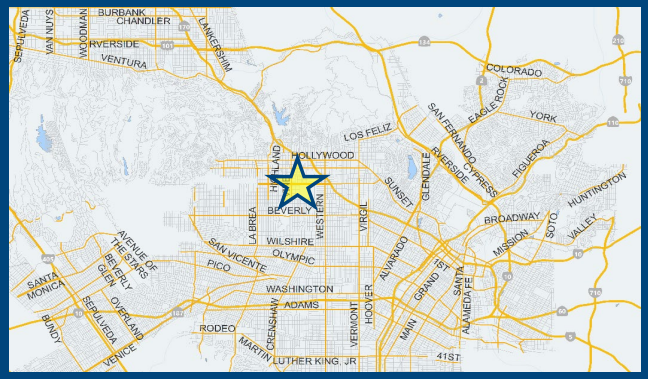
Project Information

Project: TENTEN Hollywood Project

Scenario: Proposed Project

Address: 1125 N GOWER ST, 90038

www



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 station?

○ 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 | Multi-Family	155	DU
Housing | Multi-Family	155	DU
Housing | Affordable Housing - Family	14	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 Project
0 Daily Vehicle Trips	667 Daily Vehicle Trips
0 Daily VMT	4,476 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. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	667 Net Daily Trips
The net increase in daily VMT ≤ 0	4,476 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.

Measuring the Miles

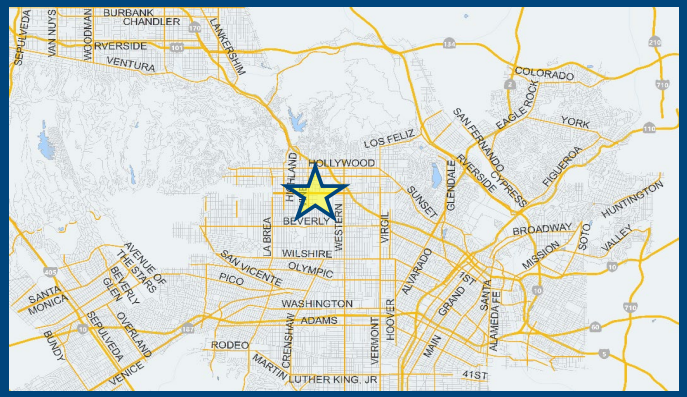
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: TENTEN Hollywood Project

Scenario: Proposed Project

Address: 1125 N GOWER ST, 90038



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	155	
Housing | Affordable Housing - Family	14	

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply

☐ Proposed Prj ☐ Mitigation

100 city code parking provision for the project site

74 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

175 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
667 Daily Vehicle Trips	**667** Daily Vehicle Trips
4,476 Daily VMT	**4,476** 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?

Proposed Project	With Mitigation
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

Measuring the Miles

5/4/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 4, 2021
Project Name: TENTEN Hollywood Project
Project Scenario: Proposed Project
Project Address: 1125 N GOWER ST, 90038

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	155	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	14	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*
Office	*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*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 4, 2021
Project Name: TENTEN Hollywood Project
Project Scenario: Proposed Project
Project Address: 1125 N GOWER ST, 90038

Version 1.3

Analysis Results			
Total Employees: 0 Total Population: 393			
Proposed Project		***With Mitigation***	
667	**Daily Vehicle Trips**	**667**	**Daily Vehicle Trips**
4,476	**Daily VMT**	**4,476**	**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 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: May 4, 2021
Project Name: TENTEN Hollywood Project
Project Scenario: Proposed Project
Project Address: 1125 N GOWER ST, 90038

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
		Degree of implementation (low, medium, high)	*0*	*0*
	Employer sponsored vanpool or shuttle	*Employees eligible (%)*	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: May 4, 2021
Project Name: TENTEN Hollywood Project
Project Scenario: Proposed Project
Project Address: 1125 N GOWER ST, 90038

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		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	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*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%*	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: May 4, 2021
Project Name: TENTEN Hollywood Project
Project Scenario: Proposed Project
Project Address: 1125 N GOWER ST, 90038

Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		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	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	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 sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE	urban	75%
TYPE	*compact infill*	*40%*
MAX:	*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: May 4, 2021
Project Name: TENTEN Hollywood Project
Project Scenario: Proposed Project
Project Address: 1125 N GOWER ST, 90038

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	151	-27.8%	109	7.4	1,117	807
Home Based Other Production	418	-47.4%	220	4.9	2,048	1,078
Non-Home Based Other Production	195	-6.7%	182	8.4	1,638	1,529
Home-Based Work Attraction	0	0.0%	0	8.7	0	0
Home-Based Other Attraction	199	-43.2%	113	6.7	1,333	757
Non-Home Based Other Attraction	47	-8.5%	43	7.1	334	305

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	0.0%	109	807	0.0%	109	807
Home Based Other Production	0.0%	220	1,078	0.0%	220	1,078
Non-Home Based Other Production	0.0%	182	1,529	0.0%	182	1,529
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	113	757	0.0%	113	757
Non-Home Based Other Attraction	0.0%	43	305	0.0%	43	305

MXD VMT Methodology Per Capita & Per Employee

Total Population: 393
Total Employees: 0
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,885**	**1,885**
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**

MEMORANDUM

To:	Wes Pringle Los Angeles Department of Transportation	Date:	January 29, 2020
From:	Clare M. Look-Jaeger, P.E. CL-Jaeger K.C. Jaeger Linscott, Law & Greenspan, Engineers	LLG Ref:	1-19-4333-1
Subject:	**1125-1149 North Gower Street Project –Supplemental VMT Analysis**		

LINSCOTT LAW & GREENSPAN engineers

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San Diego
Woodland Hills

Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to summarize the voluntary supplemental analysis conducted for the proposed 1125-1149 Gower Street Project project ("proposed project" herein). As you are aware, LLG previously prepared the transportation impact study dated September 11, 2019 for the proposed project. The subject study was reviewed and accepted by the Los Angeles Department of Transportation (LADOT) as evidenced by the issuance of their interdepartmental clearance letter dated October 11, 2019. This supplemental Vehicle Miles Traveled (VMT) analysis is being submitted since at the time the City Council adopted the new VMT based thresholds (i.e., on July 30, 2019), the project had a signed Memorandum of Understanding (MOU) with LADOT. Therefore, this analysis employs the current version of LADOT's VMT calculator (Version 1.2) and the results are for informational purposes.

The Los Angeles Department of City Planning (LADCP) and LADOT updated the Transportation Section of the City's California Environmental Quality Act (CEQA) Thresholds Guide to comply with and implement Senate Bill (SB) 743. On September 27, 2013, Governor Brown signed SB 743. Under SB 743, the focus of transportation analysis pursuant to CEQA shifts from driver delay, or level of service (LOS), to reduction of vehicle miles traveled, reduction in greenhouse gas emissions, creation of multimodal networks and promotion of mixed-use developments. In December 2018, the California Natural Resources Agency certified and adopted amendments to the CEQA Guidelines implementing SB 743 with a target implementation date of July 1, 2020. City staff presented the CEQA Appendix G environmental checklist update to the City Council, which led to the adoption of new VMT-based significance thresholds and its subsequent incorporation into the City's CEQA Threshold Guide. In the course of this update, LADOT has developed a VMT Calculator tool to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This tool is intended to be used for development projects within the City of Los Angeles, and the VMT methodology is tailored to the proposed City of Los Angeles *Transportation Assessment Guidelines.*[1]

[1] City of Los Angeles *Transportation Assessment Guidelines*, Chapter 2, CEQA Analysis of Transportation Impacts, July 2019.

This voluntary VMT analysis has been conducted to identify and evaluate the potential impacts of the proposed project based on the VMT methodology set forth in the City's *Transportation Assessment Guidelines*. As stated above, the VMT analysis is voluntary since the project application was filed and the MOU with LADOT was executed prior to adoption of the new guidelines, and thus do not apply to the proposed project.

According to the City's *Transportation Assessment Guidelines*, a development project's daily vehicle trips should be estimated using the City's VMT Calculator. The proposed project, which includes both residential (multi-family units and affordable housing [family-type] units) and commercial (office and retail) uses, would have a potential impact if it meets the following:

- "For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located."

- "For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the Area Planning Commission (APC) area in which the project is located."

The project's estimated household VMT per capita and work VMT per employee are compared to the average household VMT per capita and work VMT per employee for the corresponding APC. Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City of Los Angeles significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven (7) APC boundary areas are presented in ***Table A***. As the project is located in the Central APC, the VMT impact criteria (i.e., 15% below APC average) applicable to the proposed project is 6.0 daily household VMT per capita.

Based on the City's VMT Calculator, the estimated household VMT per capita for the project is 5.7 household VMT per capita. The following Transportation Demand Management (TDM) strategies have been included as project design features as the project must comply with the City's existing TDM and Trip Reduction Measures Ordinance (i.e., Ordinance No. 168700) in the estimation of the project's VMT:

- Parking: Unbundle Parking Charges (TDM Strategy A)
- Education & Encouragement: Promotions and Marketing (TDM Strategy C)
- Bicycle Infrastructure (TDM Strategy F):

  - Include Bike Parking Per LAMC
  - Include Secure Bike Parking and Showers
- Neighborhood Enhancement (TDM Strategy G):
  - Pedestrian Network Improvements (connectivity within project and connecting to off-site)

Based on the City's threshold criteria provided in *Table A*, the proposed project is not forecast to result in a significant household VMT per capita impact. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed project are attached to this memorandum.

Please feel free to call us with any questions or comments at 626.796.2322.

c: File

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1149 North Gower Street
DOT Case No. CEN 19-48158

Date: October 1, 2019

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ANALYSIS FOR THE PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT LOCATED AT 1149 NORTH GOWER STREET**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated September 2019, prepared by Linscott, Law, and Greenspan Engineers for the proposed Gower Street multi-family residential development, located at 1149 North Gower Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's current traffic impact criteria[1], the traffic impact study included the detailed analysis of seven signalized intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. This report summarizes the results of the transportation analysis (see **Attachment 1**), which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project will remove the existing surface parking lot and construct a 169-unit multi-family residential complex, including 155 market rate units and 14 affordable rate units (see **Attachment 2**). The project is bounded by Lexington Avenue to the north, Gower Street to the east, existing commercial development to the south, and Lodi Place to the west. The project will include a three-level subterranean parking garage to provide spaces both for the project and as a replacement parking to be provided on-site during the construction activity. The project will also include 121 bicycle spaces (110 long-term and 11 short-term). Vehicular access to the project site will be provided by two driveways, on Lexington Avenue and Lodi Place. Both driveways will be full access for ingress and egress, and provide access to subterranean parking. The project is expected to be completed by 2025.

1 Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project-related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

B. Trip Generation

The project is estimated to generate an approximate net increase of 774 daily trips, a net increase of 55 trips during the A.M. peak hour and a net increase of 63 trips during the P.M. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition. A copy of the trip generation table can be found in **Attachment 2**.

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Lexington Avenue** and **Lodi Place** have been designated as Local Streets which require an 18-foot half-width roadway within a 30-foot half-width right-of-way. **North Gower Street** has been designated as a Modified Avenue III which would require a 24-foot half-width roadway within a 36-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Requirements

The traffic study did not disclose the total number of parking spaces that will be supplied in this project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

C. Project Access and Circulation

The conceptual site plan (see **Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

D. Worksite Traffic Control Plan

DOT recommends that a construction worksite traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Pete Eyre of my staff at (213) 972-4913.

Attachments

K:\Letters\2019\CEN19-48158_1149 N Gower Street Apartments.docx

c: Craig Bullock, Council District No. 13
Matthew Masuda, BOE Development Services
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management, DOT
Clare Look-Jaeger, LLG Engineers

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2019 EXISTING V/C	[1] YEAR 2019 EXISTING LOS	[2] YEAR 2019 EXISTING WITH PROJECT V/C	[2] YEAR 2019 EXISTING WITH PROJECT LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [a]	[3] YEAR 2025 FUTURE W/O PROJECT V/C	[3] YEAR 2025 FUTURE W/O PROJECT LOS	[4] YEAR 2025 FUTURE WITH PROJECT V/C	[4] YEAR 2025 FUTURE WITH PROJECT LOS	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT [a]
1	Vine Street/	AM	0.662	B	0.665	B	0.003	No	0.761	C	0.764	C	0.003	No
	Fountain Avenue	PM	0.669	B	0.673	B	0.004	No	0.772	C	0.775	C	0.003	No
2	Vine Street/	AM	0.457	A	0.463	A	0.006	No	0.517	A	0.522	A	0.005	No
	Lexington Avenue	PM	0.469	A	0.477	A	0.008	No	0.535	A	0.543	A	0.008	No
3	Vine Street/	AM	0.802	D	0.805	D	0.003	No	0.898	D	0.901	E	0.003	No
	Santa Monica Boulevard	PM	0.731	C	0.732	C	0.001	No	0.829	D	0.831	D	0.002	No
4	El Centro Avenue/	AM	0.432	A	0.435	A	0.003	No	0.493	A	0.495	A	0.002	No
	Fountain Avenue	PM	0.438	A	0.443	A	0.005	No	0.503	A	0.508	A	0.005	No
5	El Centro Avenue/	AM	0.529	A	0.533	A	0.004	No	0.617	B	0.620	B	0.003	No
	Santa Monica Boulevard	PM	0.483	A	0.484	A	0.001	No	0.543	A	0.544	A	0.001	No
6	Gower Street/	AM	0.705	C	0.707	C	0.002	No	0.819	D	0.822	D	0.003	No
	Fountain Avenue	PM	0.725	C	0.731	C	0.006	No	0.845	D	0.851	D	0.006	No
7	Gower Street/	AM	0.771	C	0.776	C	0.005	No	0.871	D	0.875	D	0.004	No
	Santa Monica Boulevard	PM	0.786	C	0.792	C	0.006	No	0.895	D	0.901	E	0.006	No

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Affordable Housing - Family [3]	14 DU	57	3	4	7	3	2	5
Multi-Family Residential [4]	155 DU	843	15	41	56	41	27	68
- Less Transit Adjustment (15%) [5]		(126)	(2)	(6)	(8)	(6)	(4)	(10)
TOTAL		**774**	**16**	**39**	**55**	**38**	**25**	**63**

[1] Sources: City of Los Angeles Department of Transportation (LADOT), November 2016; and ITE "Trip Generation Manual,' 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] LADOT trip generation average rates for Family category type affordable housing.
- Daily Trip Rate: 4.08 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

[4] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise] - General Urban/Suburban) trip generation average rates.
- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling units; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling units; 61% inbound/39% outbound

[5] Transit and walk trip adjustments for the Hollywood area are based on site's proximity to Metro rail and bus transit opportunities.

FIGURE 2-2
GROUND FLOOR SITE PLAN

1149 GOWER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

SOURCE: AHMADI

NOT TO SCALE

N

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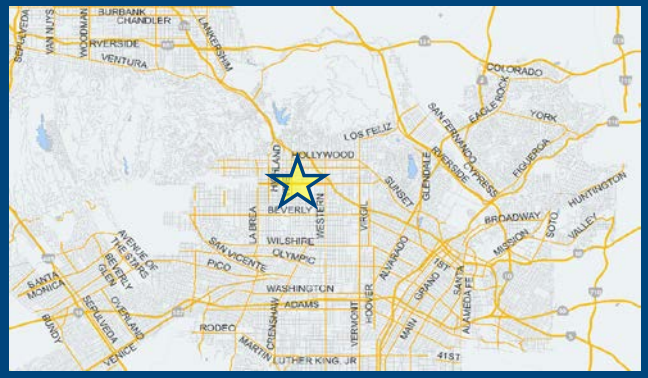
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 1149 Gower Project
Scenario: 1
Address: 1125 N GOWER ST, 90038

www



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ 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	14	DU
Housing | Multi-Family	155	DU
Housing | Affordable Housing - Family	14	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 Project
0 Daily Vehicle Trips	563 Daily Vehicle Trips
0 Daily VMT	3,225 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. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	563 Net Daily Trips
The net increase in daily VMT ≤ 0	3,225 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.

Measuring the Miles

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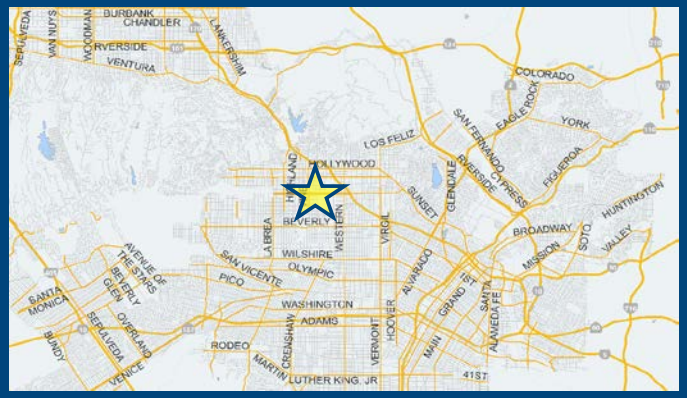
Project Information

Project: 1149 Gower Project
Scenario: 1
Address: 1125 N GOWER ST, 90038



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	155	DU
Housing | Affordable Housing - Family	14	DU

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
- **G** Neighborhood Enhancement

Traffic Calming Improvements
☐ Proposed Prj ☐ Mitigation
25 percent of streets within project with traffic calming improvements
100 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements
☑ Proposed Prj ☐ Mitigation
within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
508 Daily Vehicle Trips	**508** Daily Vehicle Trips
2,916 Daily VMT	**2,916** Daily VMT
5.7 Household VMT per Capita	**5.7** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
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

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 15, 2020
Project Name: 1149 Gower Project
Project Scenario: 1
Project Address: 1125 N GOWER ST, 90038

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Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	155	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	14	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*
Office	*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*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 15, 2020
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Project Scenario: 1
Project Address: 1125 N GOWER ST, 90038

Version 1.2

Analysis Results			
Total Employees: 0 Total Population: 393			
Proposed Project		***With Mitigation***	
508	**Daily Vehicle Trips**	**508**	**Daily Vehicle Trips**
2,916	**Daily VMT**	**2,916**	**Daily VMT**
5.7	**Household VMT per Capita**	**5.7**	**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 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 15, 2020
Project Name: 1149 Gower Project
Project Scenario: 1
Project Address: 1125 N GOWER ST, 90038

Version 1.2

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	Monthly cost for parking ($)	$50	$50
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	50%	50%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

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Report 3: TDM Outputs

Date: January 15, 2020
Project Name: 1149 Gower Project
Project Scenario: 1
Project Address: 1125 N GOWER ST, 90038

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		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	6%	6%	*0%*	*0%*	6%	6%	*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	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	*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%*	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 15, 2020
Project Name: 1149 Gower Project
Project Scenario: 1
Project Address: 1125 N GOWER ST, 90038

Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
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 sections 1 - 2
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

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	*11%*	*11%*	*5%*	*5%*	*11%*	*11%*	*5%*	*5%*	*5%*	*5%*	*5%*	*3%*
MAX. TDM EFFECT	*11%*	*11%*	*5%*	*5%*	*11%*	*11%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE	urban	75%
TYPE	*compact infill*	*40%*
MAX:	*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 15, 2020
Project Name: 1149 Gower Project
Project Scenario: 1
Project Address: 1125 N GOWER ST, 90038

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	228	-42.5%	131	7.3	1,664	956
Home Based Other Production	610	-47.0%	323	4.8	2,928	1,550
Non-Home Based Other Production	0	0.0%	0	8.0	0	0
Home-Based Work Attraction	0	0.0%	0	8.6	0	0
Home-Based Other Attraction	110	-49.1%	56	6.3	693	353
Non-Home Based Other Attraction	61	-13.1%	53	6.9	421	366

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	-10.8%	117	852	-10.8%	117	852
Home Based Other Production	-10.8%	288	1,382	-10.8%	288	1,382
Non-Home Based Other Production	-5.2%	0	0	-5.2%	0	0
Home-Based Work Attraction	-5.2%	0	0	-5.2%	0	0
Home-Based Other Attraction	-5.2%	53	335	-5.2%	53	335
Non-Home Based Other Attraction	-5.2%	50	347	-5.2%	50	347

MXD VMT Methodology Per Capita & Per Employee

Total Population: 393
Total Employees: 0
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,234**	**2,234**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**5.7**	**5.7**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User

By: _____

Print Name: _____

Title: _____

Company: _____

Address: _____

Phone: _____

Email Address: _____

Date: _____

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1125-1149 North Gower Street
DOT Case No. CEN19-48158

Date: February 12, 2020

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT LOCATED AT 1125-1149 NORTH GOWER STREET**

On October 1, 2019, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the multi-family residential development project at 1125-1149 North Gower Street, which was subject to a transportation analysis dated September 11, 2019 prepared by Linscott, Law & Greenspan (LLG). However, subsequent to the release of this report, on July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action the applicant submitted a VMT analysis for the proposed project in addition to the previous analysis dated September 11, 2019. Please replace the previous DOT assessment letter dated October 1, 2019, in its entirety, with this report which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by LLG, dated January 29, 2020, for the proposed development project located at 1125-1149 North Gower Street. In compliance with SB 743 and the CEQA, a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project will remove the existing surface parking lot and construct a 169-unit multi-family residential complex, including 155 market rate units and 14 affordable rate units (see **Attachment A**). The project is bounded by Lexington Avenue to the north, Gower Street to the east, existing commercial development to the south, and Lodi Place to the west. Vehicular access to the project site will be provided by two driveways, on Lexington Avenue and Lodi Place. Both driveways will be full access for ingress and egress, and provide access to subterranean parking. The project is expected to be completed by 2025.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator reports including the screening page with the corresponding net daily trips estimate is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by LLG, the proposed multi-family residential project is projected to have a Household VMT per Capita of 5.7. Therefore, it is concluded that implementation of the Project would have a less than significant Household and Work VMT impact.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation

conditions at several locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. Parking Requirements
The project will include a three-level subterranean parking garage to provide spaces both for the project and as a replacement parking to be provided on-site during the construction activity. The project will also include 121 bicycle spaces (110 long-term and 11 short-term). The applicant should check with the Departments of Building and Safety for the number of required parking spaces.

B. Highway Dedication and Street Widening Requirements
Per the new Mobility Element, **Lexington Avenue** and **Lodi Place** have been designated as Local Streets which require an 18-foot half-width roadway within a 30-foot half-width right-of-way. **North Gower Street** has been designated as a Modified Avenue III which would require a 24-foot half-width roadway within a 36-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Project Access and Circulation
The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

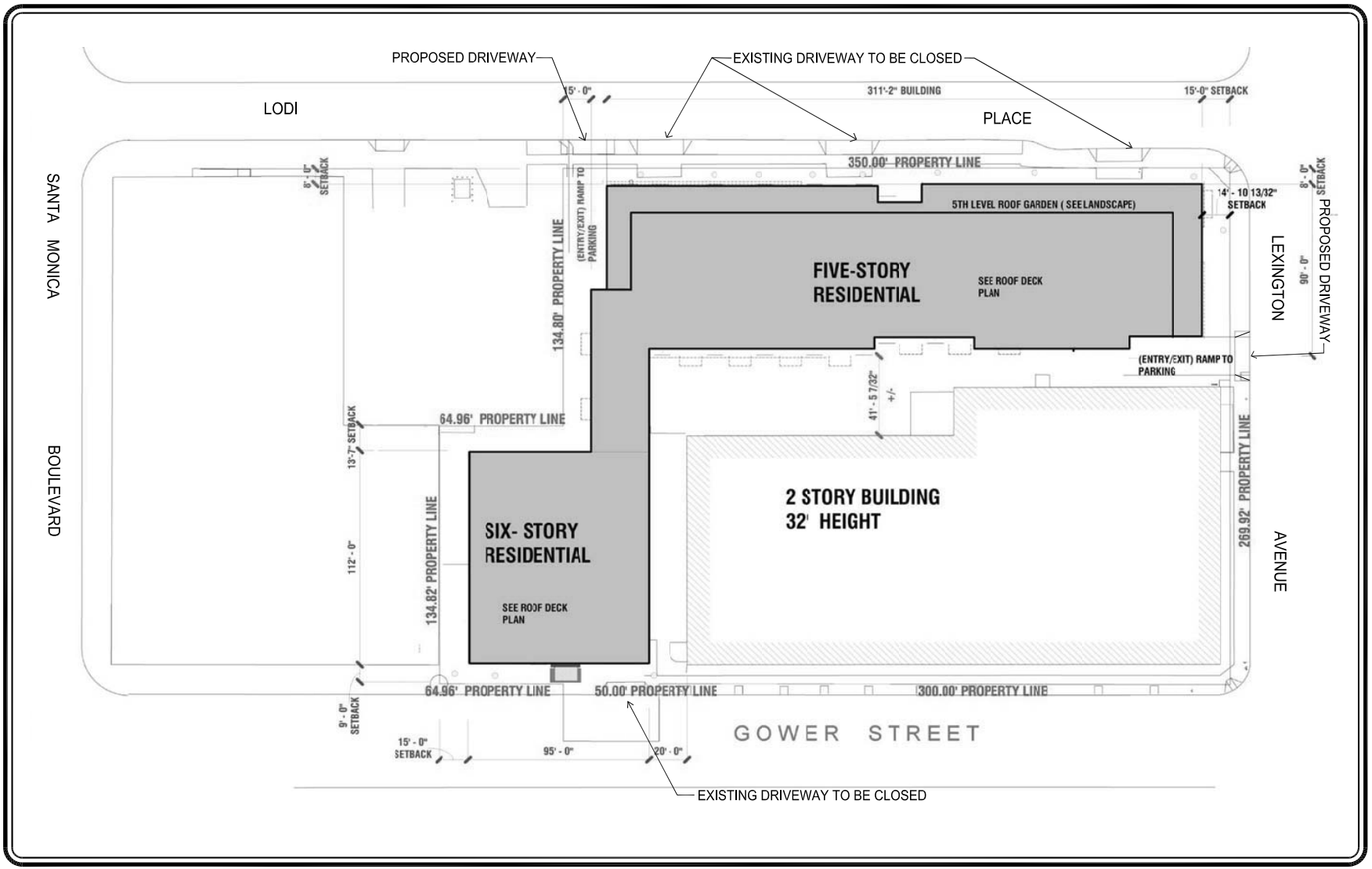
D. Worksite Traffic Control Requirements
DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

E. Development Review Fees
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Pete Eyre of my staff at (213) 972-4913.Attachments

K:\Letters\2019\CEN19-48158_1149 N Gower Street - VMT Addendum

c: Craig Bullock, Council District No. 13
Matthew Masuda, BOE Development Services
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management, DOT
Clare Look-Jaeger, LLG Engineers



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NOT TO SCALE

SOURCE: AHMADI

FIGURE 2-2
GROUND FLOOR SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

1149 GOWER PROJECT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 1149 Gower Project
Scenario: 1
Address: 1125 N GOWER ST, 90038

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	155	DU
Housing | Affordable Housing - Family	14	DU

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

- A Parking
- B Transit
- C Education & Encouragement
- D Commute Trip Reductions
- E Shared Mobility
- F Bicycle Infrastructure
- G Neighborhood Enhancement

Traffic Calming Improvements
☐ Proposed Prj ☐ Mitigation
25 percent of streets within project with traffic calming improvements
100 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements
☑ Proposed Prj ☐ Mitigation
within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
508 Daily Vehicle Trips	508 Daily Vehicle Trips
2,916 Daily VMT	2,916 Daily VMT
5.7 Household VMT per Capita	5.7 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
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

Measuring the Miles

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2019 EXISTING V/C	[1] YEAR 2019 EXISTING LOS	[2] YEAR 2019 EXISTING WITH PROJECT V/C	[2] YEAR 2019 EXISTING WITH PROJECT LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [a]	[3] YEAR 2025 FUTURE W/O PROJECT V/C	[3] YEAR 2025 FUTURE W/O PROJECT LOS	[4] YEAR 2025 FUTURE WITH PROJECT V/C	[4] YEAR 2025 FUTURE WITH PROJECT LOS	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT [a]
1	Vine Street/	AM	0.662	B	0.665	B	0.003	No	0.761	C	0.764	C	0.003	No
	Fountain Avenue	PM	0.669	B	0.673	B	0.004	No	0.772	C	0.775	C	0.003	No
2	Vine Street/	AM	0.457	A	0.463	A	0.006	No	0.517	A	0.522	A	0.005	No
	Lexington Avenue	PM	0.469	A	0.477	A	0.008	No	0.535	A	0.543	A	0.008	No
3	Vine Street/	AM	0.802	D	0.805	D	0.003	No	0.898	D	0.901	E	0.003	No
	Santa Monica Boulevard	PM	0.731	C	0.732	C	0.001	No	0.829	D	0.831	D	0.002	No
4	El Centro Avenue/	AM	0.432	A	0.435	A	0.003	No	0.493	A	0.495	A	0.002	No
	Fountain Avenue	PM	0.438	A	0.443	A	0.005	No	0.503	A	0.508	A	0.005	No
5	El Centro Avenue/	AM	0.529	A	0.533	A	0.004	No	0.617	B	0.620	B	0.003	No
	Santa Monica Boulevard	PM	0.483	A	0.484	A	0.001	No	0.543	A	0.544	A	0.001	No
6	Gower Street/	AM	0.705	C	0.707	C	0.002	No	0.819	D	0.822	D	0.003	No
	Fountain Avenue	PM	0.725	C	0.731	C	0.006	No	0.845	D	0.851	D	0.006	No
7	Gower Street/	AM	0.771	C	0.776	C	0.005	No	0.871	D	0.875	D	0.004	No
	Santa Monica Boulevard	PM	0.786	C	0.792	C	0.006	No	0.895	D	0.901	E	0.006	No

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

LINSCOTT LAW & GREENSPAN engineers

TRANSPORTATION IMPACT STUDY

1149 GOWER PROJECT

City of Los Angeles, California
September 11, 2019

Prepared for:

1149 Gower Street Hollywood, LLC
1010 Wilshire Boulevard, Suite 100
Los Angeles, California 90017

LLG Ref. 1-19-4333-1

Under the Supervision of:

Clare M. Look-Jaeger

Clare M. Look-Jaeger, P.E.
Principal

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TRANSPORTATION IMPACT STUDY

1149 GOWER PROJECT

City of Los Angeles, California
September 11, 2019

1.0 INTRODUCTION

1.1 Transportation Study Overview

This transportation analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed 1149 Gower project ("proposed project" herein) on the surrounding street system. The proposed project site is situated at 1149 Gower Street within the Hollywood Community Plan area of the City of Los Angeles, California. The proposed project site is generally bounded by Lexington Avenue to the north, existing commercial development to the south, Gower Street to the east, and Lodi Place to the west. The proposed project and general vicinity are shown in ***Figure 1-1***.

The transportation analysis follows City of Los Angeles (City) traffic study guidelines[1] and is consistent with transportation impact assessment guidelines set forth in the Los Angeles County Congestion Management Program (CMP).[2] This transportation analysis evaluates potential project-related impacts at seven key intersections in the vicinity of the project site. The study intersections were determined in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service for all seven study intersections. A review also was conducted of Metro freeway and intersection monitoring stations to determine if a CMP transportation impact assessment analysis is required for the proposed project.

This study (i) presents existing traffic volumes, (ii) provides existing traffic volumes with the forecast traffic volumes from the proposed project, (iii) determines existing with project-related impacts; (iv) forecasts future cumulative baseline traffic volumes, (v) forecasts future cumulative traffic volumes with the proposed project, (vi) determines future forecast with project-related impacts, and (vii) recommends mitigation measures, where necessary.

1.2 Study Area

Upon coordination with LADOT staff, seven study intersections were identified for evaluation during the weekday morning and afternoon peak hours. The study intersections provide both regional and local access to the study area and define the extent of the boundaries for this transportation impact analysis. Further discussion of the existing street system and study area is provided in Section 4.0.

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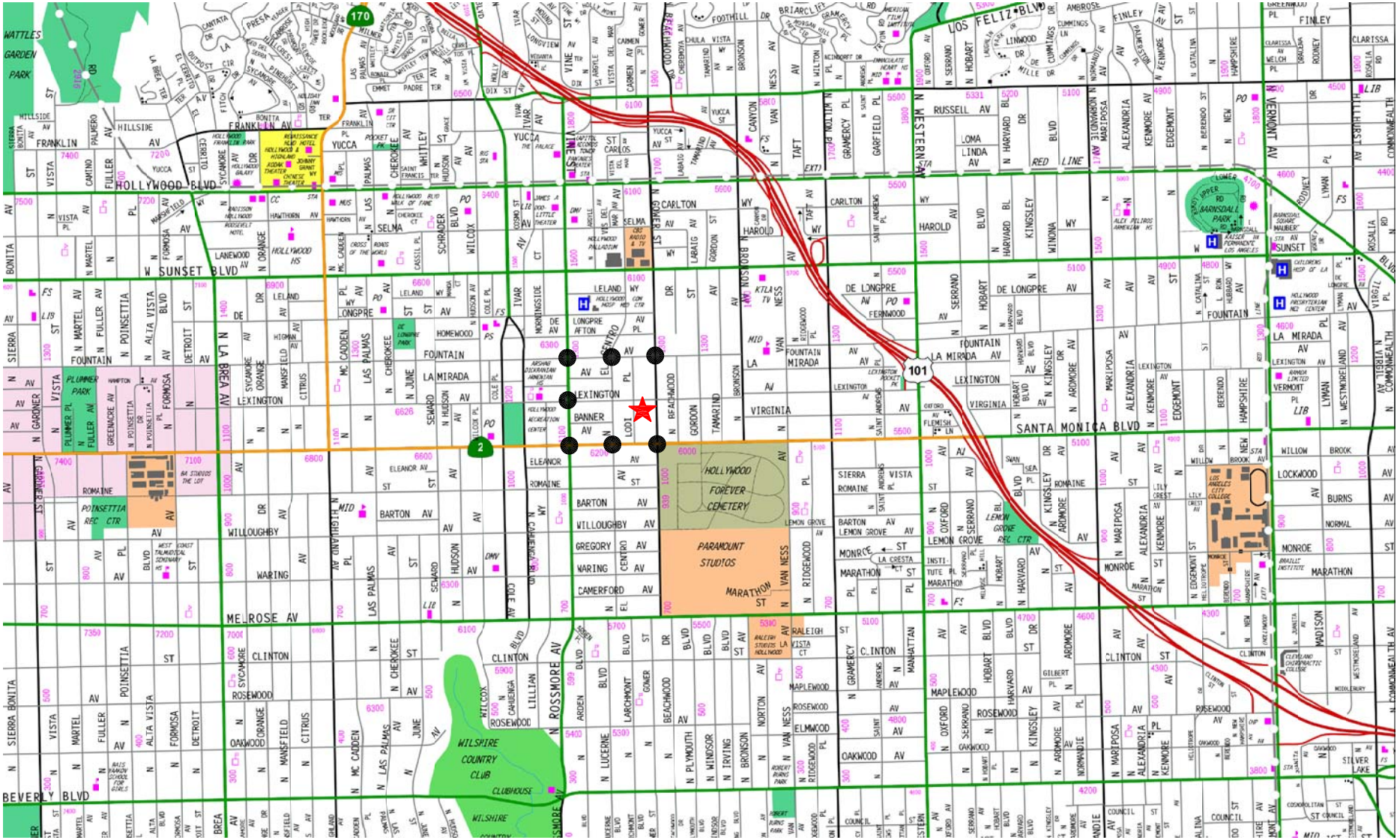
[1] *Transportation Impact Study Guidelines*, City of Los Angeles Department of Transportation, December 2016.
[2] *2010 Congestion Management Program,* Los Angeles County Metropolitan Transportation Authority, October 2010.



MAP SOURCE: RAND MCNALLY & COMPANY

N

NOT TO SCALE

★ PROJECT SITE

● STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

1149 GOWER PROJECT

The general location of the project in relation to the study intersections and surrounding street system is presented in *Figure 1–1*. The transportation impact analysis study area is generally comprised of those locations that have the greatest potential to experience significant traffic impacts due to the proposed project, as defined by the City as Lead Agency under the California Environmental Quality Act (CEQA). In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The study intersections selected for analysis were based on the above criteria, the proposed project's calculated peak hour vehicle trip generation, the anticipated distribution of project vehicular trips, and existing intersection and corridor operations. LADOT confirmed the appropriateness of the seven study intersections when it entered into a Transportation Impact Study Memorandum of Understanding (MOU) for the proposed project. The seven study intersections are identified in *Figure 1-1* and in the MOU, which is attached to this report in ***Appendix A***.

1.3 Overview of Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013). Among other things, SB 743 creates a process to change the methodology to analyze transportation impacts under California Environmental Quality Act (CEQA - Public Resources Code section 21000 and following), which could include analysis based on project vehicle miles traveled (VMT) rather than impacts to intersection Level of Service. On December 30, 2013, the State of California Governor's Office of Planning and Research (OPR) released a preliminary evaluation of alternative methods of transportation analysis. The intent of the original guidance documentation was geared first towards projects located within areas that are designated as transit priority areas, to be followed by other areas of the State. OPR updated the technical advisory that accompanies the revised CEQA Guidelines in April 2018 and submitted the proposed updates to the CEQA Guidelines to the California Natural Resources Agency (NRA). In December 2018, the California NRA certified and adopted the CEQA Guidelines implementing SB743. The mandatory implementation date is July 1, 2020.

The Los Angeles Department of City Planning (DCP) and LADOT responded to SB 743 by updating the City's CEQA Transportation Section (i.e., transportation assessment guidelines) of the City's CEQA Thresholds Guide to comply with and implement SB 743. In August 2014, Councilmember Mike Bonin introduced a motion directing the DCP and LADOT to begin preparation for the shift to VMT analysis (CF 14-1169). DCP subsequently contracted with an outside consultant to develop the strategy and methodology in order to establish the tools necessary to bring the City into

compliance with the state mandate. City staff has presented the CEQA Appendix G environmental checklist update to the City Council, which led to the adoption of new VMT-based significance thresholds and transportation assessment guidelines, as well as its subsequent incorporation into the City's CEQA Threshold Guide. The new transportation assessment guidelines were adopted in late July, 2019, by City Council. With the adoption of the new VMT-based significance thresholds and transportation assessment guidelines, new projects must now comply with the updated transportation evaluation framework. Since this project was initiated prior to formal adoption of the new guidelines, the analysis in this study utilizes existing, long-established protocols in accordance with the City's prior CEQA Thresholds Guide and transportation study guidelines.

2.0 PROJECT DESCRIPTION

2.1 Project Location

The proposed project site is situated at 1149 North Gower Street within the Hollywood Community Plan area of the City of Los Angeles, California. The proposed project site is generally bounded by Lexington Avenue to the north, existing commercial development to the south, Gower Street to the east, and Lodi Place to the west. The proposed project and general vicinity are shown in *Figure 1-1*.

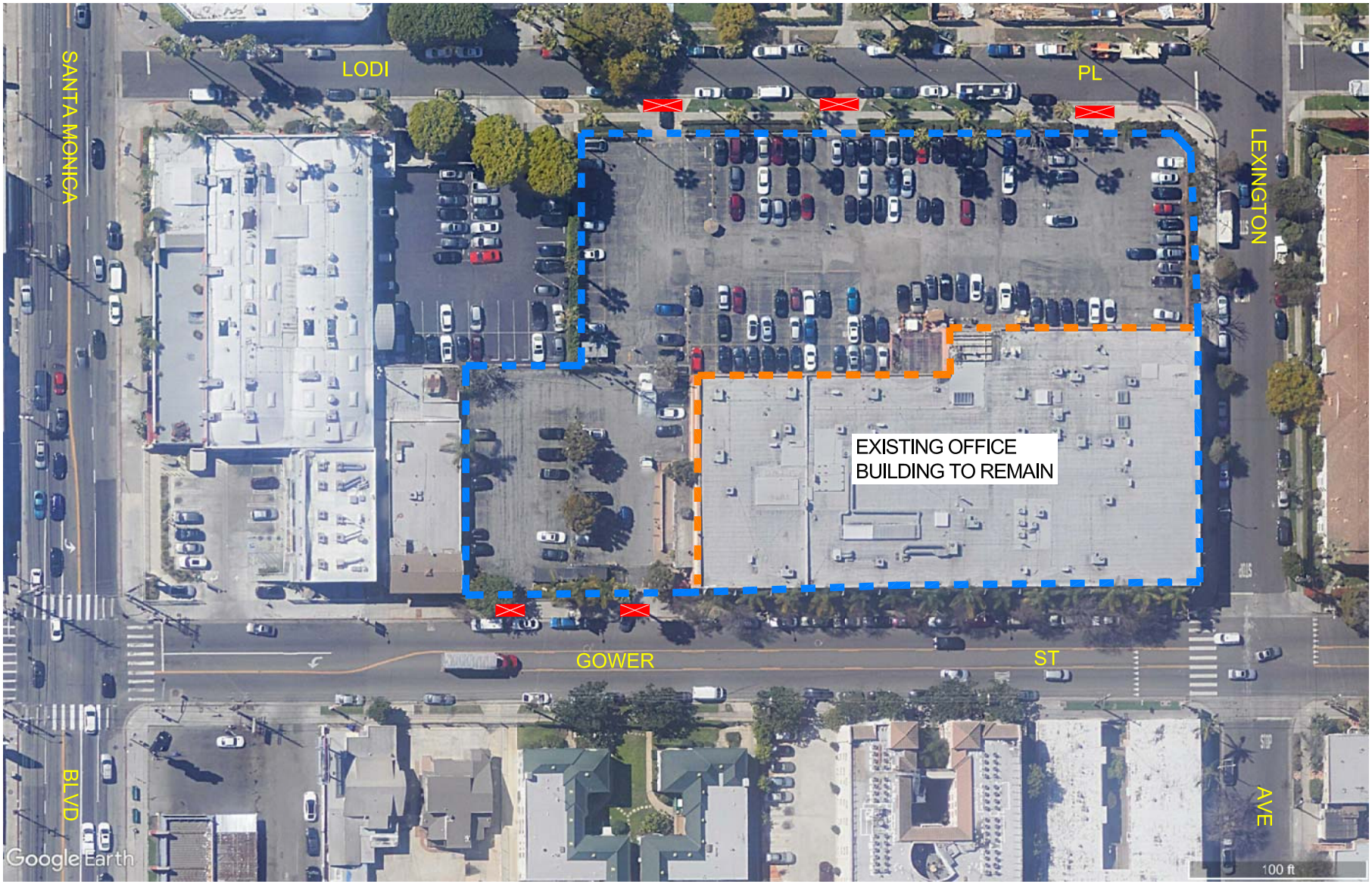
The proposed project site is currently occupied by an existing office building and surface parking lots. The surface parking lots presently provide parking for the existing general office building located at the southwest corner of the Gower Street/Lexington Avenue intersection. The parking spaces in the existing site lots will be replaced within a three-level subterranean parking garage planned to be constructed as part of the proposed project. The existing office building will remain on the project site. The 1149 Gower project site is highlighted in an aerial photograph presented in ***Figure 2-1***.

The 1149 Gower project site is extremely well-located to facilitate pedestrian activity, bicycle usage and use of public transit services, particularly due to the proximity of the Metro Red Line station at Hollywood Boulevard/Vine Street and nearby commercial corridors. The proposed project site is situated within easy walking distance to retail, restaurant, and other commercial businesses located along the Vine Street, Sunset Boulevard and Santa Monica Boulevard corridors. Further, regional and local public bus transit stops are provided on Vine Street, Sunset Boulevard and Santa Monica Boulevard, as well as other nearby roadways.

2.2 Proposed Project Description

The proposed 1149 Gower project consists of the development of a multi-family residential complex with a total of 169 dwelling units. The proposed project will include a total of 155 market rate multi-family units and a total of 14 family type affordable housing dwelling units. The affordable housing units will be for households with very low income (VLI). The goal of including affordable rental units within the proposed project is to help address the dire shortage of these type of units for VLI households in the City of Los Angeles. Also, the proposed project will include a three-level subterranean parking garage to provide spaces both for the project and as replacement parking for the existing surface parking lots provided on the site. Construction sequencing will allow parking to be provided on-site during the construction activity. Construction of the proposed project is expected to commence in year 2020 with occupancy in the year 2025. The ground floor site plan for the proposed project is displayed in ***Figure 2-2***.

Vehicular access to the proposed project will be provided via a total of two driveways including one driveway on Lexington Avenue and one driveway on Lodi Place. Further discussion of the project's site access and circulation scheme is provided in Section 3.0.



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MAP SOURCE: GOOGLE EARTH

PROJECT SITE

EXISTING DRIVEWAY

FIGURE 2-1
AERIAL PHOTOGRAPH OF EXISTING PROJECT SITE

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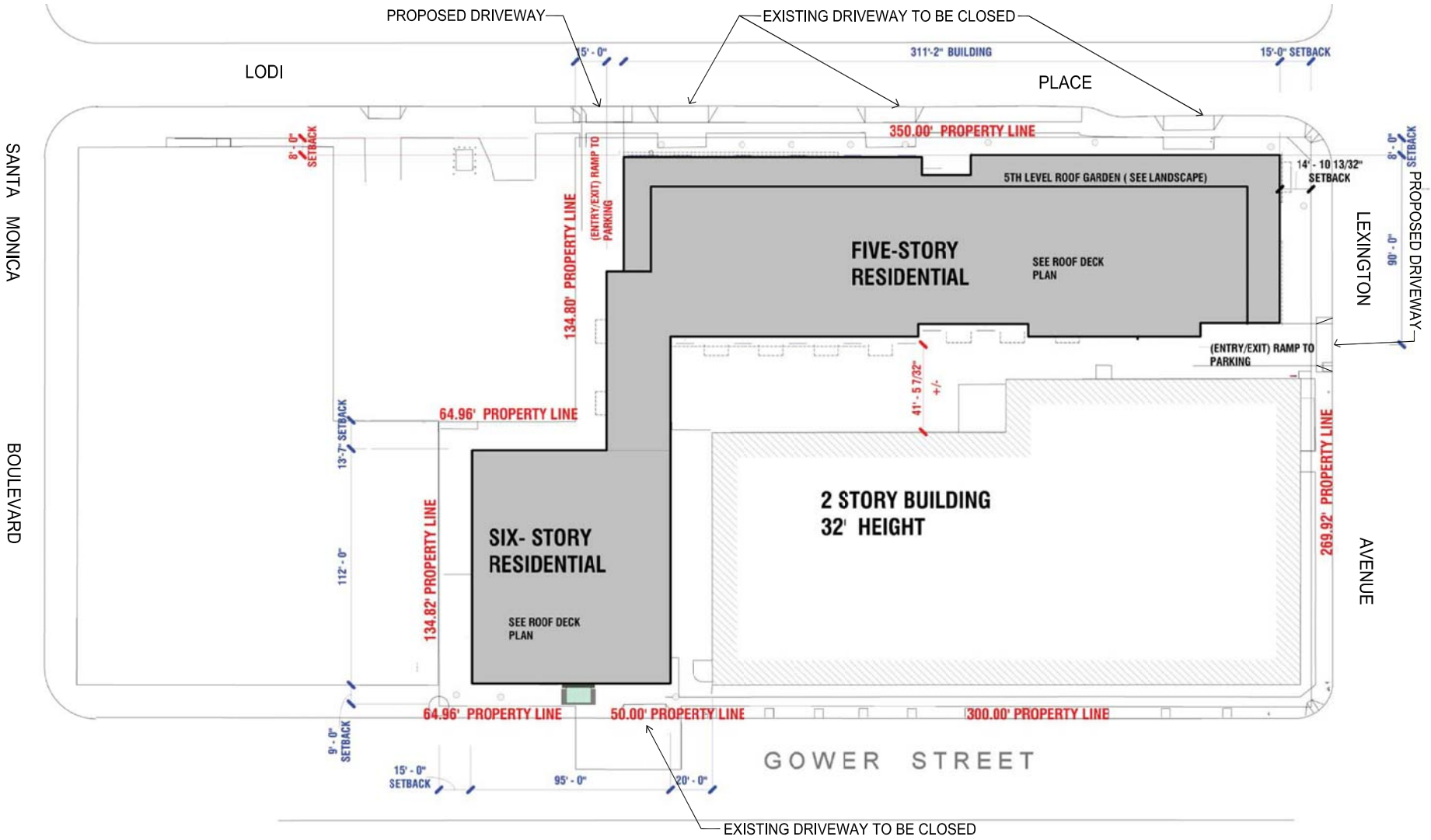

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SOURCE: AHMADI

FIGURE 2-2
GROUND FLOOR SITE PLAN

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3.0 SITE ACCESS AND CIRCULATION

3.1 Existing Vehicular Site Access

Vehicular access to the project site is currently provided via a total of five driveways including two driveways on Gower Street (i.e., easterly property frontage) and three driveways on Lodi Place (i.e., westerly property frontage). The location of the existing vehicular site access points is shown in *Figure 2-1*. The two existing northerly driveways on Lodi Place and the two existing driveways on Gower Street will be closed pursuant to City of Los Angeles standards as part of the proposed project. A new project driveway will replace the existing southerly driveway on Lodi Place in essentially the same location.

3.2 Proposed Project Vehicular Site Access

The proposed project site access scheme for the 1149 Gower project is displayed in *Figure 2-2*. Access to the proposed project site would be provided via a total of two driveways including one driveway on Lexington Avenue and one driveway on Lodi Place. Descriptions of the planned project site driveways are provided in the following paragraphs.

- *North Project Driveway*

  The north project driveway would be located on Lexington Avenue at the northeast corner of the project site along the northerly project frontage (i.e., along the south side of Lexington Avenue approximately mid-way between Lodi Place and Gower Street). This project driveway would accommodate full access (i.e., left-turn and right-turn ingress and egress turning movements). The north project driveway would provide direct access to a ramp to the subterranean parking provided for the proposed project. One inbound lane and one outbound lane is planned to be provided at this location with gate control equipment located such that no vehicle queuing would extend back out onto the public right-of-way. The north project site driveway would be constructed to City of Los Angeles design standards.

- *West Project Driveway*

  The west project driveway would be located on Lodi Place at the southwest corner of the project site along the westerly project frontage (i.e., along the east side of Lodi Place approximately mid-way between Lexington Avenue and Santa Monica Boulevard). This project driveway would accommodate full access (i.e., left-turn and right-turn ingress and egress turning movements). The west project driveway would provide direct access to a ramp to the subterranean parking provided for the proposed project. One inbound lane and one outbound lane is planned to be provided at this location with gate control equipment located such that no vehicle queuing would extend back out onto the public right-of-way. The west project site driveway would be constructed to City of Los Angeles design standards.

3.3 Vehicular Site Access Recommendations

The following traffic management measures are recommended to facilitate access to and from the planned project site assuming implementation of the access scheme:

- Install appropriate pavement markings (i.e., stop bar with STOP legend) on the project site exit drive aisles (i.e., just south of the public sidewalk along Lexington Avenue and east of the public sidewalk on Lodi Place) to ensure that motorists stop prior to the sidewalk before exiting the site.

- It is recommended that short red curb zones be installed both east and west of the project's northern driveway on Lexington Avenue and north and south of the project's western driveway on Lodi Place to enhance exiting motorist's line of sight of oncoming traffic.

3.4 Pedestrian Access

The project has been designed to encourage pedestrian activity and walking as a transportation mode[3]. As indicated in *Figure 2–2*, walkways are planned within the proposed project which will connect to adjacent sidewalks in a manner that promotes walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.

- Convivial: Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.

- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.

- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.

- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

[3] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 89 (Very Walkable) out of 100 for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.

A review of the proposed project pedestrian walkways indicates that these primary characteristics are accommodated as part of the project. The proposed project site is situated near the Vine Street, Sunset Boulevard and Santa Monica Boulevard corridors where office, retail, restaurant, and other commercial businesses are located. Further, regional and local public bus transit stops are provided adjacent to the project site on Vine Street, Sunset Boulevard and Santa Monica Boulevard, as well as other nearby roadways. In addition, the project site is situated near the Metro Red Line Hollywood Boulevard/Vine Street station. The proposed 1149 Gower project site pedestrian walkways should be appropriately landscaped and adorned to provide a friendly walking environment.

Proposed project features would include landscaped and lighted pedestrian walkways connecting facilities within the site, as well as connections with the adjacent public sidewalks on the Lexington Avenue, Gower Street, and Lodi Place project frontages. In addition, street trees and streetscape plantings should be introduced along same public frontages in accordance with the City's standards. Project signage could include general ground level and wayfinding pedestrian signage around the perimeter of the project site, building identification signs, and other sign types. Wayfinding signs would be located at access points to the on-site amenities and facilities, parking garages, residential entries and elevator lobbies.

3.5 Bicycle Access

Bicycle access to the project site is facilitated by the City's bicycle roadway network. Walk Score calculates a bike score based on the topography, number and proximity of bike lanes, etc., and generates a bike score for the project site of approximately 76 (Very Bikeable) out of 100.[4] Existing and proposed bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are located within an approximate one-mile radius from the project site.[5] It is important to note that the 2010 Bicycle Plan goals and policies have been folded into the Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint. The location of the City's bicycle enhanced network (low stress network) in close proximity to the project site and in the surrounding area is shown in ***Figure 3-1***. The location of the City of Los Angeles bicycle lane network in close proximity to the project site and in the surrounding area is illustrated in ***Figure 3-2***.

The Federal and State transportation systems recognize three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped

[4] Refer to http://www.walkscore.com/, which generates the bike score for the project site. Walk Score calculates the bike score of an address by locating nearby bicycling facilities as well as connections to bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for bicycling.

[5] Sources: City of Los Angeles Mobility Plan 2035 (2015), and City of Los Angeles Bicycle Parking Plan; www.labikeplan.org. As noted in the Mobility Plan 2035, the 2010 Bicycle Plan and policies have been folded into the Mobility Plan to reflect a commitment to a balanced, multi-modal viewpoint.

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MAP SOURCE: CITY OF LOS ANGELES MOBILITY PLAN 2035

★ PROJECT SITE

FIGURE 3-1

CITY OF LOS ANGELES BICYCLE ENHANCED NETWORK (LOW STRESS NETWORK)

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MAP SOURCE: CITY OF LOS ANGELES MOBILITY PLAN 2035

PROJECT SITE

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FIGURE 3-2
CITY OF LOS ANGELES
PROPOSED BICYCLE LANE NETWORK

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lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

Use of bicycles as a transportation mode to and from the project site should be encouraged by the provision of ample and safe bicycle parking (refer to Los Angeles Municipal Code Sections 12.21.A.16 and 12.21 A.4(c)). The bicycle spaces will be provided in a readily accessible location(s). Appropriate lighting will be provided to increase safety and provide theft deterrent during night-time parking. The bicycle parking requirements will be satisfied both for the residential and commercial land use components of the proposed project. ***Table 3-1*** summarizes the City's bicycle parking requirements as well as the number of bicycle parking spaces proposed to be provided by the proposed project. As indicated in *Table 3-1*, a total of 121 bicycle spaces is required for the proposed project, including 110 long-term spaces and 11 short-term spaces.

Table 3-1
SUMMARY OF BICYCLE PARKING

Land Use	Size	Type of Parking	Parking Ratio [1]	No. of Code Required Spaces
Multi-Family Residential	1 to 25 DU	Long-Term	1.0 / 1 DU	25
	26 to 100 DU		1.0 / 1.5 DU	50
	101 to 200 DU		1.0 / 2 DU	35
	201 to 547 DU		1.0 / 4 DU	0
Subtotal Number of Long-Term Bicycle Parking Spaces				**110**
Multi-Family Residential	1 to 25 DU	Short-Term	1.0 / 10 DU	3
	26 to 100 DU		1.0 / 15 DU	5
	101 to 200 DU		1.0 / 20 DU	3
	201 to 331 DU		1.0 / 40 DU	0
Subtotal Number of Short-Term Bicycle Parking Spaces				**11**
Total Number of Code Required Bicycle Parking Spaces				***121***
Proposed Supply of Long-Term Bicycle Parking Spaces				**110**
Proposed Supply of Short-Term Bicycle Parking Spaces				**11**
Total On-Site Supply of Bicycle Parking Spaces				***121***

[1] Source: City of Los Angeles Municipal Code Section 12.21.A.16.(a) "Bicycle Parking and Shower Facilities" and Ordinance No. 185480. The above calculations are based on a total of 169 dwelling units.

4.0 EXISTING STREET SYSTEM

4.1 Regional Highway System

Regional access to the project site is provided by U.S. 101 (Hollywood) Freeway as shown in *Figure 1-1*. In the project vicinity, access to U.S. 101 Freeway is provided via Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard and Melrose Avenue. A brief description of U.S. 101 Freeway is provided in the following paragraph.

U.S. 101 (Hollywood) Freeway is a major north-south oriented freeway extending from the north of downtown Los Angeles through the Cahuenga Pass, before turning west and becoming the Ventura Freeway. The U.S. 101 Freeway generally contains four mainline lanes in both directions in the study area. As noted above, northbound and southbound ramps are provided on U.S. 101 Freeway at Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Melrose Avenue, as well as Vermont Avenue southeast of the project site.

4.2 Roadway Classifications

The City utilizes the roadway categories recognized by regional, state, and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

- *Arterial* roadways are major streets (e.g., Boulevard and Avenue designations) that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

- *Alleys* are common throughout the City of Los Angeles. Alleys parallel to major and secondary highways provide an essential service function, enable limitations on curb cuts, and assist traffic flow on arterial streets.

4.3 Local Street System

The list of seven study intersections selected for analysis of potential impacts related to the proposed project was based on consultation with LADOT staff. The list of study intersections is presented in ***Table 4-1*** and the study locations are shown in *Figure 1-1*. All seven study intersections are currently controlled by traffic signals. The existing roadway configurations and intersection controls at the study intersections are displayed in ***Figure 4-1*** and descriptions of the existing roadways (e.g., number of travel lanes, median type, and speed limit) are provided in ***Table 4-2***.

4.4 Transit Services[6]

4.4.1 *Public Bus Transit Services*

Public bus transit service within the 1149 Gower project study area is currently provided by Metro and LADOT DASH Transit Service. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 4–3***. The existing public transit routes in the 1149 Gower project site vicinity are illustrated in ***Figure 4–2***.

4.4.2 *Rail Transit Services*

The Metro Red Line is a subway line that provides service through the Hollywood area of the City of Los Angeles between Union Station, the Mid-Wilshire area, and the San Fernando Valley. The Metro Red Line subway Vine Street is located near the southeast corner of the Hollywood Boulevard/Vine Street intersection north of the project site. During the weekday AM and PM peak hours, Metro Red Line subway provides headways of 10 minutes per train (i.e., approximately six Red Line trains) in the northbound and southbound directions.

[6] Walk Score also calculates a transit score based on the number and proximity of bus and rail routes near the project site. For example, refer to http://www.walkscore.com/, which generates a transit score of approximately 64 (Good Transit) out of 100 for the project site. Walk Score calculates the transit score of an address by locating nearby bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for using transit service.

Table 4-1
LIST OF STUDY INTERSECTIONS

NO.	INTERSECTION	TRAFFIC CONTROL	JURISDICTION(S)
1	Vine Street/Fountain Avenue	Signalized	City of Los Angeles
2	Vine Street/Lexington Avenue	Signalized	City of Los Angeles
3	Vine Street/Santa Monica Boulevard	Signalized	City of Los Angeles
4	El Centro Avenue/Fountain Avenue	Signalized	City of Los Angeles
5	El Centro Avenue/Santa Monica Boulevard	Signalized	City of Los Angeles
6	Gower Street/Fountain Avenue	Signalized	City of Los Angeles
7	Gower Street/Santa Monica Boulevard	Signalized	City of Los Angeles

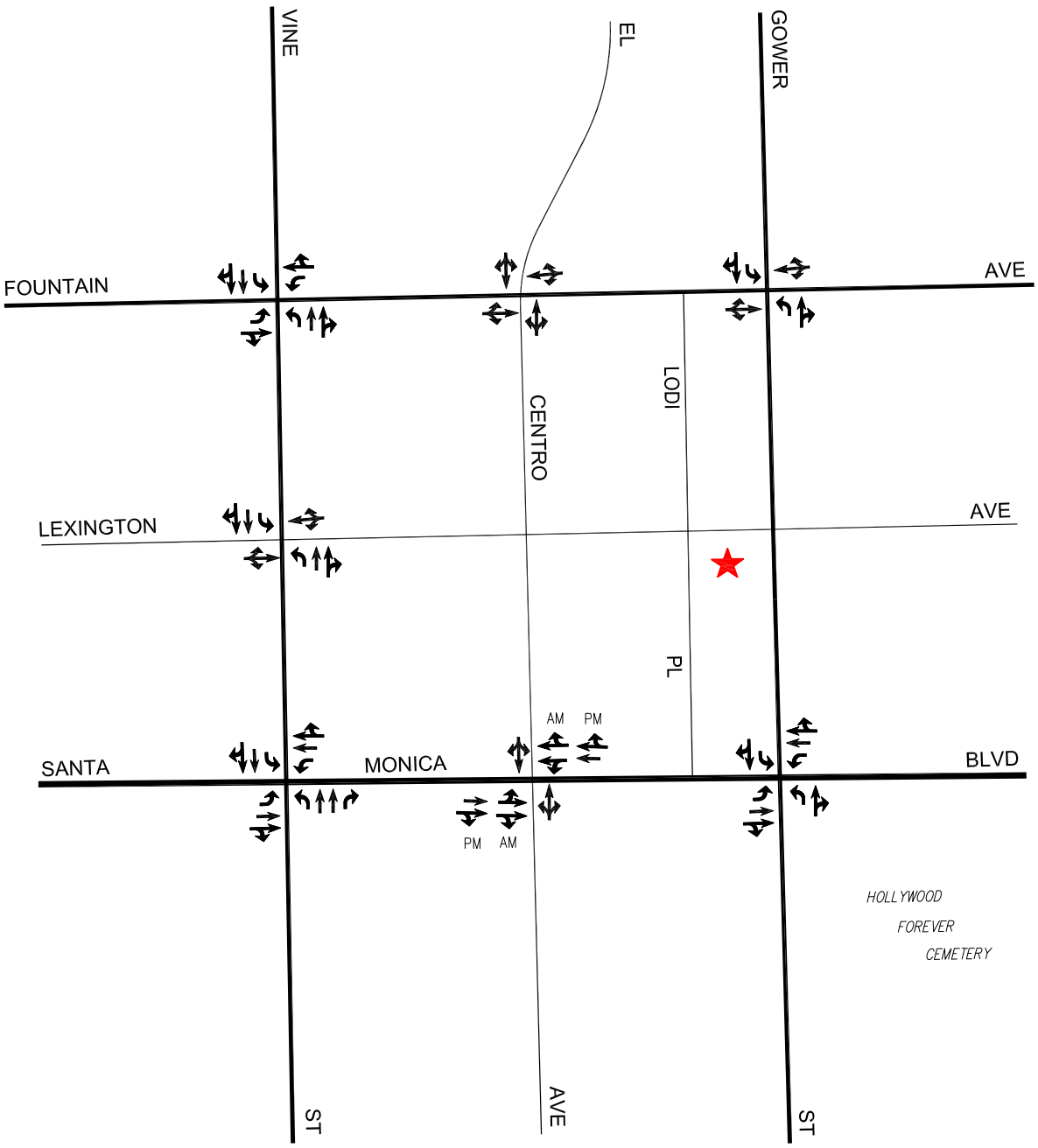

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FIGURE 4-1
EXISTING LANE CONFIGURATIONS

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Table 4-2
EXISTING ROADWAY DESCRIPTIONS

Roadway	Classification [1]	Travel Lanes		Median Types [4]	Speed Limit
		Direction [2]	No. Lanes [3]		
Vine Street	Avenue II	NB-SB	4 [5]	2WLT	35
El Centro Avenue	Local Street	NB-SB	2	N/A	25
Gower Street	Avenue III Modified	NB-SB	2	2WLT	30
Fountain Avenue	Collector Street	EB-WB	2 [5]	N/A	25
Lexington Avenue	Local Street	EB-WB	2	N/A	25
Santa Monica Boulevard	Avenue I Modified	EB-WB	4	N/A	35

Notes:
[1] Roadway classifications obtained from the *City of Los Angeles Mobility Plan* 2035, adopted September 2016.
[2] Direction of roadways in the project area: NB-SB = northbound and southbound; and EB-WB = eastbound and westbound.
[3] Number of lanes in both directions on the roadway.
[4] Median type of the road: RMI = Raised Median Island; 2WLT = 2-Way Left-Turn Lane; and N/A = Not Applicable.
[5] Class III Bike Route

Table 4-3
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Metro 2/302	Westwood to Downtown Los Angeles via Beverly Hills, Hollywood, Los Angeles and Echo Park	Vine Street, Gower Street, Sunset Boulevard	EB WB	4 5	9 14
Metro 4	Santa Monica to Downtown Los Angeles via West Los Angeles, West Hollywood, Los Angeles and Echo Park	Vine Street, Gower Street, Santa Monica Boulevard	EB WB	6 7	7 5
Metro 210	Redondo Beach to Hollywood via Torrance, Hawthorne, Inglewood, Jefferson Park and Koreatown	Vine Street, Fountain Avenue Lexington Avenue, Santa Monica Boulevard	NB SB	4 3	4 4
Metro 704	Santa Monica to Downtown Los Angeles via West Los Angeles, West Hollywood, Los Angeles and Echo Park	Vine Street, Santa Monica Boulevard	EB WB	4 7	5 4
Metro Red Line	Downtown Los Angeles to North Hollywood via Los Angeles, Hollywood and Universal City	Vine Street, Hollywood Boulevard	EB WB	6 6	6 6
DASH Hollywood	Hollywood (Circular)	Vine Street, Gower Street, Fountain Avenue, Santa Monica Boulevard	Clockwise C/Clockwise	2 2	2 2
DASH Hollywood/Wilshire	Hollywood to Koreatown via Larchmont	Gower Street, Fountain Avenue, Santa Monica Boulevard	NB SB	3 3	3 3
			TOTAL	**62**	**74**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) and City of Los Angeles Department of Transportation (DASH) websites, 2019.

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MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY WEBSITE

★ PROJECT SITE

FIGURE 4-2
EXISTING PUBLIC TRANSIT ROUTES

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5.0 TRAFFIC COUNTS

Manual counts of vehicular turning movements were conducted at each of the study intersections during the weekday morning (AM) and afternoon (PM) commute periods to determine the peak hour traffic volumes. The manual counts were conducted by an independent traffic count subconsultant (The Traffic Solution) at the study intersections from 7:00 to 10:00 AM to determine the weekday AM peak commute hour, and from 3:00 to 6:00 PM to determine the weekday PM peak commute hour. In conjunction with the manual turning movement vehicle counts, counts of bicycle and pedestrian volumes were also collected during the peak periods. It is noted that all of the traffic counts were conducted when local schools were in session. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 10:00 AM and 3:00 to 6:00 PM generally associated with metropolitan Los Angeles weekday peak commute hours.

The weekday and weekend peak hour manual counts of vehicle movements at the study intersections are summarized in ***Table 5-1***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 5-1*** and ***5-2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix B***.

Table 5-1
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Vine Street/ Fountain Avenue	04/03/2019	NB SB EB WB	8:45	911 1,209 346 587	4:30	1,266 1,036 549 443
2	Vine Street/ Lexington Avenue	04/03/2019	NB SB EB WB	8:30	872 1,303 56 152	5:00	1,239 1,070 199 111
3	Vine Street/ Santa Monica Boulevard	04/03/2019	NB SB EB WB	8:30	880 1,273 1,073 1,344	5:00	1,242 1,105 1,217 1,245
4	El Centro Avenue/ Fountain Avenue	04/03/2019	NB SB EB WB	8:45	126 200 318 544	5:00	192 184 578 413
5	El Centro Avenue/ Santa Monica Boulevard	04/03/2019	NB SB EB WB	7:45	132 148 1,016 1,404	4:30	224 180 1,263 1,207
6	Gower Street/ Fountain Avenue	04/03/2019	NB SB EB WB	8:45	449 639 304 495	5:00	541 612 599 444
7	Gower Street/ Santa Monica Boulevard	04/03/2019	NB SB EB WB	8:00	374 596 1,034 1,512	4:30	610 535 1,314 1,209

[1] Counts conducted by The Traffic Solution.

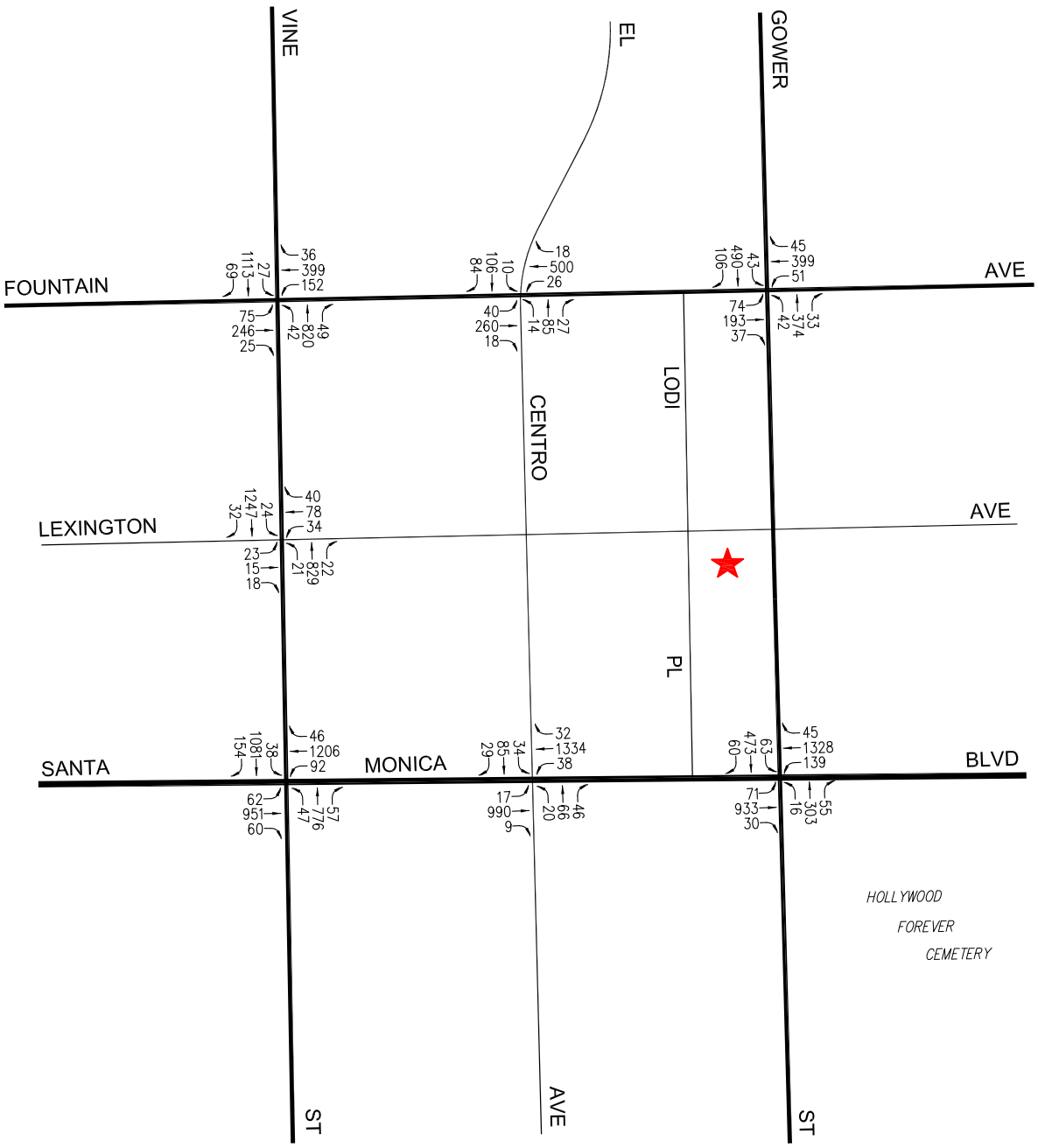

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FIGURE 5-1
EXISTING TRAFFIC VOLUMES
AM PEAK HOUR
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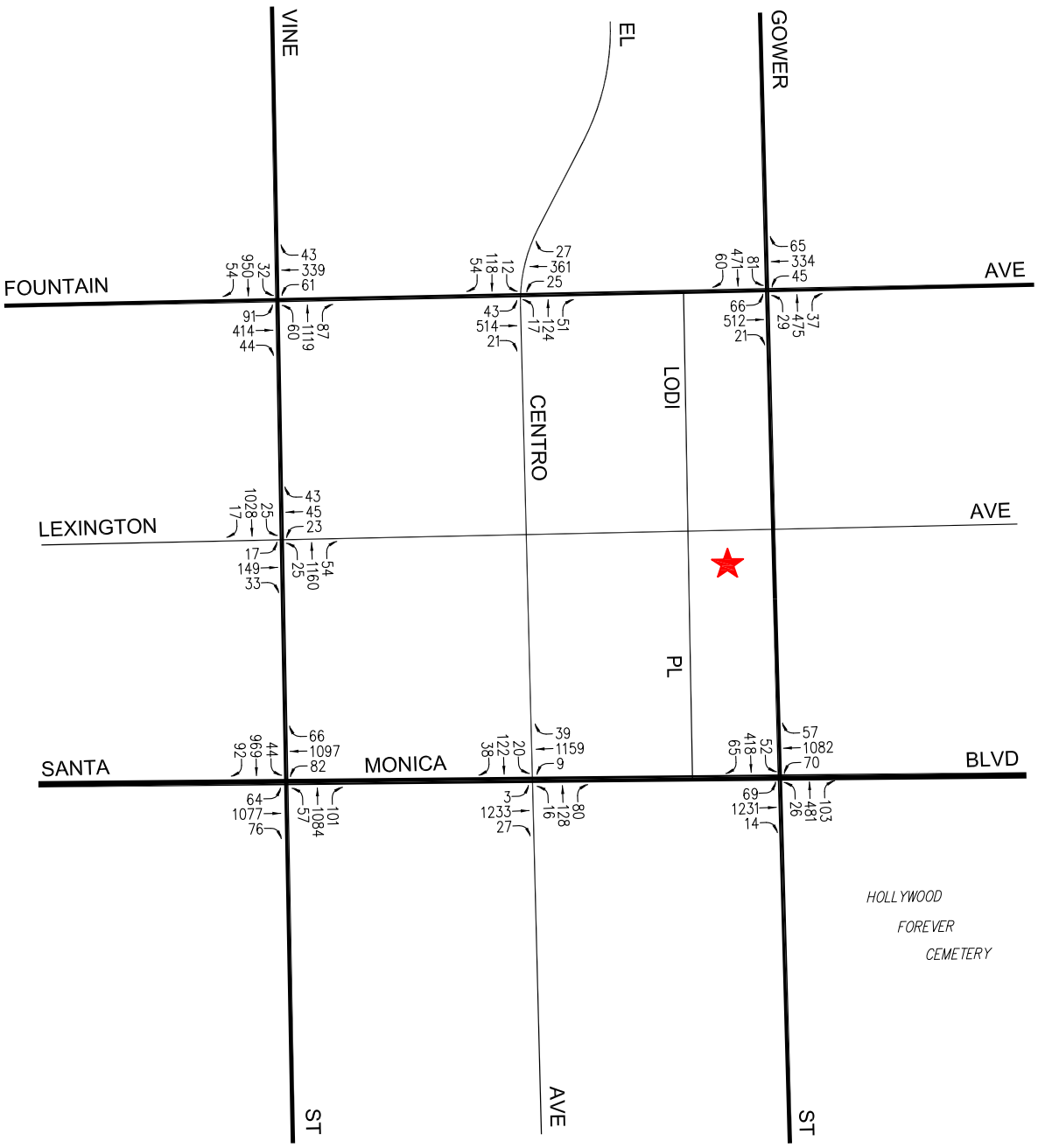

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FIGURE 5-2
EXISTING TRAFFIC VOLUMES
PM PEAK HOUR
1149 GOWER PROJECT

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6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance with procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, this traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options outlined in the CEQA Guidelines for purposes of developing the forecast.

6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area (i.e., within an approximate 0.5-mile radius from the project site). With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impacts of all ongoing development. The related projects research was based on information on file with both LADOT and LADCP. For LADOT, a list of related projects was obtained from the Department for an approximate 0.5-mile radius from the project site. For LADCP, the research included, but was not limited to, a review of proposed development projects within the Hollywood Community Plan areas, proposed development projects within an approximate 0.5-mile radius from the project site for which EIRs are being or have been prepared (as shown on the Major Projects section of LADCP's website), and LADCP's bi-weekly case filing reports. In addition, related projects lists from recently approved transportation impact study MOU and transportation impact studies in the project vicinity also were reviewed. The list of related projects in the project site area is presented in ***Table 6-1***. The location of the related projects is shown in ***Figure 6-1***.

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
1	Proposed	Academy of Motion Picture Arts and Sciences 1313 North Vine Street	Museum Storage	44,000 GSF 35,231 GSF	[2]	(79)	15	(2)	13	(62)	2	(60)
2	Proposed	Palladium Residences 6201 West Sunset Boulevard	Apartment/Condominium Hotel Restaurant Coffee Shop Retail	731 DU 250 Rooms 5,000 GSF 1,000 GSF 24,000 GLSF	[1]	4,913	128	228	356	234	169	403
3	Proposed	6230 West Sunset Boulevard	Apartment General Office Retail	200 DU 32,125 GSF 4,700 GLSF	[1]	1,473	52	80	132	71	50	121
4	Proposed	5901 West Sunset Boulevard	Retail General Office	26,000 GLSF 274,000 GSF	[1]	3,839	350	61	411	122	339	461
5	Proposed	901 North Vine Street	Apartment Restaurant	76 DU 3,000 GSF	[1]	(32)	4	26	30	(5)	1	(4)
6	Proposed	1310 North Cole Avenue	Apartment General Office	375 DU 2,500 GSF	[1]	224	24	6	30	7	23	30
7	Proposed	6200 West Sunset Boulevard	Apartment Quality Restaurant High-Turnover Restaurant Pharmacy	270 DU 2,500 GSF 7,500 GSF 2,500 GSF	[1]	1,778	26	97	123	100	35	135
8	Under Construction	1400 North Cahuenga Boulevard	Hotel Restaurant Lounge/Bar	220 Rooms 2,723 GSF 1,440 GSF	[1]	1,875	55	47	102	78	60	138
9	Proposed	Sunset Gower Studios 6050 West Sunset Boulevard	General Office	859,350 GSF	[1]	4,108	424	68	492	77	409	486
10	Under Construction	5939 West Sunset Boulevard	Apartment General Office Retail Quality Restaurant Coffee Shop	299 DU 38,440 GSF 2,495 GLSF 3,700 GSF 1,475 GSF	[1]	1,648	65	88	153	71	64	135
11	Proposed	1360 North Vine Street	Apartment Grocery Store Shopping Center High-Turnover Restaurant	429 DU 55,000 GSF 5,000 GLSF 8,988 GSF	[1]	4,455	61	128	189	180	98	278

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
12	Proposed	Modera Argyle 1546 North Argyle Avenue	Apartment Restaurant High-Turnover Restaurant Supermarket	276 DU 9,000 GSF 15,000 GSF 27,000 GSF	[1]	2,013	43	127	170	128	51	179
13	Proposed	6100 Hollywood Boulevard	Apartment Quality Restaurant	220 DU 3,270 GSF	[1]	1,439	24	76	100	86	46	132
14	Proposed	Wilcox and Selma Hotel Project 6422 Selma Avenue	Hotel Restaurant Bar	156 Rooms 4,305 GSF 2,135 GSF	[3]	1,541	46	36	82	64	49	113
15	Proposed	Cahuenga Boulevard Hotel 1525 North Cahuenga Boulevard	Hotel General Office Bar	64 Rooms 1,500 GSF 700 GSF	[1]	469	10	12	22	20	14	34
16	Proposed	Selma-Wilcox Hotel Mixed-Use 6421-6429 West Selma Avenue	Hotel Restaurant Rooftop Restaurant/Bar	114 Rooms 1,809 GSF 5,041 GSF	[4]	1,227	43	27	70	56	44	100
17	Proposed	Ivar Gardens Hotel 6409 West Sunset Boulevard	Hotel Retail	275 Rooms 1,900 GLSF	[5]	1,285	51	26	77	53	60	113
18	Proposed	1615 North Cahuenga Boulevard	Restaurant	10,270 GSF	[1]	294	2	1	3	17	7	24
19	Proposed	Selma Hotel 6516 Selma Avenue	Hotel	212 Rooms	[1]	2,241	71	50	121	105	84	189
20	Proposed	Schrader Hotel 1600 North Schrader Boulevard	Hotel Bar/Lounge Restaurant	198 Rooms 2,379 GSF 3,600 GSF	[1]	1,666	58	40	98	80	63	143
21	Under Construction	1541 North Wilcox Avenue	Hotel Restaurant Meeting Room	190 Rooms 4,463 GSF 1,382 GSF	[1]	2,085	76	57	133	82	75	157
22	Proposed	6436 West Hollywood Boulevard	Apartment Retail	220 DU 8,800 GLSF	[1]	1,486	22	78	100	85	52	137
23	Proposed	6400 West Hollywood Boulevard	Apartment High-Turnover Restaurant Quality Restaurant	200 DU 4,037 GSF 3,000 GSF	[1]	(59)	14	76	90	24	(26)	(2)
24	Proposed	1533 North Schrader Boulevard	Shelter	70 Beds	[1]	89	3	5	8	5	3	8

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
25	Proposed	1545 North Wilcox Avenue	Restaurant General Office	14,800 GSF 16,100 GSF	[1]	2,341	26	50	76	128	47	175
26	Proposed	1637 North Wilcox Avenue	Apartment Retail	154 Rooms 6,586 GLSF	[1]	831	20	44	64	40	27	67
27	Proposed	1524 Cassil Place	Apartment Hotel High-Turnover Restaurant	138 DU 62 Rooms 1,400 GSF	[1]	1,240	32	46	78	56	41	97
TOTAL						44,390	1,745	1,578	3,323	1,902	1,887	3,789

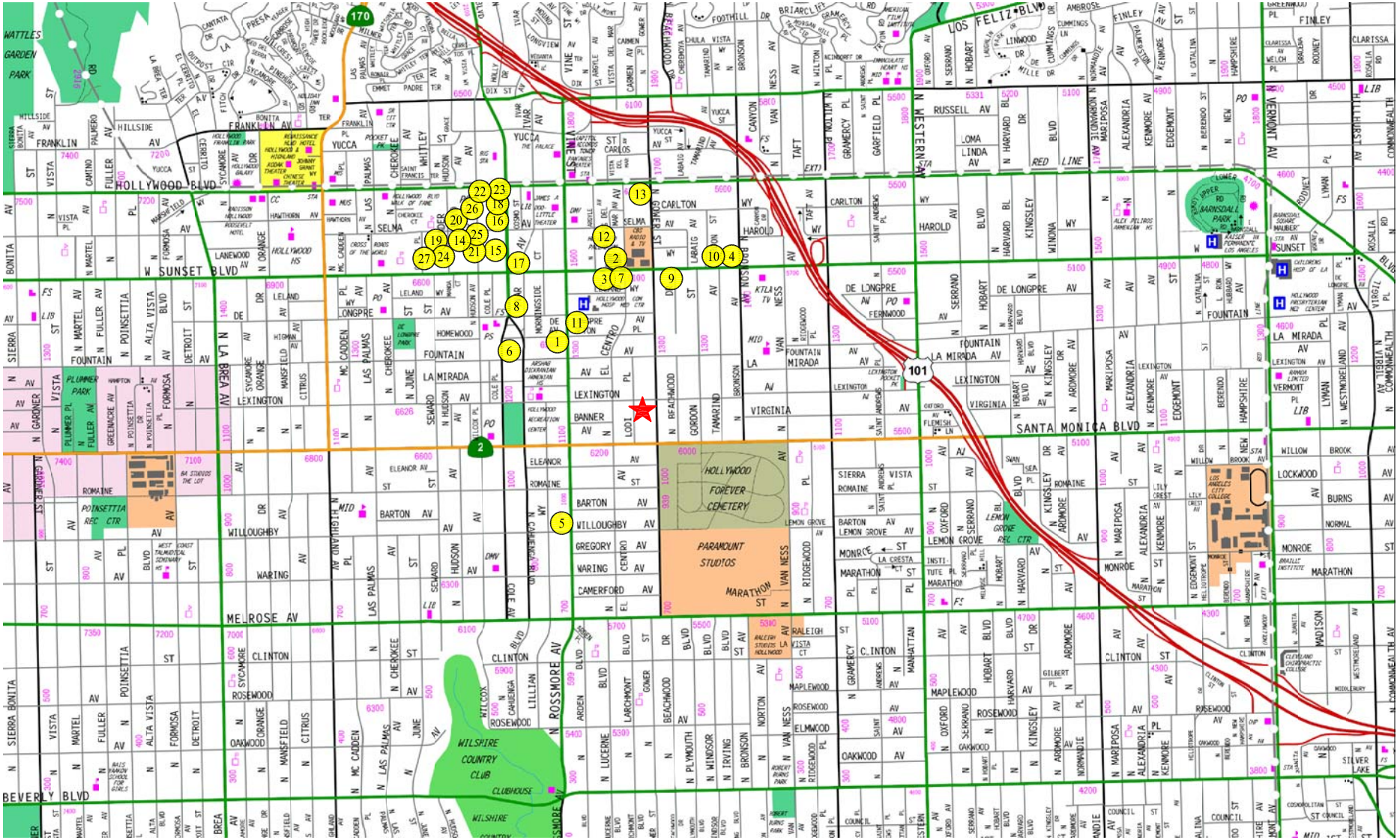
[1] Source: City of Los Angeles Department of Transportation (LADOT) and Department of City Planning (LADCP), except as noted below. The peak hour traffic volumes were forecast on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th or 10th Editions, 2012 and 2017. For those related projects that LADOT provided trip data, the peak hour directional distribution data provided in the ITE "Trip Generation Manual" (10th Edition) were utilized.

[2] Trips are one-way traffic movements, entering or leaving.

[3] Source: "Wilcox and Selma Hotel Project" Transportation Impact Study Memorandum of Understanding prepared by LLG, dated March 20, 2019.

[4] Source: "Traffic Impact Analysis for Selma-Wilcox Hotel" prepared by Overland Traffic Consultants, Inc., dated May 2017.

[5] Source: "Ivar Gardens Hotel Project Traffic Impact Study" prepared by LLG, dated December 23, 2015.



MAP SOURCE: RAND MCNALLY & COMPANY

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FIGURE 6-1
LOCATION OF RELATED PROJECTS

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Traffic volumes expected to be generated by the related projects were obtained from LADOT, calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual,*[7] or they were obtained from other transportation impact studies recently approved by the City. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 6-1*. The related projects traffic volumes were distributed and assigned to the street system based on the projects' locations in relation to the study intersections, their proximity to major traffic corridors, proposed land uses, nearby population and employment centers, etc. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 6-2*** and ***6-3***, respectively.

6.2 Ambient Traffic Growth Factor

Horizon year, background traffic growth estimates also have been calculated by using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown related projects in the study area, as well as account for typical growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at one percent (1.0%) per year. The ambient growth factor was based on review of the background traffic growth estimates for the West/Central Los Angeles area (RSA 17) published in the *2010 Congestion Management Program for Los Angeles County*, which indicate that existing traffic volumes would be expected to increase at an annual rate of less than one percent (approximately 0.17% per year) between years 2015 and 2025. However, a one percent (1.0%) ambient traffic growth factor has been employed in this analysis in order to provide a conservative, worst case forecast of future traffic volumes in the area. Application of the ambient traffic growth factor to existing year 2019 traffic volumes results in a six percent (6.0%) increase in existing traffic volumes to horizon year 2025. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

[7] Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

PROJECT SITE

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FIGURE 6-2

RELATED PROJECTS TRAFFIC VOLUMES

AM PEAK HOUR

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FIGURE 6-3

RELATED PROJECTS TRAFFIC VOLUMES

PM PEAK HOUR

1149 GOWER PROJECT

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7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the transportation impact characteristics of the proposed project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The significance of the project's impacts can then be identified based on the current City transportation impact analysis guidelines and the need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

7.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes to be generated by the proposed project were forecast for the weekday AM and PM peak hours, and over a 24-hour period. Generation rates provided in the ITE *Trip Generation Manual* were utilized to forecast project traffic generation for the proposed project. Traffic volumes expected to be generated by the market-rate multi-family residential dwelling units land use component was based upon the following ITE trip generation average rate:

- ITE Land Use Code 221: Multifamily Housing (Mid-Rise)

As the ITE publication does not provide trip rates for a land use such as the project's affordable housing residential land use component, it was deemed appropriate to forecast the trips expected to be generated by the affordable housing land use component using trip rates published by LADOT which are directly applicable to the proposed project. The LADOT trip generation rates for affordable housing projects were published in November, 2016, and developed based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles during year 2016. The LADOT affordable housing trip rates include three different housing type categories: affordable

family housing; affordable senior housing, and affordable special needs and supportive housing. In this instance, the affordable family housing category is directly applicable to the proposed project which will provide housing for permanent long-term tenants designed to enable individuals and families at risk of homelessness to ensure that they remain housed and live as independently as possible. LADOT's affordable family housing category trip rates are summarized below:

Affordable Family Housing

- Average Daily Trip Rate: 4.08 trips per dwelling unit
- Average AM Peak Hour Trip Rate: 0.50 trips per dwelling unit; 40% inbound and 60% outbound
- Average PM Peak Hour Trip Rate: 0.34 trips per dwelling unit; 55% inbound and 45% outbound

For the proposed project, it is reasonable to conclude that its location in the Hollywood area near multimodal corridors, and proximity to rail lines would result in a significant reduction in vehicle trips as compared to the trip forecasts that would otherwise be calculated using the applicable and unadjusted ITE trip rates in a passively managed traffic management condition. An actively managed site could be expected to yield additional trip reductions. Therefore, based on criteria contained in the City's transportation impact study guidelines and recent Los Angeles project experience, a 15 percent (15%) adjustment was made only to the project's market-rate multi-family resident component trip generation forecasts to account for transit usage and walkability.

The trip generation forecast for the proposed project is summarized in ***Table 7-1***. As presented in *Table 7-1*, the proposed project is expected to generate 55 net new vehicle trips (16 inbound trips and 39 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 63 net new vehicle trips (38 inbound trips and 25 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 774 net new daily trip ends during a typical weekday (387 inbound trips and 387 outbound trips).

7.2 Project Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Cahuenga Boulevard, Vine Street, Western Avenue, Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, Melrose Avenue, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Affordable Housing - Family [3]	14 DU	57	3	4	7	3	2	5
Multi-Family Residential [4]	155 DU	843	15	41	56	41	27	68
- Less Transit Adjustment (15%) [5]		(126)	(2)	(6)	(8)	(6)	(4)	(10)
TOTAL		**774**	**16**	**39**	**55**	**38**	**25**	**63**

[1] Sources: City of Los Angeles Department of Transportation (LADOT), November 2016; and ITE "Trip Generation Manual,' 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

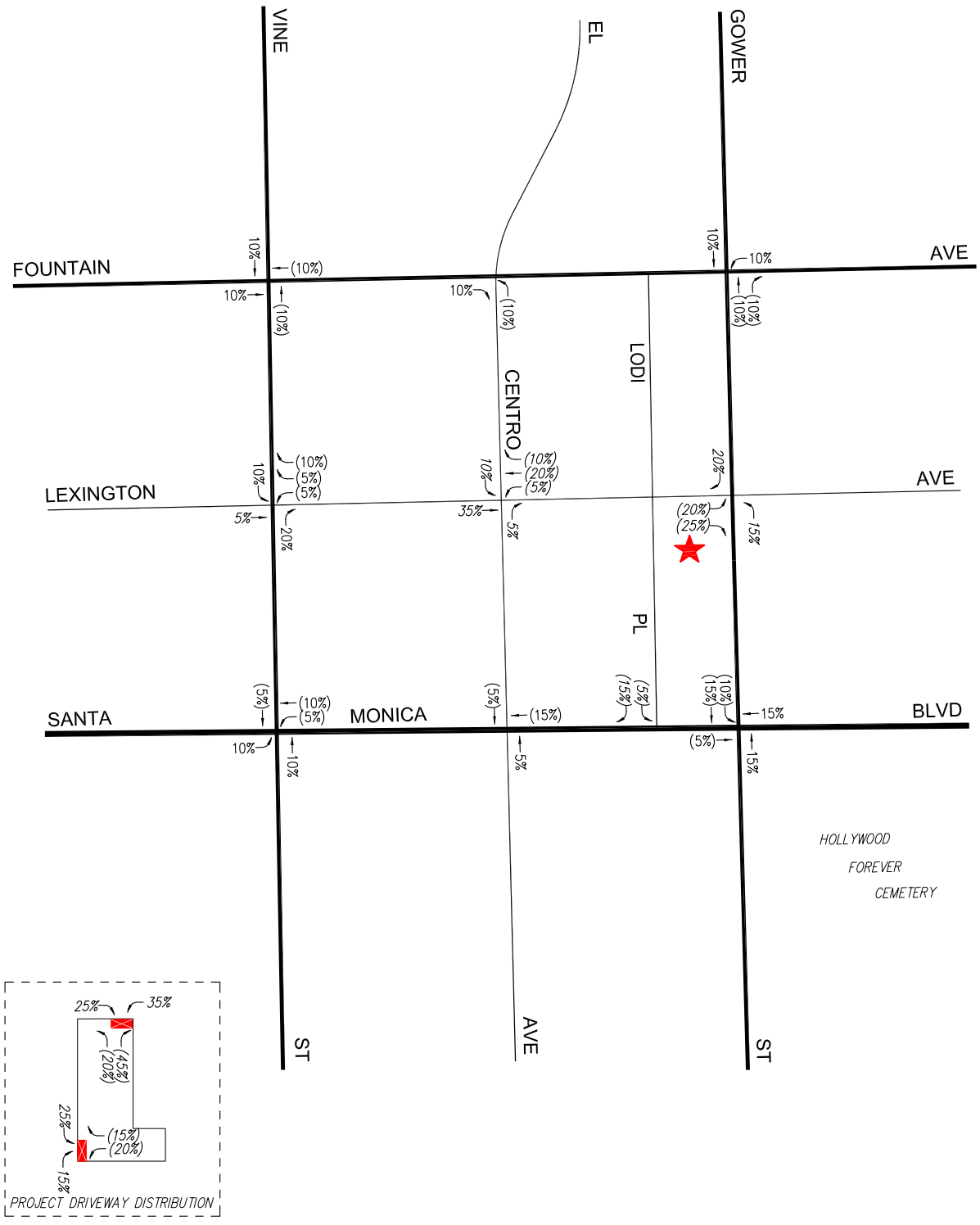
[3] LADOT trip generation average rates for Family category type affordable housing.
- Daily Trip Rate: 4.08 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

[4] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise] - General Urban/Suburban) trip generation average rates.
- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling units; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling units; 61% inbound/39% outbound

[5] Transit and walk trip adjustments for the Hollywood area are based on site's proximity to Metro rail and bus transit opportunities.

- Existing site parcel access ingress/egress schemes;
- The ingress/egress scheme planned for the proposed project;
- Nearby population and employment centers; and
- Input from LADOT staff.

The general, directional traffic distribution pattern for the proposed project is presented in ***Figure 7-1***. The forecast weekday AM and PM peak hour project traffic volumes at the study intersections associated with the proposed project are presented in ***Figures 7-2*** and ***7-3***, respectively. The traffic volume assignments presented in *Figures 7-2* and *7-3* reflect the traffic distribution characteristics shown in *Figure 7-1* and the project traffic generation forecasts presented in *Table 7-1*.



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XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

FIGURE 7-1
PROJECT TRIP DISTRIBUTION

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FIGURE 7-2
PROJECT TRAFFIC VOLUMES
AM PEAK HOUR
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FIGURE 7-3
PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
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8.0 TRANSPORTATION IMPACT ANALYSIS METHODOLOGY

The study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis that determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis consistent with the current City of Los Angeles transportation impact analysis procedures. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in ***Appendix C***.

8.1 Impact Criteria and Thresholds

The relative impact of the added traffic volumes forecast to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project-generated traffic was identified using the traffic impact criteria set forth in LADOT's *Transportation Impact Study Guidelines,* December 2016. According to the City's published transportation impact study guidelines, the impact is considered significant if the project-related increase in the *v/c* ratio equals or exceeds the thresholds presented in ***Table 8–1***.

Table 8-1
CITY OF LOS ANGELES
INTERSECTION IMPACT THRESHOLD CRITERIA

Final *v/c*	Level of Service	Project-Related Increase in *v/c*
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E or F	equal to or greater than 0.010

The City's Sliding Scale Method requires mitigation of a project's traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

8.2 Transportation Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions:

[a] Existing conditions.

[b] Existing with project conditions.

[c] Condition [a] plus one percent (1.0%) annual ambient traffic growth through year 2025 and with completion and occupancy of the related projects (i.e., future without project conditions).

[d] Condition [c] with completion and occupancy of the proposed project.

[e] Condition [d] with implementation of project mitigation measures, where necessary.

It should be noted that Condition [b] above is a hypothetical scenario in that it calculates the traffic due to the occupancy of the proposed project in addition to the existing traffic volumes, but changes to existing volumes are expected to occur throughout the project's construction period due to other area projects and regional growth. However, this condition has been prepared to be consistent with the general rule under CEQA that the potential impacts of a development project are to be measured against existing conditions. Condition [d] above analyzes future conditions upon completion and full occupancy of the proposed project, which is expected to occur in 2025.

9.0 TRANSPORTATION ANALYSIS

The transportation impact analysis prepared for the study intersections using the CMA methodology and application of the City's significant traffic impact criteria is summarized in ***Table 9-1***. The CMA data worksheets for the analyzed intersections are contained in *Appendix C*.

9.1 Existing Conditions

9.1.1 *Existing Conditions*

As indicated in column [1] of *Table 9–1*, all seven study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5–1* and *5–2*, respectively.

9.1.2 *Existing With Project Conditions*

As shown in column [2] of *Table 9–1,* application of the City's threshold criteria to the "Existing With Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the seven study intersections. Less than significant impacts are noted at all seven study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project" conditions. The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–1*** and ***9–2***, respectively.

9.2 Future Conditions

9.2.1 *Future Without Project Conditions*

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*. As presented in column [3] of *Table 9–1*, all study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without project conditions.

The future without project (existing, ambient growth, and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 9–3*** and ***9–4***, respectively.

9.2.2 *Future With Project Conditions*

As shown in column [4] of *Table 9–1,* application of the City's threshold criteria to the "Future With Proposed Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the seven study intersections. Incremental, but not significant, impacts are noted at the seven study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections. The future with project (existing,

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2019 EXISTING V/C	LOS	[2] YEAR 2019 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2025 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2025 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Vine Street/	AM	0.662	B	0.665	B	0.003	No	0.761	C	0.764	C	0.003	No
	Fountain Avenue	PM	0.669	B	0.673	B	0.004	No	0.772	C	0.775	C	0.003	No
2	Vine Street/	AM	0.457	A	0.463	A	0.006	No	0.517	A	0.522	A	0.005	No
	Lexington Avenue	PM	0.469	A	0.477	A	0.008	No	0.535	A	0.543	A	0.008	No
3	Vine Street/	AM	0.802	D	0.805	D	0.003	No	0.898	D	0.901	E	0.003	No
	Santa Monica Boulevard	PM	0.731	C	0.732	C	0.001	No	0.829	D	0.831	D	0.002	No
4	El Centro Avenue/	AM	0.432	A	0.435	A	0.003	No	0.493	A	0.495	A	0.002	No
	Fountain Avenue	PM	0.438	A	0.443	A	0.005	No	0.503	A	0.508	A	0.005	No
5	El Centro Avenue/	AM	0.529	A	0.533	A	0.004	No	0.617	B	0.620	B	0.003	No
	Santa Monica Boulevard	PM	0.483	A	0.484	A	0.001	No	0.543	A	0.544	A	0.001	No
6	Gower Street/	AM	0.705	C	0.707	C	0.002	No	0.819	D	0.822	D	0.003	No
	Fountain Avenue	PM	0.725	C	0.731	C	0.006	No	0.845	D	0.851	D	0.006	No
7	Gower Street/	AM	0.771	C	0.776	C	0.005	No	0.871	D	0.875	D	0.004	No
	Santa Monica Boulevard	PM	0.786	C	0.792	C	0.006	No	0.895	D	0.901	E	0.006	No

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

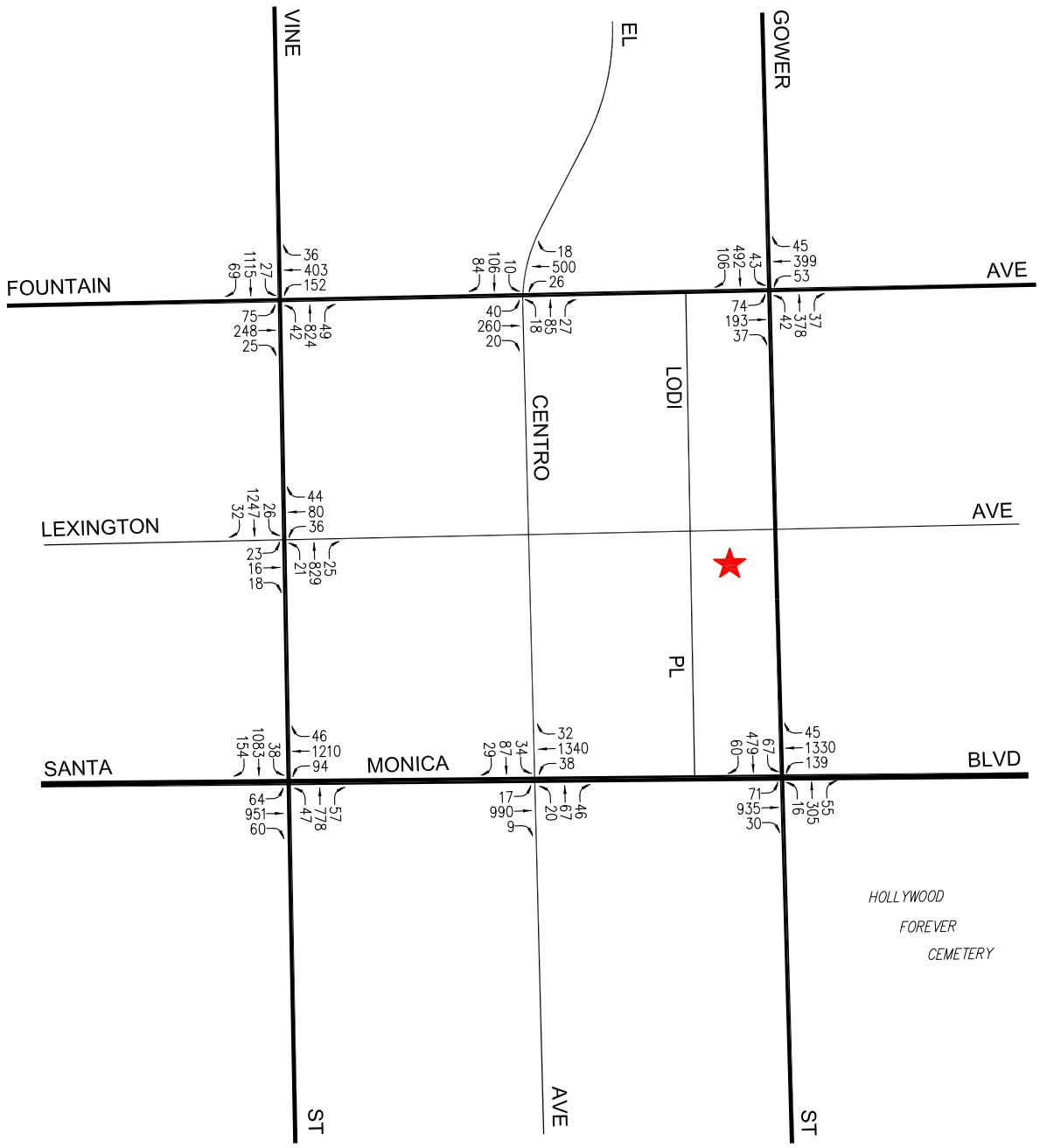

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FIGURE 9-1

EXISTING WITH PROJECT TRAFFIC VOLUMES

AM PEAK HOUR

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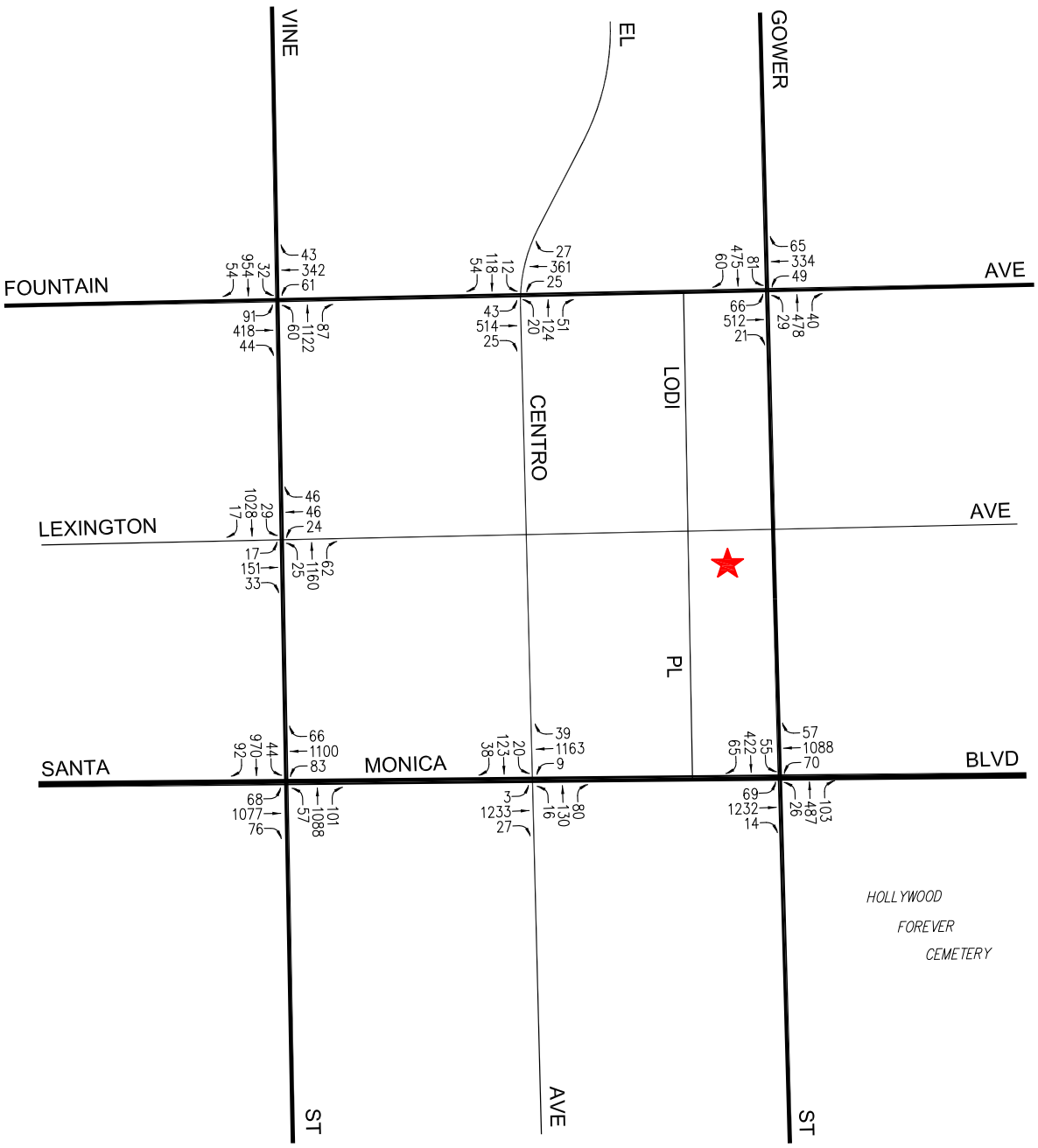

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PROJECT SITE

FIGURE 9-2

EXISTING WITH PROJECT TRAFFIC VOLUMES

PM PEAK HOUR

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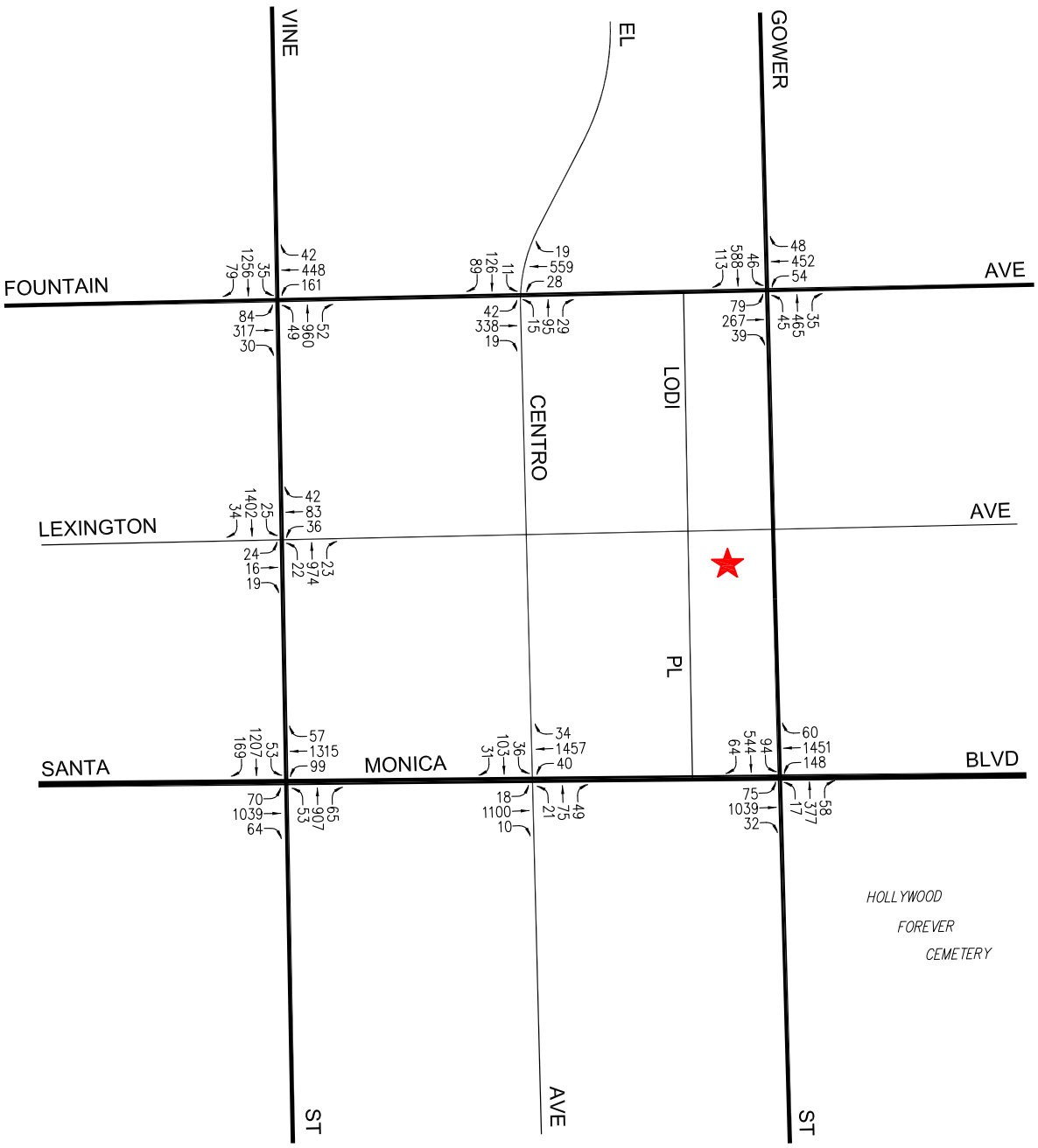

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FIGURE 9-3

FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

AM PEAK HOUR

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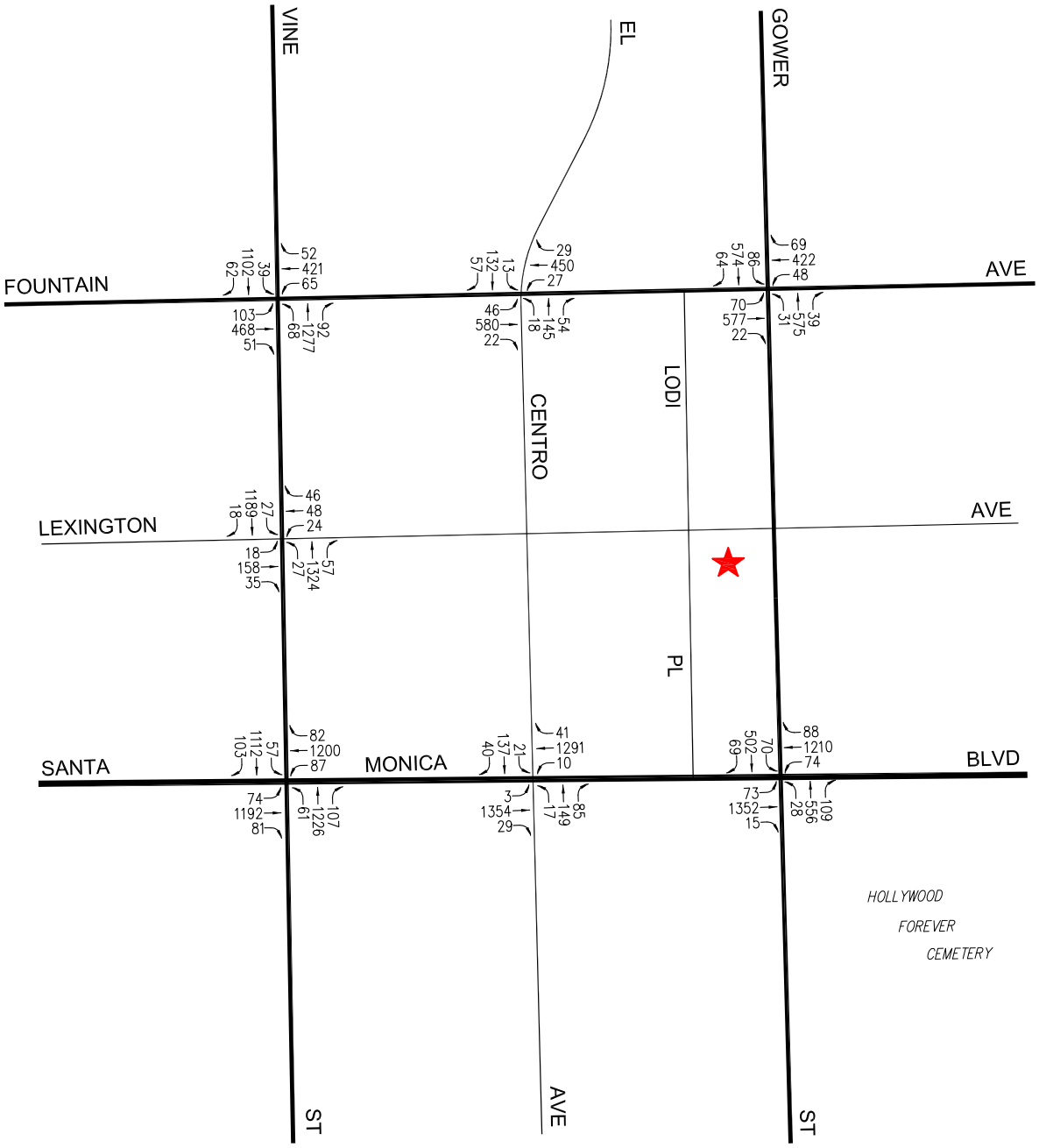

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FIGURE 9-4

FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

1149 GOWER PROJECT

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ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in ***Figures 9-5*** and ***9-6***, respectively.

9.3 City of Los Angeles High Injury Network Review

Vision Zero is a citywide initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

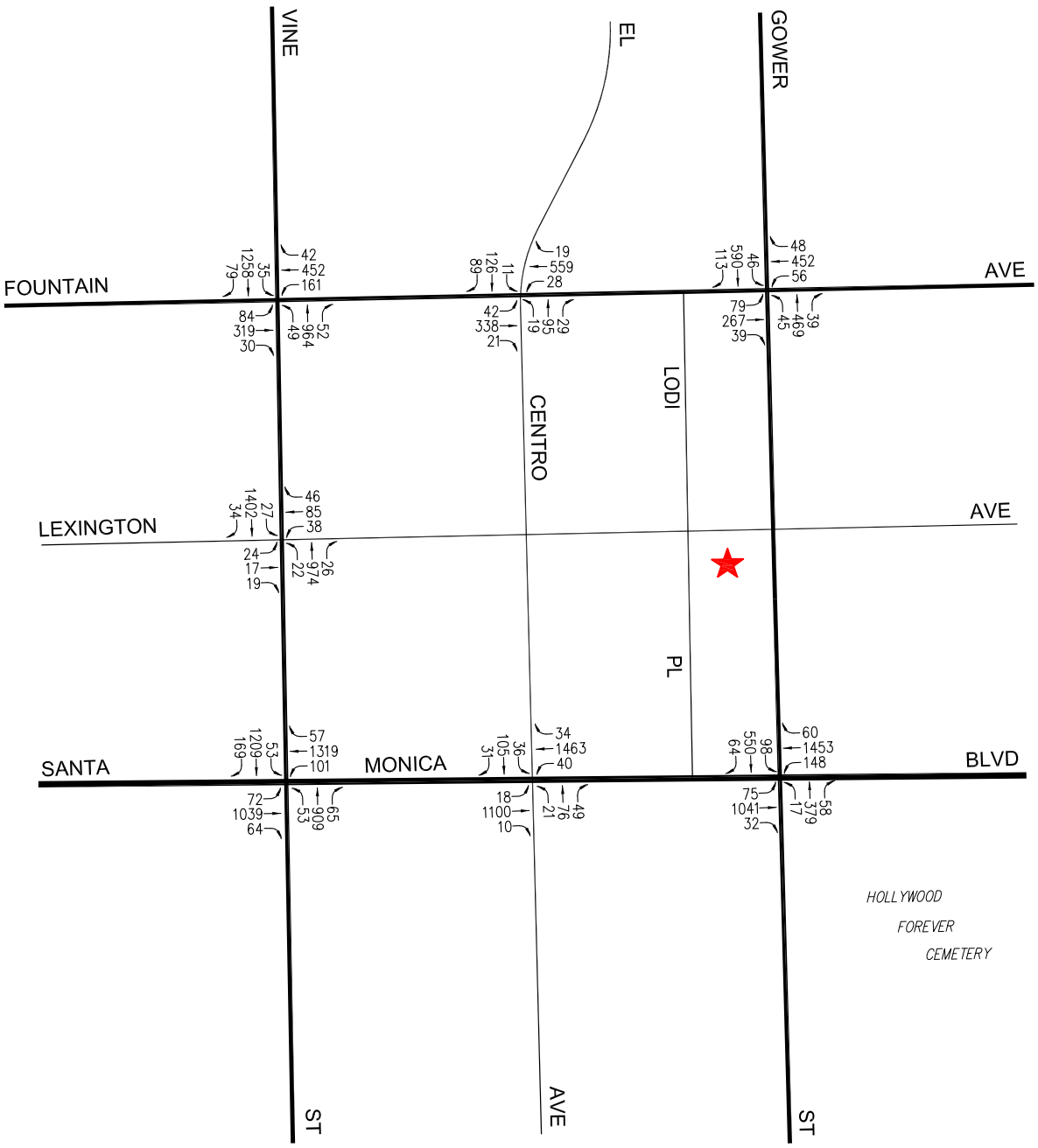
Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City.[8] These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed by the LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns.

The proposed project is located in the Hollywood Community Plan area of the City of Los Angeles which is a major focus of the City's Vision Zero Task Force. The project site is near the Vine Street and Santa Monica Boulevard corridors, both of which are included on the City's HIN. As shown in ***Figure 9-7***, roadways in the vicinity of the proposed project which have been identified on the HIN are noted below:

- Cahuenga Boulevard north of Fountain Avenue
- Vine Street
- Wilton Place north of Santa Monica Boulevard
- Santa Monica Boulevard

If a proposed project results in significant traffic impacts at intersections located along a designated HIN, LADOT's Vision Zero group will review those specific locations and immediate vicinity for potential safety enhancements that are consistent with the City's Vision Zero initiative.

[8] Vision Zero Los Angeles 2015-2025, August 2015.



PROJECT SITE

NOT TO SCALE

FIGURE 9-5

FUTURE WITH PROJECT TRAFFIC VOLUMES

AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

1149 GOWER PROJECT

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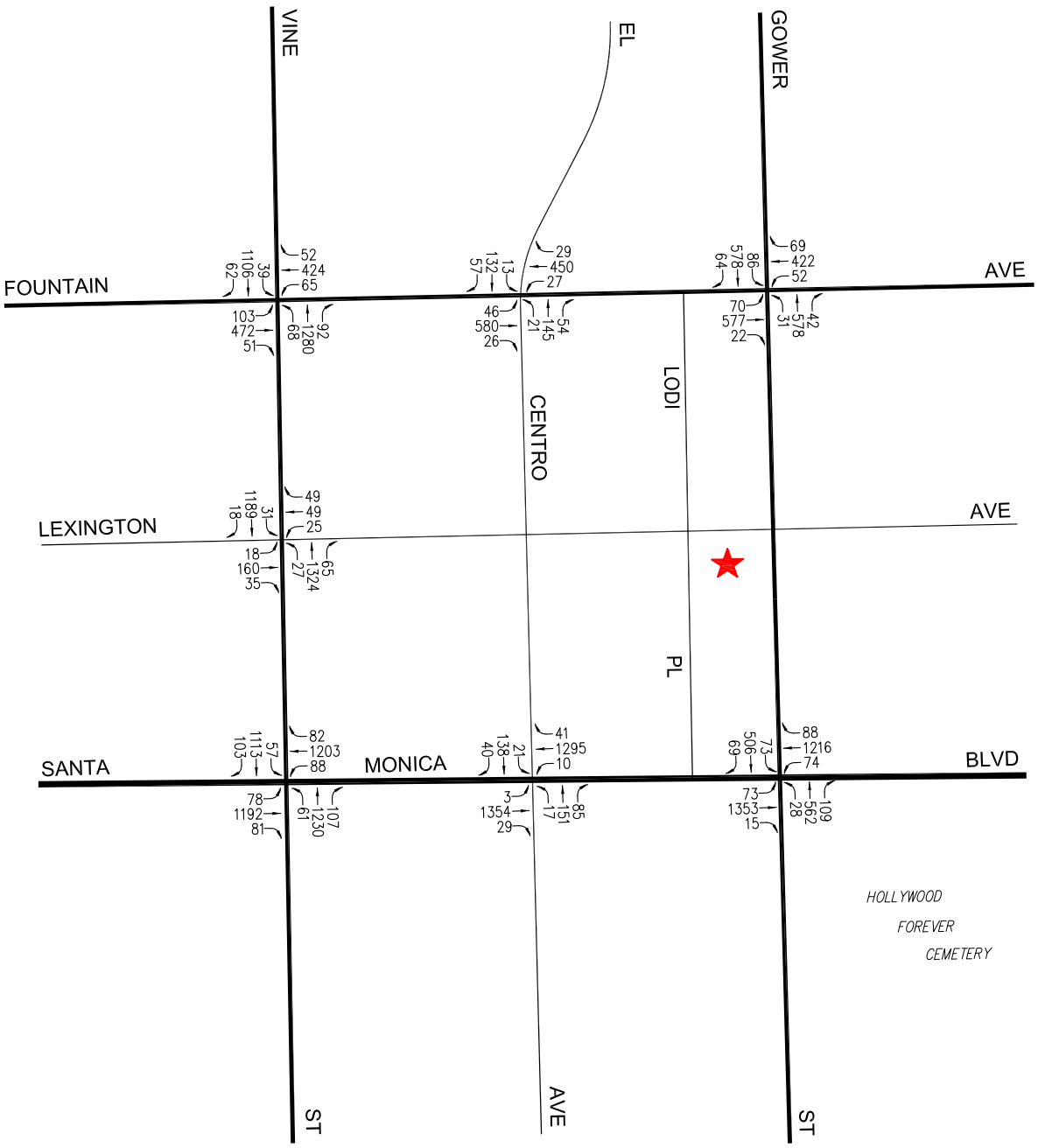

PROJECT SITE

NOT TO SCALE

FIGURE 9-6

FUTURE WITH PROJECT TRAFFIC VOLUMES

PM PEAK HOUR

1149 GOWER PROJECT

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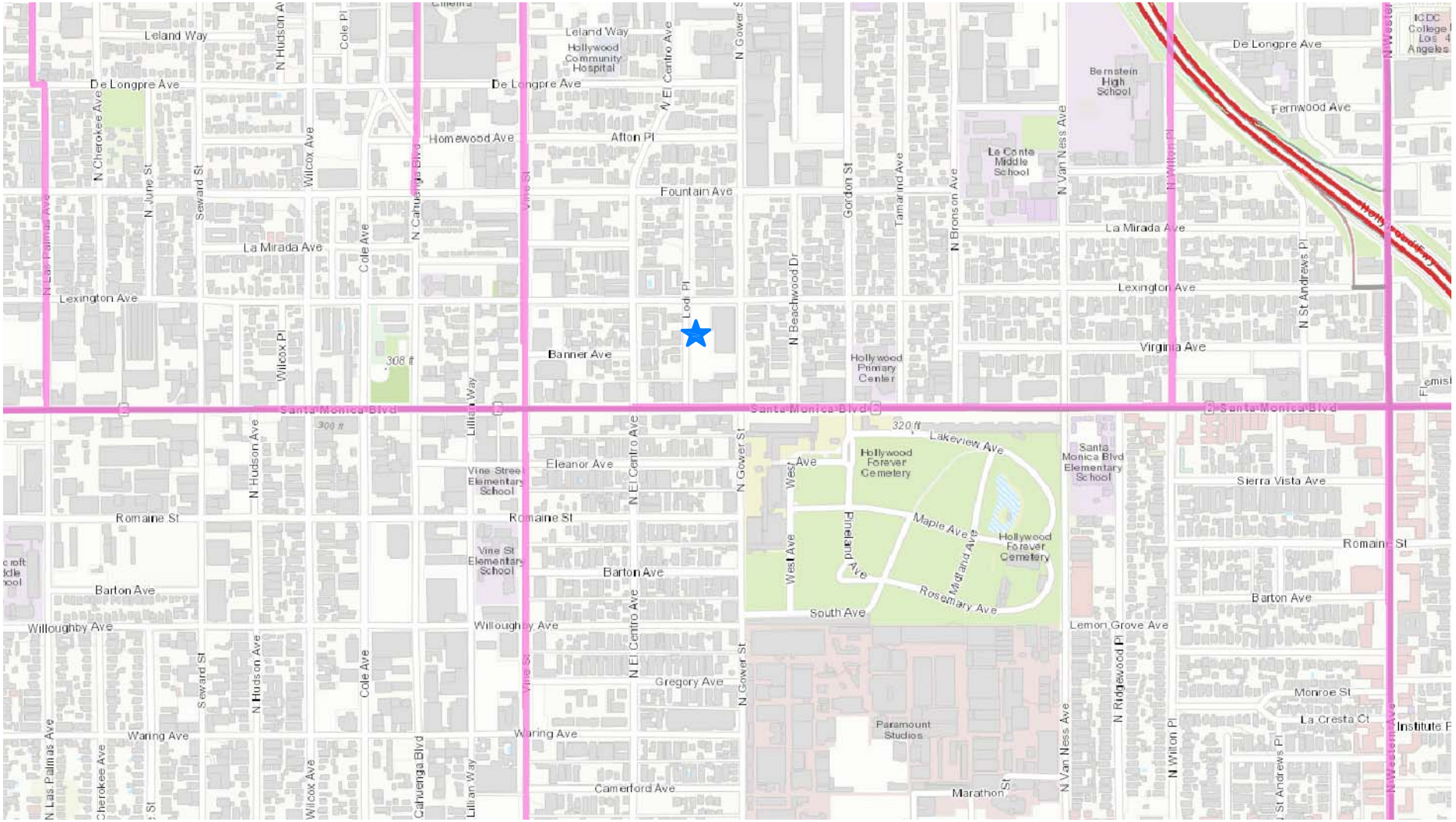

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NOT TO SCALE

MAP SOURCE: SWITRS, LADOT

PROJECT SITE

HIGH INJURY NETWORK

FIGURE 9-7
CITY OF LOS ANGELES HIGH INJURY NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

1149 GOWER PROJECT

10.0 TRANSPORTATION IMPROVEMENT MEASURES

As summarized in Subsection 9.1.2 (Existing With Project Conditions) and 9.2.2 (Future With Project Conditions) herein, application of the City's threshold criteria to the with proposed project scenarios indicates that the proposed project is not expected to create significant impacts at any of the seven study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections. However, as noted previously (refer to Subsection 3.4 herein), site access/transportation management measures are recommended to facilitate vehicular access to and from the planned project site.

The following traffic management measures are recommended to facilitate access to and from the planned project site assuming implementation of the access scheme:

- Install appropriate pavement markings (i.e., stop bar with STOP legend) on the project site exit drive aisles (i.e., just south of the public sidewalk along Lexington Avenue and east of the public sidewalk on Lodi Place) to ensure that motorists stop prior to the sidewalk before exiting the site.

- It is recommended that short red curb zones be installed both east and west of the project's northern driveway on Lexington Avenue and north and south of the project's western driveway on Lodi Place to enhance exiting motorist's line of sight of oncoming traffic.

In addition to the vehicular site access/traffic management recommendations, it is recommended that the project applicant install and maintain a transportation information display kiosk in a common area at the project site that also displays the following in order to facilitate and encourage use of public transportation:

- Maps, routes, and schedules for public transit serving the site.

- Materials publicizing internet and telephone numbers for referrals on transportation information.

- Ridesharing promotional material supplied by Metro and/or other publicly supported transportation organizations.

11.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

11.1 Intersections

The following CMP intersection monitoring location in the project vicinity has been identified:

- CMP Station — Intersection

  No. 61 — Western Avenue/Santa Monica Boulevard

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. The proposed project will not add 50 or more trips during either the weekday AM or PM peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

11.2 Freeways

The following CMP freeway monitoring location in the project vicinity has been identified:

- CMP Station — Location

  Seg. No. 1037 — State Route 101 Freeway south of Santa Monica Boulevard

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak periods. The proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

11.3 Transit Impact Review

As required by the *2010 Congestion Management Program*, a review has been made of the potential impacts of the project on transit service. As discussed in Subsection 4.4 herein, existing transit service is provided in the vicinity of the proposed 1149 Gower project. The project trip generation, as shown in *Table 7*-1, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips for projects within one-quarter mile of a transit center) and transit trips were assumed to equal 15.0 percent of the total person trips, in order to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for approximately 12 transit trips during the weekday AM peak hour and approximately 13 transit trips during the weekday PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for approximately 162 daily transit trips. It is important to note that the LADOT trip generation rates for affordable housing projects were developed based on vehicle trip count data collected at affordable housing sites in the City and reflects current transit use, thus the affordable housing component was not applied with an additional transit reduction. The calculations are as follows:

- AM Peak Hour = $55 \times 1.4 \times 0.15 = 12$ Transit Trips
- PM Peak Hour = $63 \times 1.4 \times 0.15 = 13$ Transit Trips
- Daily Trips = $774 \times 1.4 \times 0.15 = 162$ Transit Trips

As shown in *Table 4–3,* seven bus and rail transit lines and routes are provided adjacent to or in close proximity the project site. As outlined in *Table 4–1*, under the "No. of Buses/Trains During Peak Hour" column, these seven transit lines provide services for an average of (i.e., average of the directional number of buses/trains during the peak hours) approximately 62 and 74 buses during the weekday AM and PM peak hours, respectively. Therefore, based on the above calculated weekday AM and PM peak hour trips, this would correspond to less than one additional transit rider per bus/train. It is anticipated that the existing transit service in the project area will adequately accommodate the increase of project-generated transit trips. Thus, given the number of project-generated transit trips per bus/train, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

12.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The proposed 1149 Gower project consists of the development of a multi-family residential complex with a total of 169 dwelling units. The proposed project will include a total of 155 market rate multi-family units and a total of 14 family type affordable housing dwelling units. The affordable housing units will be for households with very low income (VLI). The goal of including affordable rental units within the proposed project is to help address the dire shortage of these type of units for VLI households in the City of Los Angeles. Also, the proposed project will include a three-level subterranean parking garage to provide spaces both for the project and as replacement parking for the existing surface parking lots provided on the site. Construction sequencing will allow parking to be provided on-site during the construction activity. Construction of the proposed project is expected to commence in year 2020 with occupancy in the year 2025.

- ***Vehicular Site Access*** – Access to the proposed project site would be provided via a total of two driveways including one driveway on Lexington Avenue and one driveway on Lodi Place. Traffic management measures are recommended to facilitate access to and from the project site via the project driveways. The project site driveways will be constructed to City of Los Angeles design standards.

- ***Study Scope –*** A total of seven study intersections was selected for analysis in consultation with LADOT staff in order to determine potential impacts related to the proposed project.

- ***Project Trip Generation*** –The proposed project is expected to generate 55 net new vehicle trips (16 inbound trips and 39 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 63 net new vehicle trips (38 inbound trips and 25 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 774 net new daily trip ends during a typical weekday (387 inbound trips and 387 outbound trips).

- ***Related Projects*** – The City of Los Angeles Departments of Transportation and Planning were consulted to obtain the list of development projects (related projects) in the area. A total of 27 related projects was identified and considered as part of the cumulative traffic analysis. In addition, an annual growth rate of one percent (1.0%) to the year 2025 (i.e., the anticipated project build-out year) was used for analysis purposes. Therefore, application of this ambient growth factor in addition to the forecast traffic generated by the related projects allows for a conservative forecast of future traffic volumes in the project study area as incorporation of both (i.e., an ambient traffic growth rate and a detailed list of cumulative development projects) is expected to overstate potential future traffic volumes. Further, as described in Section 6.0 above, CEQA only requires that one of these two approaches be employed in developing the future traffic volume forecasts.

- ***Traffic Impact Analysis*** – It is concluded that the proposed project is not expected to create significant impacts at any of the seven study intersections under either the Existing With Project or Future With Project conditions based on the City of Los Angeles thresholds of significance used for evaluating traffic impacts. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections.

- ***Transportation Improvement Measures*** – While the proposed project is not forecast to result in any significant impacts at any of the study intersections, site access/transportation management measures are recommended to facilitate vehicular access to and from the planned project site.

- ***CMP Traffic Assessment*** – The results of the Los Angeles CMP traffic assessment indicate that the proposed project will not adversely affect any CMP arterial monitoring intersections or freeway monitoring locations. Therefore, no improvements/mitigation measures are required.

APPENDIX A

TRANSPORTATION IMPACT STUDY MEMORANDUM OF UNDERSTANDING

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Impact Study Guidelines:

I. PROJECT INFORMATION

Project Name: 1149 Gower Project

Project Address: 1149 North Gower Street; Hollywood Community Plan area

Project Description: Construction of a multi-family residential project with a total of 169 dwelling units, including 155 market rate units and 14 affordable housing units, along with a parking structure with spaces for the project and replacement spaces for the existing site surface parking lots.

LADOT Project Case Number: CEN18-XXXXX TBD

Project Site Plan attached? *(Required)* ■ Yes ☐ No
Refer to Figure 2-2

II. TRIP GENERATION

Geographic Distribution: N 20.00 % S 30.00 % E 25.00 % W 25.00 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ■ Yes ☐ No
Refer to Figure 7-1

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

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

Source of Trip Generation Rate(s)? ■ ITE 10th Edition ☐ Other: and LADOT Affordable Housing Trip Rates

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ■ Yes ☐ No
Refer to Table 7-1

	IN	OUT	TOTAL
AM Trips	16	39	55
PM Trips	38	25	63

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2025 Ambient or CMP Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ■ Yes ☐ No
Refer to Figure 6-1 & Table 6-1

Subject to Freeway Impact Analysis, in addition to CMP Analysis? *(Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)* ☐ Yes ■ No Not Applicable

Map of Study Intersections attached? *(May be subject to LADOT revision after initial impact analysis)* ■ Yes ☐ No
Refer to Figure 1-1

Is this Project located on a street within the High Injury Network? ☐ Yes ■ No
Refer to Figure 9-7

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
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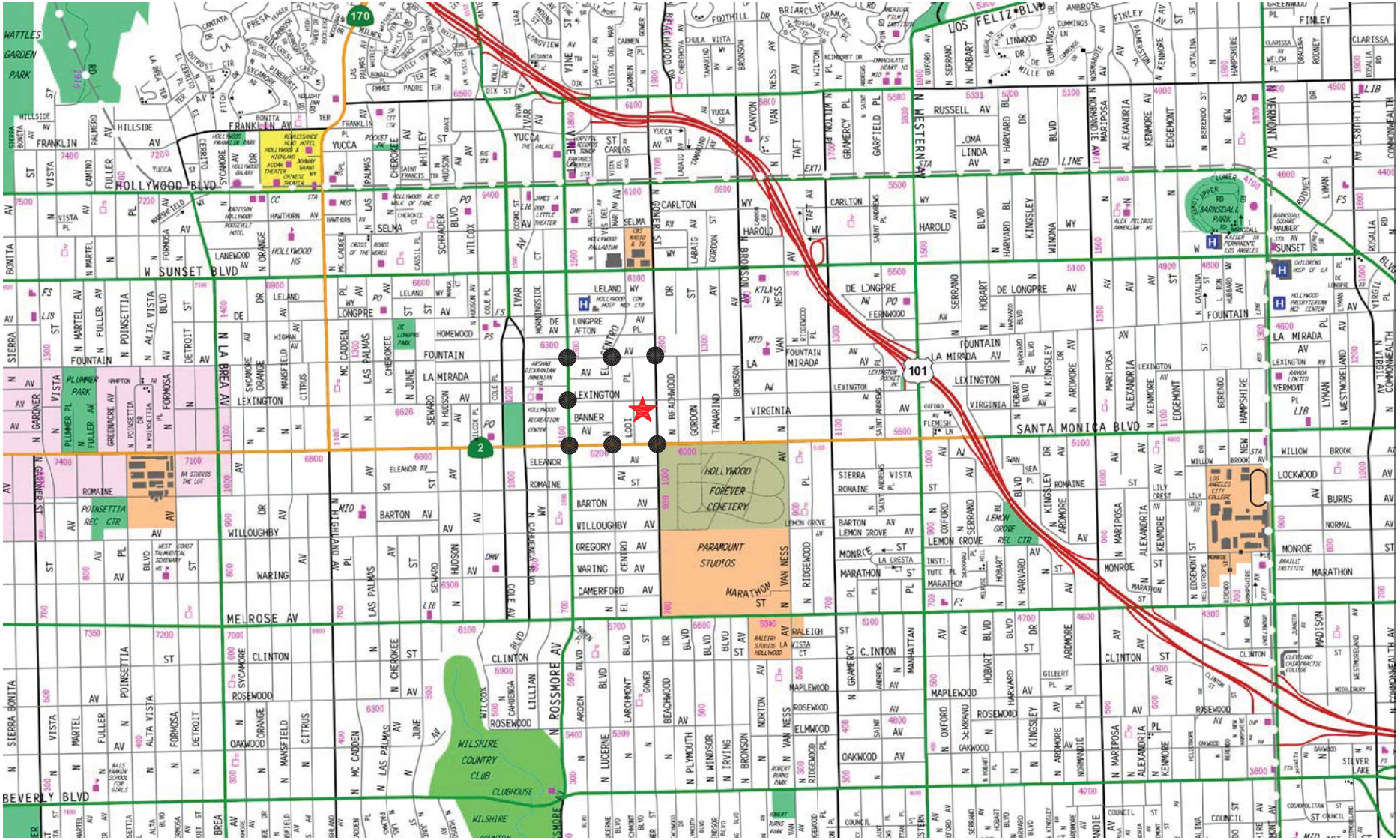
E-Mail:	look-jaeger@llgengineers.com	NasserAhmadi@gmail.com

Approved by:	Clare M. Look-Jaeger	04-24-2019	x	5/2/19
	Consultant's Representative	Date	LADOT Representative	Date

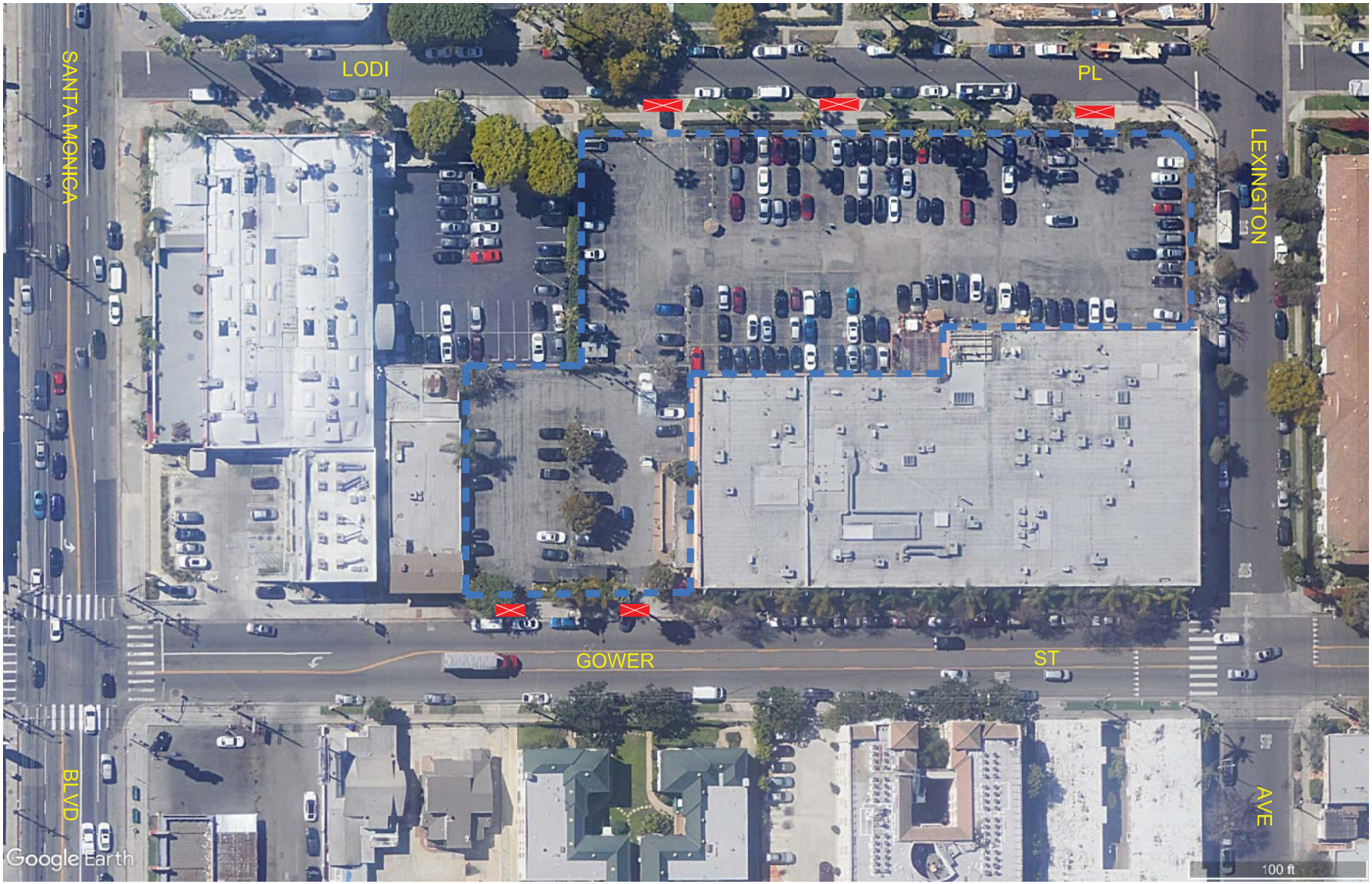


MAP SOURCE: RAND MCNALLY & COMPANY

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

1149 GOWER PROJECT



NOT TO SCALE

MAP SOURCE: GOOGLE EARTH

PROJECT SITE

EXISTING DRIVEWAY

FIGURE 2-1
AERIAL PHOTOGRAPH OF EXISTING PROJECT SITE

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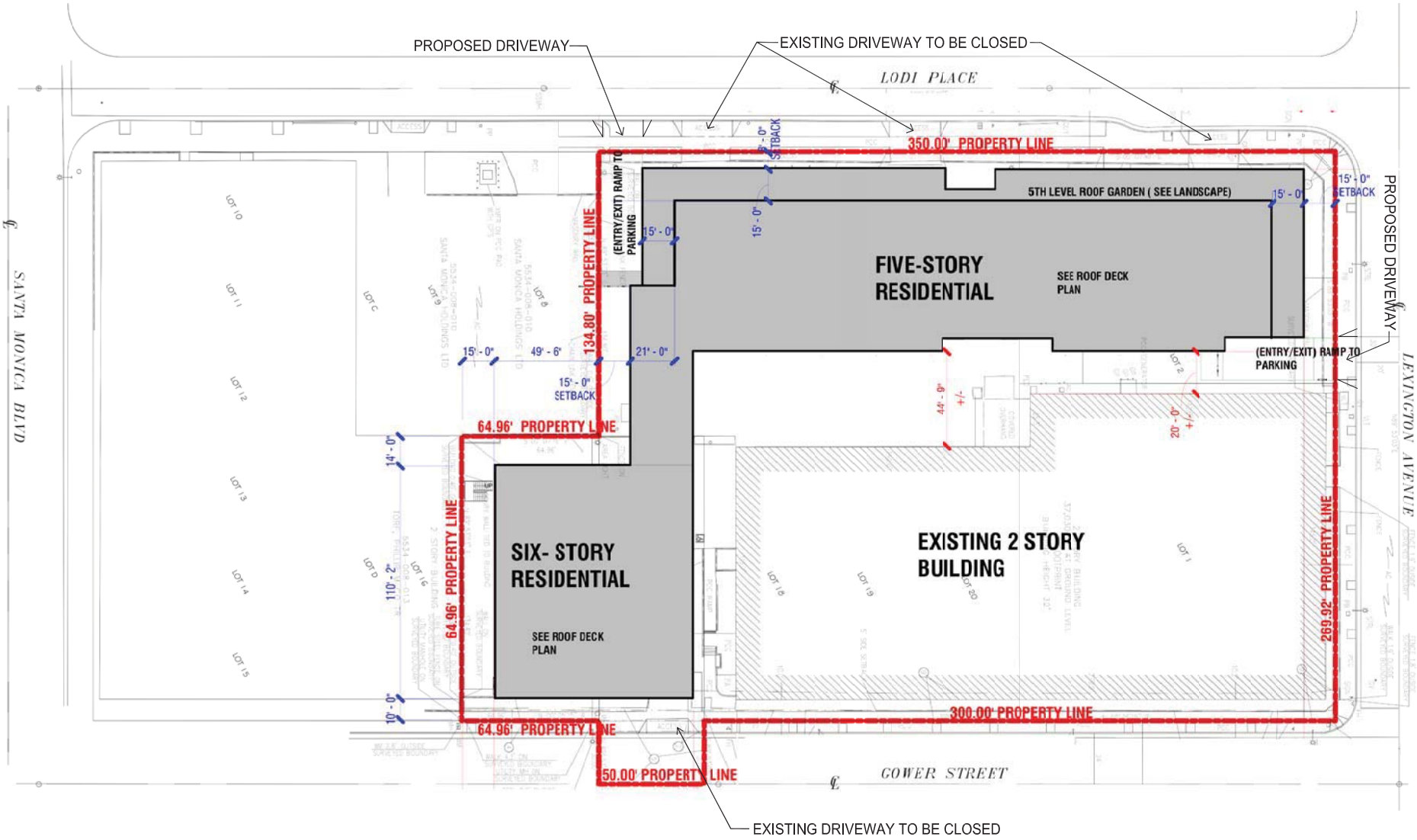
1149 GOWER PROJECT



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SOURCE: AHMADI

FIGURE 2-2
SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

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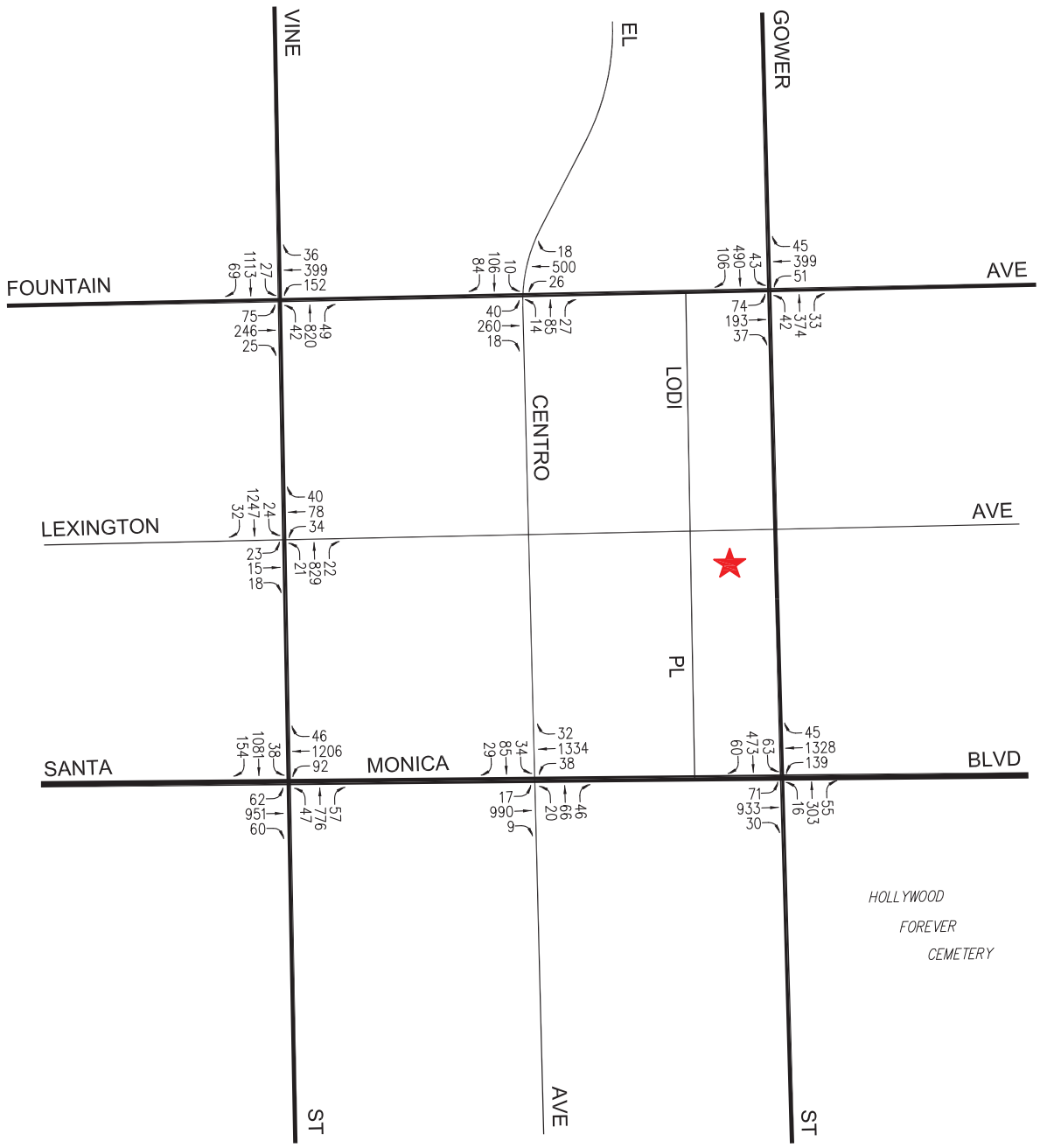

PROJECT SITE

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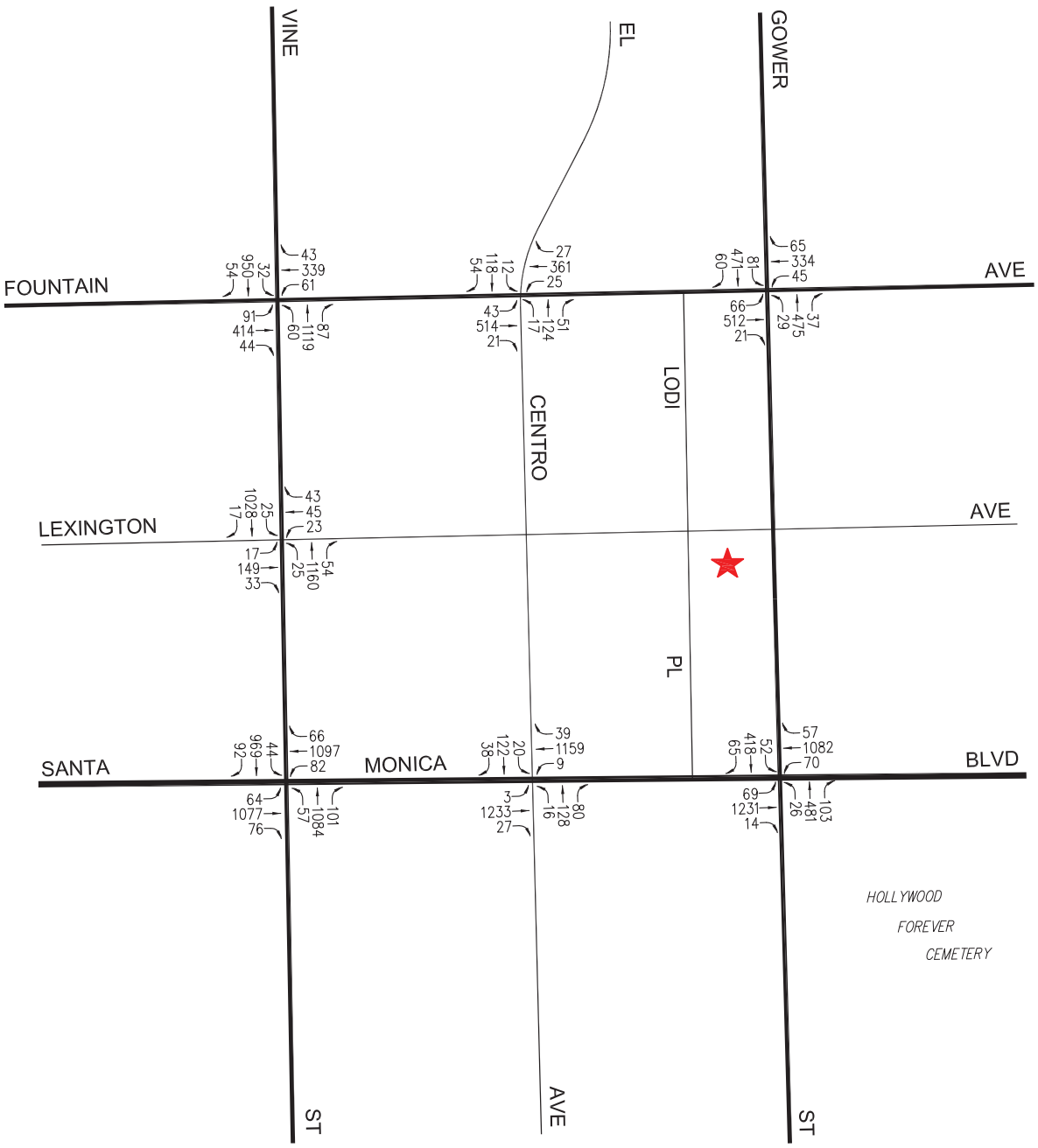
FIGURE 5-1
EXISTING TRAFFIC VOLUMES
AM PEAK HOUR
1149 GOWER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



PROJECT SITE

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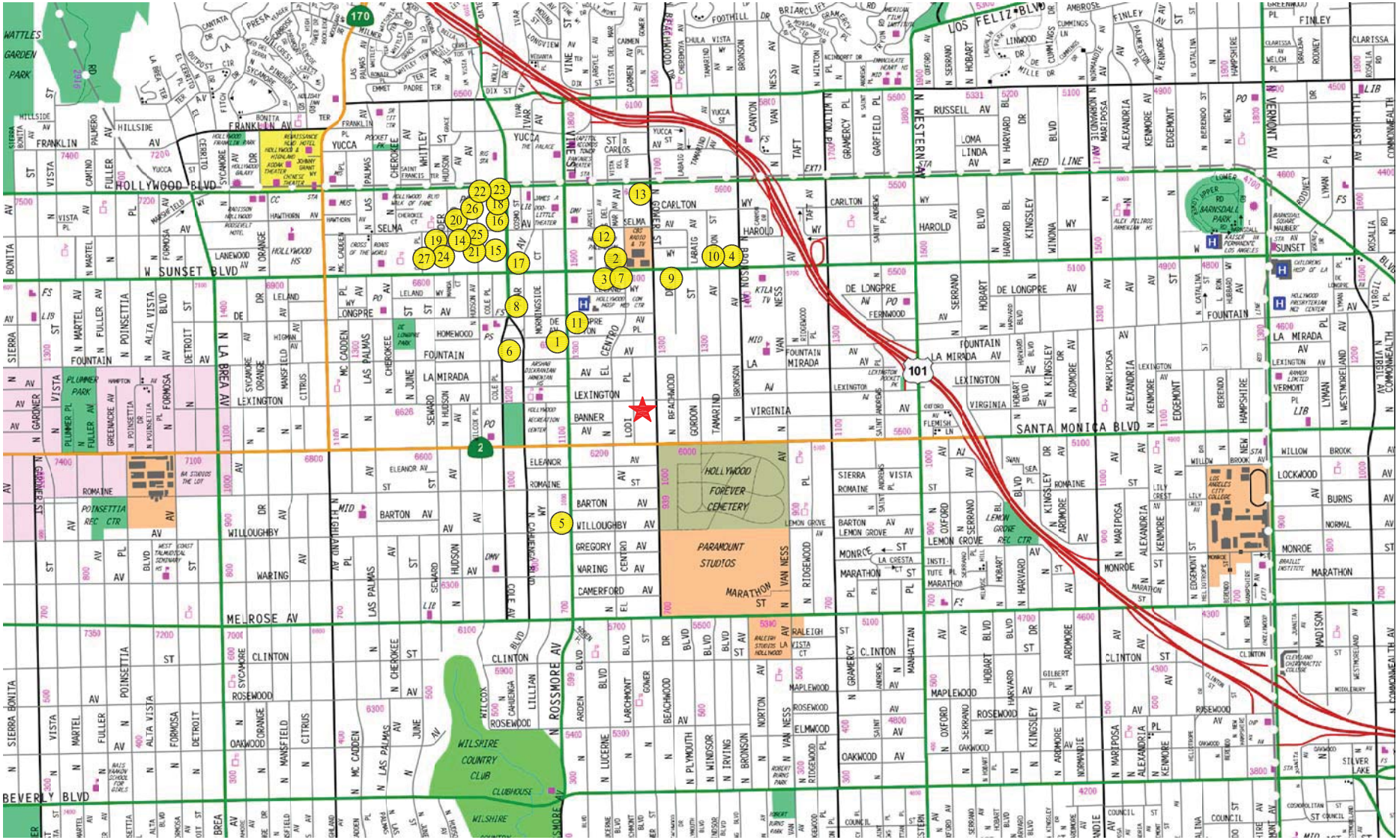
FIGURE 5-2
EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

1149 GOWER PROJECT



MAP SOURCE: RAND MCNALLY & COMPANY

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★ PROJECT SITE

FIGURE 6-1
LOCATION OF RELATED PROJECTS

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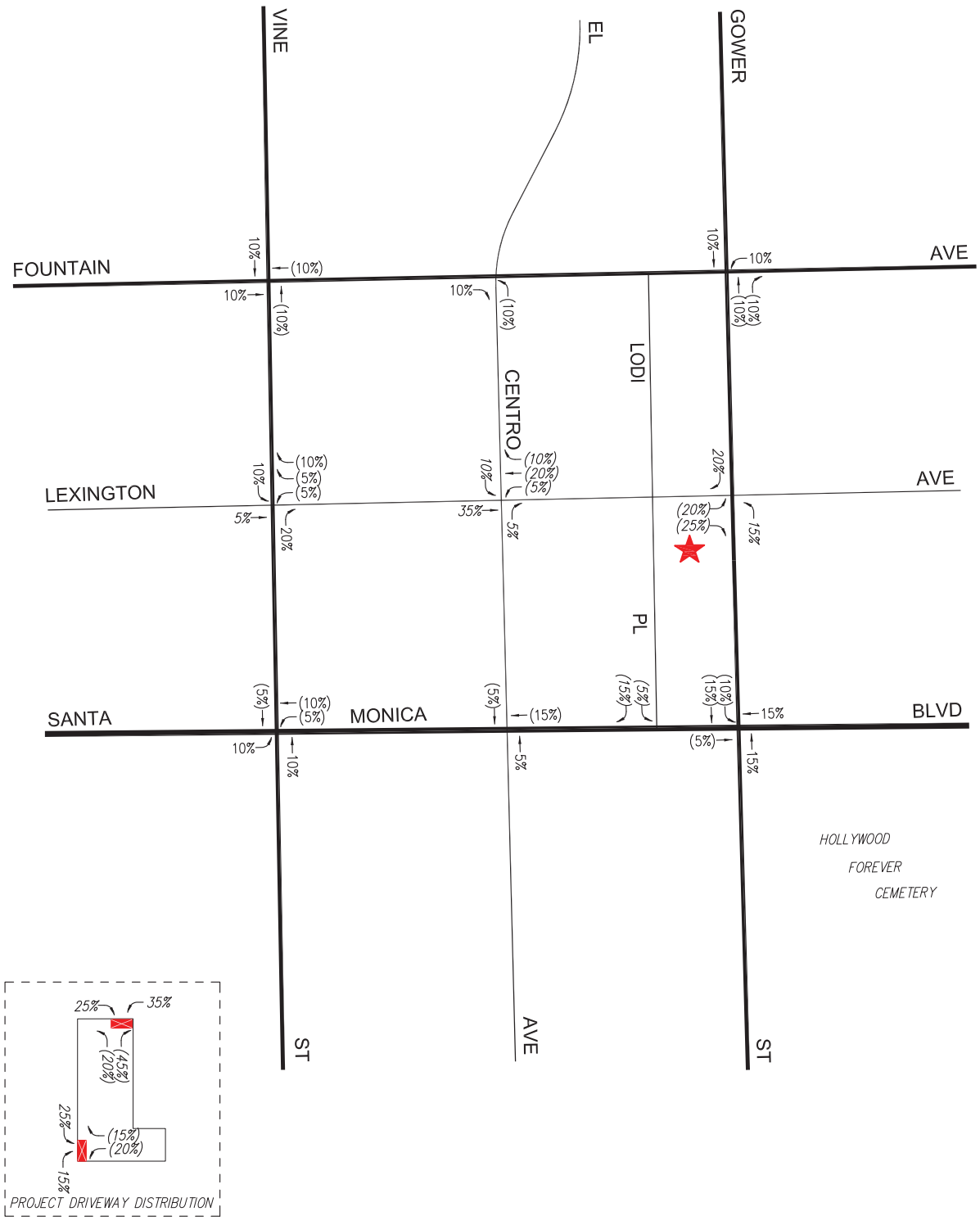
1149 GOWER PROJECT



NOT TO SCALE

PROJECT SITE

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

FIGURE 7-1
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

1149 GOWER PROJECT

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Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
1	Proposed	Academy of Motion Picture Arts and Sciences 1313 North Vine Street	Museum Storage	44,000 GSF 35,231 GSF	[2]	(79)	15	(2)	13	(62)	2	(60)
2	Proposed	Palladium Residences 6201 West Sunset Boulevard	Apartment/Condominium Hotel Restaurant Coffee Shop Retail	731 DU 250 Rooms 5,000 GSF 1,000 GSF 24,000 GLSF	[1]	4,913	128	228	356	234	169	403
3	Proposed	6230 West Sunset Boulevard	Apartment General Office Retail	200 DU 32,125 GSF 4,700 GLSF	[1]	1,473	52	80	132	71	50	121
4	Proposed	5901 West Sunset Boulevard	Retail General Office	26,000 GLSF 274,000 GSF	[1]	3,839	350	61	411	122	339	461
5	Proposed	901 North Vine Street	Apartment Restaurant	76 DU 3,000 GSF	[1]	(32)	4	26	30	(5)	1	(4)
6	Proposed	1310 North Cole Avenue	Apartment General Office	375 DU 2,500 GSF	[1]	224	24	6	30	7	23	30
7	Proposed	6200 West Sunset Boulevard	Apartment Quality Restaurant High-Turnover Restaurant Pharmacy	270 DU 2,500 GSF 7,500 GSF 2,500 GSF	[1]	1,778	26	97	123	100	35	135
8	Under Construction	1400 North Cahuenga Boulevard	Hotel Restaurant Lounge/Bar	220 Rooms 2,723 GSF 1,440 GSF	[1]	1,875	55	47	102	78	60	138
9	Proposed	Sunset Gower Studios 6050 West Sunset Boulevard	General Office	859,350 GSF	[1]	4,108	424	68	492	77	409	486
10	Under Construction	5939 West Sunset Boulevard	Apartment General Office Retail Quality Restaurant Coffee Shop	299 DU 38,440 GSF 2,495 GLSF 3,700 GSF 1,475 GSF	[1]	1,648	65	88	153	71	64	135
11	Proposed	1360 North Vine Street	Apartment Grocery Store Shopping Center High-Turnover Restaurant	429 DU 55,000 GSF 5,000 GLSF 8,988 GSF	[1]	4,455	61	128	189	180	98	278

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
12	Proposed	Modera Argyle 1546 North Argyle Avenue	Apartment Restaurant High-Turnover Restaurant Supermarket	276 DU 9,000 GSF 15,000 GSF 27,000 GSF	[1]	2,013	43	127	170	128	51	179
13	Proposed	6100 Hollywood Boulevard	Apartment Quality Restaurant	220 DU 3,270 GSF	[1]	1,439	24	76	100	86	46	132
14	Proposed	Wilcox and Selma Hotel Project 6422 Selma Avenue	Hotel Restaurant Bar	156 Rooms 4,305 GSF 2,135 GSF	[3]	1,541	46	36	82	64	49	113
15	Proposed	Cahuenga Boulevard Hotel 1525 North Cahuenga Boulevard	Hotel General Office Bar	64 Rooms 1,500 GSF 700 GSF	[1]	469	10	12	22	20	14	34
16	Proposed	Selma-Wilcox Hotel Mixed-Use 6421-6429 West Selma Avenue	Hotel Restaurant Rooftop Restaurant/Bar	114 Rooms 1,809 GSF 5,041 GSF	[4]	1,227	43	27	70	56	44	100
17	Proposed	Ivar Gardens Hotel 6409 West Sunset Boulevard	Hotel Retail	275 Rooms 1,900 GLSF	[5]	1,285	51	26	77	53	60	113
18	Proposed	1615 North Cahuenga Boulevard	Restaurant	10,270 GSF	[1]	294	2	1	3	17	7	24
19	Proposed	Selma Hotel 6516 Selma Avenue	Hotel	212 Rooms	[1]	2,241	71	50	121	105	84	189
20	Proposed	Schrader Hotel 1600 North Schrader Boulevard	Hotel Bar/Lounge Restaurant	198 Rooms 2,379 GSF 3,600 GSF	[1]	1,666	58	40	98	80	63	143
21	Under Construction	1541 North Wilcox Avenue	Hotel Restaurant Meeting Room	190 Rooms 4,463 GSF 1,382 GSF	[1]	2,085	76	57	133	82	75	157
22	Proposed	6436 West Hollywood Boulevard	Apartment Retail	220 DU 8,800 GLSF	[1]	1,486	22	78	100	85	52	137
23	Proposed	6400 West Hollywood Boulevard	Apartment High-Turnover Restaurant Quality Restaurant	200 DU 4,037 GSF 3,000 GSF	[1]	(59)	14	76	90	24	(26)	(2)
24	Proposed	1533 North Schrader Boulevard	Shelter	70 Beds	[1]	89	3	5	8	5	3	8

Table 6-1 (Continuted)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
25	Proposed	1545 North Wilcox Avenue	Restaurant General Office	14,800 GSF 16,100 GSF	[1]	2,341	26	50	76	128	47	175
26	Proposed	1637 North Wilcox Avenue	Apartment Retail	154 Rooms 6,586 GLSF	[1]	831	20	44	64	40	27	67
27	Proposed	1524 Cassil Place	Apartment Hotel High-Turnover Restaurant	138 DU 62 Rooms 1,400 GSF	[1]	1,240	32	46	78	56	41	97
TOTAL						44,390	1,745	1,578	3,323	1,902	1,887	3,789

[1] Source: City of Los Angeles Department of Transportation (LADOT) and Department of City Planning (LADCP), except as noted below. The peak hour traffic volumes were forecast on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th or 10th Editions, 2012 and 2017. For those related projects that LADOT provided trip data, the peak hour directional distribution data provided in the ITE "Trip Generation Manual" (10th Edition) were utilized.

[2] Trips are one-way traffic movements, entering or leaving.

[3] Source: "Wilcox and Selma Hotel Project" Transportation Impact Study Memorandum of Understanding prepared by LLG, dated March 20, 2019.

[4] Source: "Traffic Impact Analysis for Selma-Wilcox Hotel" prepared by Overland Traffic Consultants, Inc., dated May 2017.

[5] Source: "Ivar Gardens Hotel Project Traffic Impact Study" prepared by LLG, dated December 23, 2015.

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Affordable Housing - Family [3]	14 DU	57	3	4	7	3	2	5
Multi-Family Residential [4]	155 DU	843	15	41	56	41	27	68
- Less Transit Adjustment (15%) [5]		(126)	(2)	(6)	(8)	(6)	(4)	(10)
TOTAL		**774**	**16**	**39**	**55**	**38**	**25**	**63**

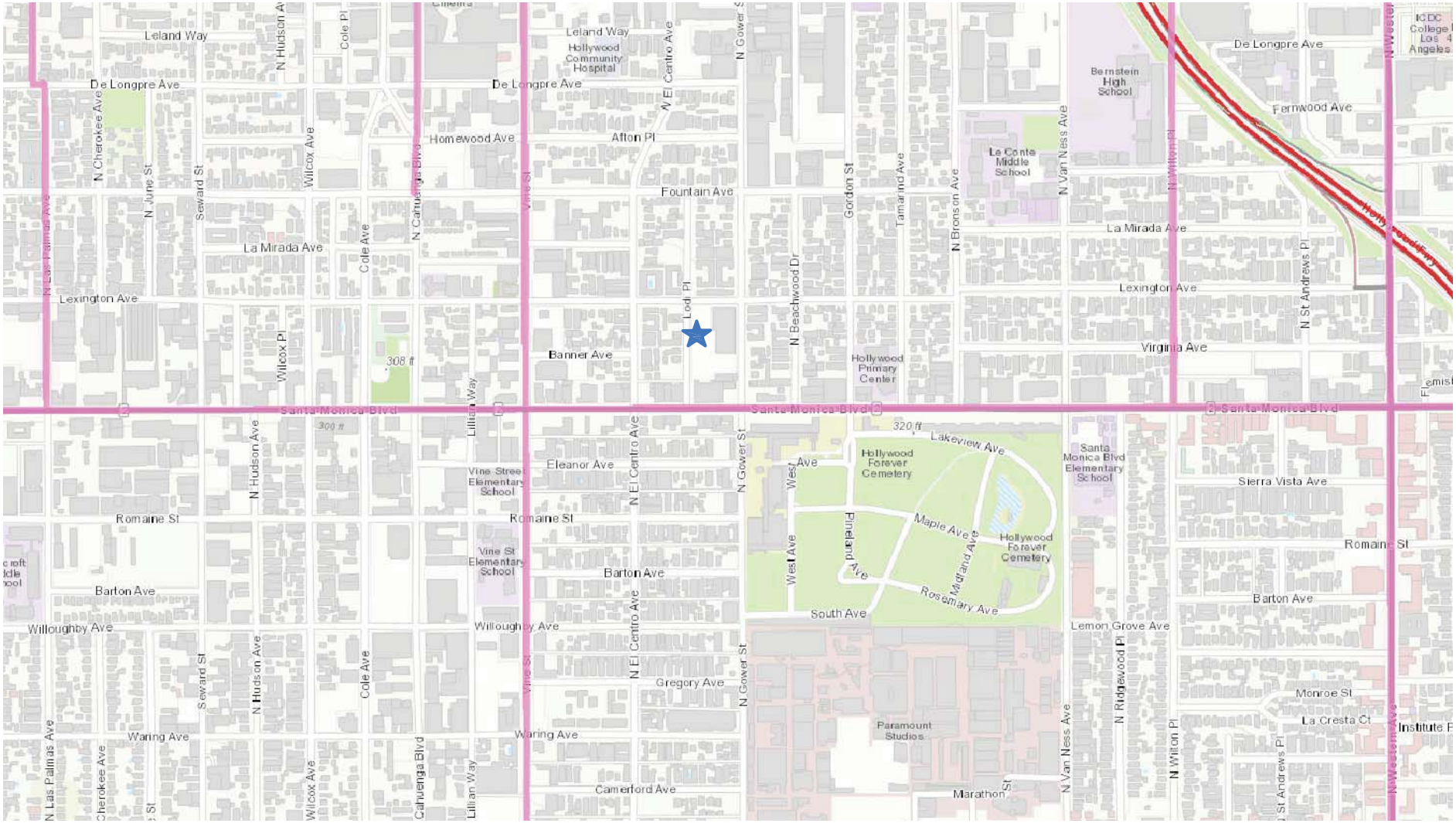
[1] Sources: City of Los Angeles Department of Transportation (LADOT), November 2016; and ITE "Trip Generation Manual,' 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] LADOT trip generation average rates for Family category type affordable housing.
- Daily Trip Rate: 4.08 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

[4] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise] - General Urban/Suburban) trip generation average rates.
- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling units; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling units; 61% inbound/39% outbound

[5] Transit and walk trip adjustments for the Hollywood area are based on site's proximity to Metro rail and bus transit opportunities.



N

NOT TO SCALE

MAP SOURCE: SWITRS, LADOT

PROJECT SITE

HIGH INJURY NETWORK

FIGURE 9-7
CITY OF LOS ANGELES HIGH INJURY NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

1149 GOWER PROJECT

o:\job_file\4333\dwg\f9-7.dwg LDP 09:46:27 03/26/2019 rodriquez

APPENDIX B

TRAFFIC COUNT DATA

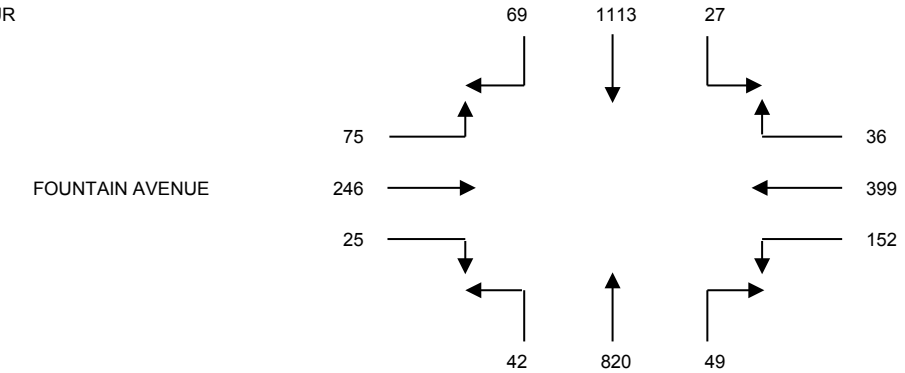
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 1149 GOWER STREET - HOLLYWOOD
DATE: WEDNESDAY, APRIL 03, 2019
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S VINE STREET
E/W FOUNTAIN AVENUE
FILE NUMBER: 1_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	9	260	5	6	51	13	6	139	2	7	14	4
0715-0730	10	268	6	5	65	20	3	120	7	4	21	6
0730-0745	11	293	2	9	81	28	5	123	8	8	31	7
0745-0800	19	296	3	10	93	35	4	132	7	6	38	10
0800-0815	21	266	6	6	82	33	7	182	9	3	45	8
0815-0830	20	291	3	8	89	28	11	174	13	8	53	11
0830-0845	20	254	8	5	84	23	10	180	13	4	67	15
0845-0900	20	265	4	7	81	39	7	206	10	4	65	19
0900-0915	16	296	8	10	107	40	11	215	12	7	59	21
0915-0930	19	299	6	7	100	36	16	219	12	8	61	19
0930-0945	14	253	9	12	111	37	15	180	8	6	61	16
0945-1000	21	230	4	12	86	35	13	214	13	7	52	21

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	49	1117	16	30	290	96	18	514	24	25	104	27	2310
0715-0815	61	1123	17	30	321	116	19	557	31	21	135	31	2462
0730-0830	71	1146	14	33	345	124	27	611	37	25	167	36	2636
0745-0845	80	1107	20	29	348	119	32	668	42	21	203	44	2713
0800-0900	81	1076	21	26	336	123	35	742	45	19	230	53	2787
0815-0915	76	1106	23	30	361	130	39	775	48	23	244	66	2921
0830-0930	75	1114	26	29	372	138	44	820	47	23	252	74	3014
0845-0945	69	1113	27	36	399	152	49	820	42	25	246	75	3053
0900-1000	70	1078	27	41	404	148	55	828	45	28	233	77	3034

A.M. PEAK HOUR
0845-0945



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: 1149 GOWER STREET - HOLLYWOOD

DATE: WEDNESDAY, APRIL 03, 2019

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: VINE STREET / FOUNTAIN AVENUE

FILE: 1AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	5	13	2	5
0715-0730	6	17	7	13
0730-0745	4	16	2	8
0745-0800	3	14	5	9
0800-0815	5	22	6	9
0815-0830	3	21	8	12
0830-0845	15	38	7	6
0845-0900	7	22	12	13
0900-0915	10	18	14	16
0915-0930	8	16	9	12
0930-0945	14	25	6	10
0945-1000	5	24	10	12

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	1	3
0715-0730	2	0	0	1
0730-0745	0	1	0	1
0745-0800	3	1	2	0
0800-0815	2	2	0	0
0815-0830	2	2	0	2
0830-0845	3	0	0	0
0845-0900	6	3	0	1
0900-0915	5	2	0	1
0915-0930	1	1	0	1
0930-0945	2	3	1	1
0945-1000	3	0	0	2

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	18	60	16	35	129
0715-0815	18	69	20	39	146
0730-0830	15	73	21	38	147
0745-0845	26	95	26	36	183
0800-0900	30	103	33	40	206
0815-0915	35	99	41	47	222
0830-0930	40	94	42	47	223
0845-0945	39	81	41	51	212
0900-1000	37	83	39	50	209

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	5	2	3	5	15
0715-0815	7	4	2	2	15
0730-0830	7	6	2	3	18
0745-0845	10	5	2	2	19
0800-0900	13	7	0	3	23
0815-0915	16	7	0	4	27
0830-0930	15	6	0	3	24
0845-0945	14	9	1	4	28
0900-1000	11	6	1	5	23

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

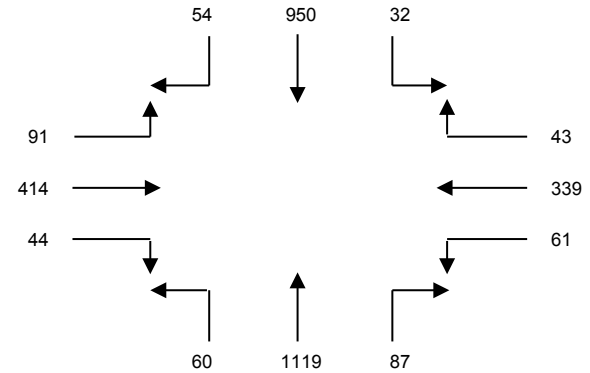
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 1149 GOWER STREET - HOLLYWOOD
DATE: WEDNESDAY, APRIL 03, 2019
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S VINE STREET
E/W FOUNTAIN AVENUE
FILE NUMBER: 1_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	12	161	9	9	61	25	20	233	13	7	72	16
0315-0330	15	214	13	8	79	20	21	276	12	11	82	22
0330-0345	10	229	12	11	79	26	24	299	13	9	97	20
0345-0400	12	256	10	10	74	20	23	262	19	11	116	29
0400-0415	8	266	12	11	62	14	18	233	14	14	116	27
0415-0430	9	250	10	11	70	15	17	271	11	10	103	28
0430-0445	8	227	8	7	96	10	20	309	15	12	95	21
0445-0500	11	234	6	10	80	16	27	275	13	15	105	22
0500-0515	17	232	7	12	75	15	21	262	18	10	110	22
0515-0530	18	257	11	14	88	20	19	273	14	7	104	26
0530-0545	19	235	11	13	85	16	18	250	17	8	126	23
0545-0600	16	220	9	10	76	21	18	272	13	11	109	33

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	49	860	44	38	293	91	88	1070	57	38	367	87	3082
0315-0415	45	965	47	40	294	80	86	1070	58	45	411	98	3239
0330-0430	39	1001	44	43	285	75	82	1065	57	44	432	104	3271
0345-0445	37	999	40	39	302	59	78	1075	59	47	430	105	3270
0400-0500	36	977	36	39	308	55	82	1088	53	51	419	98	3242
0415-0515	45	943	31	40	321	56	85	1117	57	47	413	93	3248
0430-0530	54	950	32	43	339	61	87	1119	60	44	414	91	3294
0445-0545	65	958	35	49	328	67	85	1060	62	40	445	93	3287
0500-0600	70	944	38	49	324	72	76	1057	62	36	449	104	3281

P.M. PEAK HOUR
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: 1149 GOWER STREET - HOLLYWOOD

DATE: WEDNESDAY, APRIL 03, 2019

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: VINE STREET / FOUNTAIN AVENUE

FILE: 1PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	7	44	17	18
0315-0330	10	30	17	19
0330-0345	12	41	10	18
0345-0400	11	29	18	33
0400-0415	6	20	21	27
0415-0430	12	32	16	18
0430-0445	5	28	26	15
0445-0500	6	30	29	22
0500-0515	9	32	21	29
0515-0530	4	31	12	31
0530-0545	10	23	19	18
0545-0600	16	48	14	22

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	5	2	5
0315-0330	2	4	1	2
0330-0345	1	2	4	2
0345-0400	0	0	2	2
0400-0415	1	4	2	2
0415-0430	4	5	2	4
0430-0445	0	1	3	2
0445-0500	0	4	1	0
0500-0515	1	7	3	5
0515-0530	0	3	4	1
0530-0545	4	0	3	1
0545-0600	2	2	3	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	40	144	62	88	334
0315-0415	39	120	66	97	322
0330-0430	41	122	65	96	324
0345-0445	34	109	81	93	317
0400-0500	29	110	92	82	313
0415-0515	32	122	92	84	330
0430-0530	24	121	88	97	330
0445-0545	29	116	81	100	326
0500-0600	39	134	66	100	339

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	3	11	9	11	34
0315-0415	4	10	9	8	31
0330-0430	6	11	10	10	37
0345-0445	5	10	9	10	34
0400-0500	5	14	8	8	35
0415-0515	5	17	9	11	42
0430-0530	1	15	11	8	35
0445-0545	5	14	11	7	37
0500-0600	7	12	13	8	40

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
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trafsolutn@aol.com

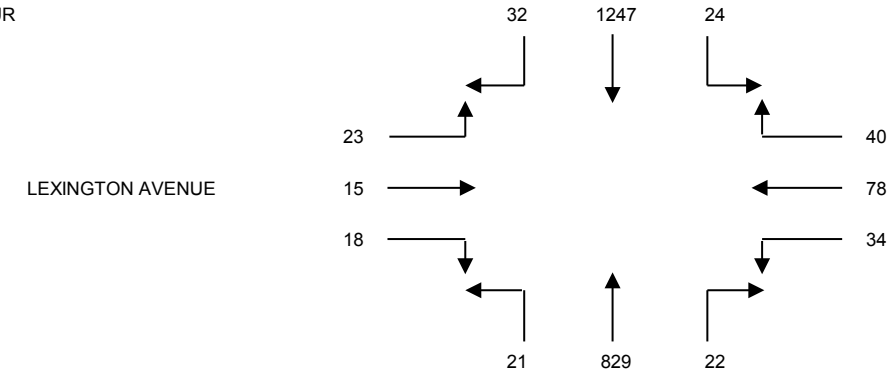
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 1149 GOWER STREET - HOLLYWOOD
DATE: WEDNESDAY, APRIL 03, 2019
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S VINE STREET
E/W LEXINGTON AVENUE
FILE NUMBER: 2_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	6	278	1	6	10	3	0	114	4	7	3	0
0715-0730	5	261	3	3	15	6	2	125	2	6	3	3
0730-0745	10	307	2	7	19	10	1	131	3	3	7	2
0745-0800	14	314	6	8	20	10	2	162	2	4	4	2
0800-0815	9	301	4	9	18	10	4	174	6	7	5	1
0815-0830	9	293	4	7	19	9	4	190	4	11	6	3
0830-0845	6	308	7	12	18	11	6	185	4	8	4	4
0845-0900	5	305	6	10	21	7	3	217	8	3	4	7
0900-0915	9	328	7	10	19	7	6	224	6	3	4	4
0915-0930	12	306	4	8	20	9	7	203	3	4	3	8
0930-0945	13	270	6	6	22	5	4	227	3	8	3	3
0945-1000	5	262	3	5	15	2	6	238	3	7	4	7

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	35	1160	12	24	64	29	5	532	11	20	17	7	1916
0715-0815	38	1183	15	27	72	36	9	592	13	20	19	8	2032
0730-0830	42	1215	16	31	76	39	11	657	15	25	22	8	2157
0745-0845	38	1216	21	36	75	40	16	711	16	30	19	10	2228
0800-0900	29	1207	21	38	76	37	17	766	22	29	19	15	2276
0815-0915	29	1234	24	39	77	34	19	816	22	25	18	18	2355
0830-0930	32	1247	24	40	78	34	22	829	21	18	15	23	2383
0845-0945	39	1209	23	34	82	28	20	871	20	18	14	22	2380
0900-1000	39	1166	20	29	76	23	23	892	15	22	14	22	2341

A.M. PEAK HOUR
0830-0930



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: 1149 GOWER STREET - HOLLYWOOD

DATE: WEDNESDAY, APRIL 03, 2019

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: VINE STREET / LEXINGTON AVENUE

FILE: 2AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	2	5	2	6
0715-0730	6	4	3	10
0730-0745	3	12	10	9
0745-0800	2	4	4	12
0800-0815	1	13	6	6
0815-0830	5	15	2	7
0830-0845	2	16	0	5
0845-0900	3	16	1	10
0900-0915	6	16	1	10
0915-0930	3	23	5	8
0930-0945	5	20	2	13
0945-1000	7	15	2	8

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	0	0
0715-0730	0	0	0	1
0730-0745	0	1	0	1
0745-0800	0	1	1	0
0800-0815	0	2	0	1
0815-0830	1	1	0	0
0830-0845	2	0	0	0
0845-0900	3	2	0	1
0900-0915	0	1	0	1
0915-0930	0	1	1	1
0930-0945	0	0	1	1
0945-1000	1	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	13	25	19	37	94
0715-0815	12	33	23	37	105
0730-0830	11	44	22	34	111
0745-0845	10	48	12	30	100
0800-0900	11	60	9	28	108
0815-0915	16	63	4	32	115
0830-0930	14	71	7	33	125
0845-0945	17	75	9	41	142
0900-1000	21	74	10	39	144

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	3	1	2	6
0715-0815	0	4	1	3	8
0730-0830	1	5	1	2	9
0745-0845	3	4	1	1	9
0800-0900	6	5	0	2	13
0815-0915	6	4	0	2	12
0830-0930	5	4	1	3	13
0845-0945	3	4	2	4	13
0900-1000	1	2	2	3	8

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

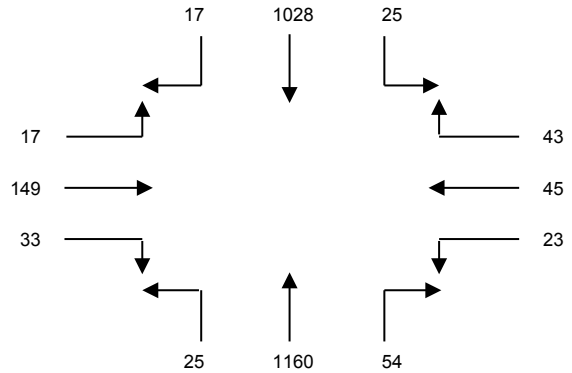
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 1149 GOWER STREET - HOLLYWOOD
DATE: WEDNESDAY, APRIL 03, 2019
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S VINE STREET
E/W LEXINGTON AVENUE
FILE NUMBER: 2_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	1	188	8	6	10	9	6	264	2	9	15	8
0315-0330	4	221	11	13	12	6	6	291	3	7	20	6
0330-0345	2	248	13	10	11	4	6	283	5	12	24	9
0345-0400	2	268	7	7	8	6	4	292	4	11	20	5
0400-0415	4	256	11	9	8	5	6	301	7	5	20	4
0415-0430	3	261	9	10	8	9	6	318	9	8	21	6
0430-0445	3	262	5	10	6	5	9	289	9	7	34	3
0445-0500	7	279	6	8	7	4	8	280	5	5	26	8
0500-0515	3	240	3	14	10	8	12	273	9	6	25	4
0515-0530	4	261	8	10	10	4	14	317	5	8	37	8
0530-0545	8	265	7	9	10	5	16	295	3	12	38	3
0545-0600	2	262	7	10	15	6	12	275	8	7	49	2

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	9	925	39	36	41	25	22	1130	14	39	79	28	2387
0315-0415	12	993	42	39	39	21	22	1167	19	35	84	24	2497
0330-0430	11	1033	40	36	35	24	22	1194	25	36	85	24	2565
0345-0445	12	1047	32	36	30	25	25	1200	29	31	95	18	2580
0400-0500	17	1058	31	37	29	23	29	1188	30	25	101	21	2589
0415-0515	16	1042	23	42	31	26	35	1160	32	26	106	21	2560
0430-0530	17	1042	22	42	33	21	43	1159	28	26	122	23	2578
0445-0545	22	1045	24	41	37	21	50	1165	22	31	126	23	2607
0500-0600	17	1028	25	43	45	23	54	1160	25	33	149	17	2619

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: 1149 GOWER STREET - HOLLYWOOD

DATE: WEDNESDAY, APRIL 03, 2019

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: VINE STREET / LEXINGTON AVENUE

FILE: 2PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	17	35	8	25
0315-0330	18	32	14	26
0330-0345	9	28	6	15
0345-0400	11	23	9	28
0400-0415	7	32	4	31
0415-0430	6	30	2	23
0430-0445	12	25	8	11
0445-0500	6	19	5	20
0500-0515	9	16	7	12
0515-0530	4	28	12	19
0530-0545	4	20	6	21
0545-0600	10	20	8	24

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	2	1	4
0315-0330	0	2	4	5
0330-0345	0	1	0	1
0345-0400	1	2	0	1
0400-0415	2	4	2	3
0415-0430	0	1	4	1
0430-0445	0	3	1	3
0445-0500	0	6	1	1
0500-0515	1	2	0	2
0515-0530	0	4	1	1
0530-0545	2	2	0	3
0545-0600	1	0	1	3

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	55	118	37	94	304
0315-0415	45	115	33	100	293
0330-0430	33	113	21	97	264
0345-0445	36	110	23	93	262
0400-0500	31	106	19	85	241
0415-0515	33	90	22	66	211
0430-0530	31	88	32	62	213
0445-0545	23	83	30	72	208
0500-0600	27	84	33	76	220

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	1	7	5	11	24
0315-0415	3	9	6	10	28
0330-0430	3	8	6	6	23
0345-0445	3	10	7	8	28
0400-0500	2	14	8	8	32
0415-0515	1	12	6	7	26
0430-0530	1	15	3	7	26
0445-0545	3	14	2	7	26
0500-0600	4	8	2	9	23

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

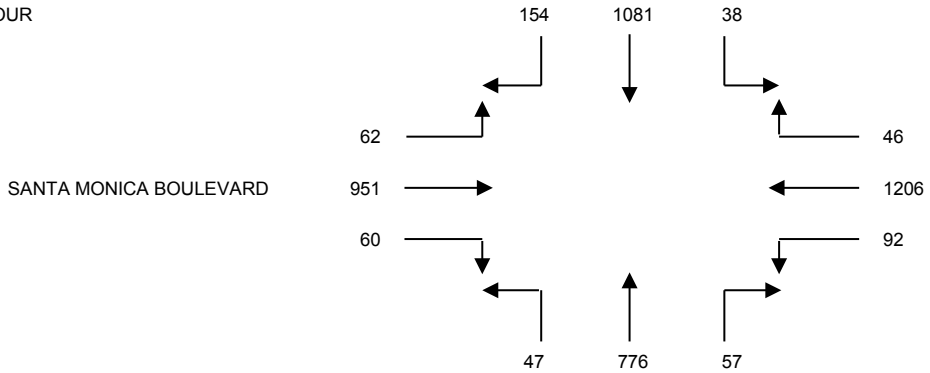
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 1149 GOWER STREET - HOLLYWOOD
DATE: THURSDAY, APRIL 04, 2019
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S VINE STREET
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 3_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	20	243	6	3	293	23	12	95	7	5	170	10
0715-0730	30	270	9	6	320	26	12	118	13	12	185	11
0730-0745	39	277	11	4	344	36	12	127	15	16	204	9
0745-0800	37	282	10	7	319	33	16	130	14	18	226	11
0800-0815	39	260	12	8	328	31	14	152	15	24	224	12
0815-0830	26	294	10	12	286	23	13	175	10	18	227	10
0830-0845	40	250	15	7	283	19	16	189	17	16	256	17
0845-0900	40	258	8	13	291	22	10	177	11	13	237	19
0900-0915	38	291	7	8	314	23	18	193	11	14	217	15
0915-0930	36	282	8	18	318	28	13	217	8	17	241	11
0930-0945	24	280	10	12	280	21	14	201	11	17	210	12
0945-1000	29	233	8	12	301	16	19	197	14	19	188	16

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	126	1072	36	20	1276	118	52	470	49	51	785	41	4096
0715-0815	145	1089	42	25	1311	126	54	527	57	70	839	43	4328
0730-0830	141	1113	43	31	1277	123	55	584	54	76	881	42	4420
0745-0845	142	1086	47	34	1216	106	59	646	56	76	933	50	4451
0800-0900	145	1062	45	40	1188	95	53	693	53	71	944	58	4447
0815-0915	144	1093	40	40	1174	87	57	734	49	61	937	61	4477
0830-0930	154	1081	38	46	1206	92	57	776	47	60	951	62	4570
0845-0945	138	1111	33	51	1203	94	55	788	41	61	905	57	4537
0900-1000	127	1086	33	50	1213	88	64	808	44	67	856	54	4490

A.M. PEAK HOUR
0830-0930



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: 1149 GOWER STREET - HOLLYWOOD

DATE: THURSDAY, APRIL 04, 2019

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: VINE STREET / SANTA MONICA BOULEVARD

FILE: 3AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	4	12	19	8
0715-0730	7	12	11	15
0730-0745	10	19	14	15
0745-0800	11	31	21	12
0800-0815	6	12	28	20
0815-0830	13	10	17	12
0830-0845	9	12	13	12
0845-0900	6	11	14	14
0900-0915	6	5	9	13
0915-0930	8	9	18	6
0930-0945	9	9	13	23
0945-1000	2	8	16	20

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	1	1
0715-0730	2	0	3	2
0730-0745	1	1	4	1
0745-0800	0	0	0	3
0800-0815	1	2	0	1
0815-0830	0	2	3	2
0830-0845	2	3	4	4
0845-0900	0	3	8	0
0900-0915	0	1	1	2
0915-0930	1	1	6	1
0930-0945	1	2	2	2
0945-1000	0	3	0	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	32	74	65	50	221
0715-0815	34	74	74	62	244
0730-0830	40	72	80	59	251
0745-0845	39	65	79	56	239
0800-0900	34	45	72	58	209
0815-0915	34	38	53	51	176
0830-0930	29	37	54	45	165
0845-0945	29	34	54	56	173
0900-1000	25	31	56	62	174

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	3	2	8	7	20
0715-0815	4	3	7	7	21
0730-0830	2	5	7	7	21
0745-0845	3	7	7	10	27
0800-0900	3	10	15	7	35
0815-0915	2	9	16	8	35
0830-0930	3	8	19	7	37
0845-0945	2	7	17	5	31
0900-1000	2	7	9	6	24

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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626.485.8048 PHONE
trafsolutn@aol.com

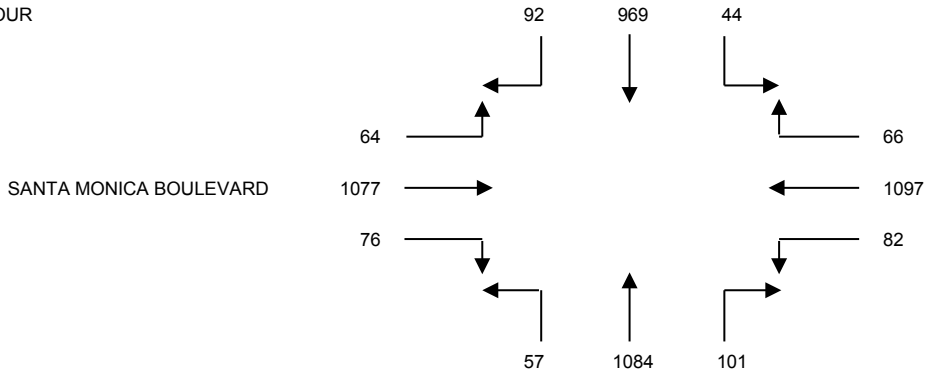
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 1149 GOWER STREET - HOLLYWOOD
DATE: THURSDAY, APRIL 04, 2019
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S VINE STREET
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 3_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	26	170	13	24	227	12	22	232	13	18	248	14
0315-0330	29	223	11	23	245	22	26	244	14	21	265	11
0330-0345	31	245	10	20	279	19	21	287	10	16	269	11
0345-0400	33	216	13	21	276	14	25	282	8	23	277	15
0400-0415	24	227	7	20	288	15	19	279	8	15	261	14
0415-0430	30	229	12	26	279	15	25	290	7	17	258	18
0430-0445	23	264	11	22	247	18	27	263	11	14	243	21
0445-0500	20	267	17	14	277	20	17	251	11	14	284	18
0500-0515	20	220	15	19	294	16	21	287	15	18	273	17
0515-0530	24	224	12	16	275	20	25	262	13	20	270	16
0530-0545	24	259	9	13	250	26	27	280	13	20	255	16
0545-0600	24	266	8	18	278	20	28	255	16	18	279	15

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	119	854	47	88	1027	67	94	1045	45	78	1059	51	4574
0315-0415	117	911	41	84	1088	70	91	1092	40	75	1072	51	4732
0330-0430	118	917	42	87	1122	63	90	1138	33	71	1065	58	4804
0345-0445	110	936	43	89	1090	62	96	1114	34	69	1039	68	4750
0400-0500	97	987	47	82	1091	68	88	1083	37	60	1046	71	4757
0415-0515	93	980	55	81	1097	69	90	1091	44	63	1058	74	4795
0430-0530	87	975	55	71	1093	74	90	1063	50	66	1070	72	4766
0445-0545	88	970	53	62	1096	82	90	1080	52	72	1082	67	4794
0500-0600	92	969	44	66	1097	82	101	1084	57	76	1077	64	4809

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: 1149 GOWER STREET - HOLLYWOOD

DATE: THURSDAY, APRIL 04, 2019

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: VINE STREET / SANTA MONICA BOULEVARD

FILE: 3PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	9	12	24	33
0315-0330	10	11	29	23
0330-0345	13	15	31	26
0345-0400	9	13	65	37
0400-0415	17	16	22	40
0415-0430	10	17	14	26
0430-0445	16	11	52	36
0445-0500	15	16	35	34
0500-0515	19	11	19	33
0515-0530	15	10	10	36
0530-0545	29	12	24	38
0545-0600	21	15	16	30

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	1	0	1	1
0315-0330	2	1	1	0
0330-0345	1	0	0	0
0345-0400	0	0	3	3
0400-0415	3	1	1	3
0415-0430	1	0	1	5
0430-0445	1	0	0	3
0445-0500	1	0	1	4
0500-0515	4	0	3	1
0515-0530	3	1	1	0
0530-0545	0	0	2	1
0545-0600	3	1	5	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	41	51	149	119	360
0315-0415	49	55	147	126	377
0330-0430	49	61	132	129	371
0345-0445	52	57	153	139	401
0400-0500	58	60	123	136	377
0415-0515	60	55	120	129	364
0430-0530	65	48	116	139	368
0445-0545	78	49	88	141	356
0500-0600	84	48	69	137	338

	1				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	4	1	5	4	14
0315-0415	6	2	5	6	19
0330-0430	5	1	5	11	22
0345-0445	5	1	5	14	25
0400-0500	6	1	3	15	25
0415-0515	7	0	5	13	25
0430-0530	9	1	5	8	23
0445-0545	8	1	7	6	22
0500-0600	10	2	11	3	26

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

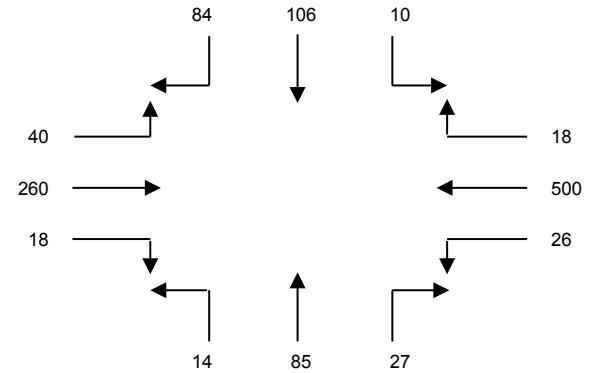
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 1149 GOWER STREET - HOLLYWOOD
DATE: WEDNESDAY, APRIL 03, 2019
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S EL CENTRO AVENUE
E/W FOUNTAIN AVENUE
FILE NUMBER: 4_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	2	4	0	1	75	4	2	3	1	1	22	0
0715-0730	3	6	1	3	92	5	1	7	0	3	28	3
0730-0745	8	11	1	2	98	7	2	6	1	1	37	2
0745-0800	18	17	2	4	102	5	7	5	3	0	46	2
0800-0815	14	24	2	2	110	5	3	11	5	1	52	3
0815-0830	15	20	2	5	103	6	6	17	3	3	61	4
0830-0845	10	26	1	2	92	3	11	14	3	3	60	8
0845-0900	18	20	3	2	115	5	8	18	4	4	74	8
0900-0915	23	29	2	6	123	9	6	15	2	8	56	10
0915-0930	24	25	3	5	135	4	6	26	6	4	69	10
0930-0945	19	32	2	5	127	8	7	26	2	2	61	12
0945-1000	10	27	3	6	108	5	3	15	4	3	70	7

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	31	38	4	10	367	21	12	21	5	5	133	7	654
0715-0815	43	58	6	11	402	22	13	29	9	5	163	10	771
0730-0830	55	72	7	13	413	23	18	39	12	5	196	11	864
0745-0845	57	87	7	13	407	19	27	47	14	7	219	17	921
0800-0900	57	90	8	11	420	19	28	60	15	11	247	23	989
0815-0915	66	95	8	15	433	23	31	64	12	18	251	30	1046
0830-0930	75	100	9	15	465	21	31	73	15	19	259	36	1118
0845-0945	84	106	10	18	500	26	27	85	14	18	260	40	1188
0900-1000	76	113	10	22	493	26	22	82	14	17	256	39	1170

A.M. PEAK HOUR
0845-0945



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: 1149 GOWER STREET - HOLLYWOOD

DATE: WEDNESDAY, APRIL 03, 2019

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: EL CENTRO AVENUE / FOUNTAIN AVENUE

FILE: 4AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	2	1	1	0
0715-0730	4	1	1	0
0730-0745	6	2	2	1
0745-0800	5	0	2	2
0800-0815	1	3	2	2
0815-0830	1	2	5	2
0830-0845	3	3	4	1
0845-0900	3	2	3	1
0900-0915	7	5	5	4
0915-0930	2	1	6	2
0930-0945	2	4	3	7
0945-1000	7	3	2	3

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	1	0
0715-0730	2	0	0	0
0730-0745	0	0	0	0
0745-0800	4	1	2	0
0800-0815	0	1	1	0
0815-0830	0	0	0	0
0830-0845	1	0	1	0
0845-0900	5	1	0	3
0900-0915	3	1	0	0
0915-0930	1	0	0	0
0930-0945	1	0	3	0
0945-1000	1	1	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	17	4	6	3	30
0715-0815	16	6	7	5	34
0730-0830	13	7	11	7	38
0745-0845	10	8	13	7	38
0800-0900	8	10	14	6	38
0815-0915	14	12	17	8	51
0830-0930	15	11	18	8	52
0845-0945	14	12	17	14	57
0900-1000	18	13	16	16	63

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	6	1	3	0	10
0715-0815	6	2	3	0	11
0730-0830	4	2	3	0	9
0745-0845	5	2	4	0	11
0800-0900	6	2	2	3	13
0815-0915	9	2	1	3	15
0830-0930	10	2	1	3	16
0845-0945	10	2	3	3	18
0900-1000	6	2	3	0	11

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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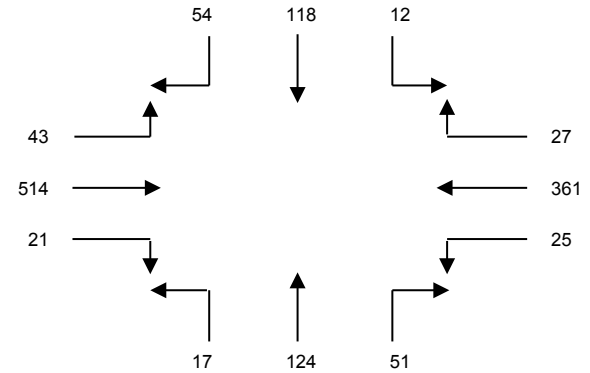
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 1149 GOWER STREET - HOLLYWOOD
DATE: WEDNESDAY, APRIL 03, 2019
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S EL CENTRO AVENUE
E/W FOUNTAIN AVENUE
FILE NUMBER: 4_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	15	17	6	3	87	2	7	16	2	2	79	10
0315-0330	19	17	5	4	81	3	8	21	4	2	106	10
0330-0345	14	22	4	7	92	2	10	27	2	3	107	19
0345-0400	15	29	6	8	86	5	12	33	3	4	121	21
0400-0415	17	35	7	4	94	3	9	22	3	7	115	20
0415-0430	11	23	7	4	85	6	10	27	4	4	113	18
0430-0445	16	21	11	7	81	6	7	23	9	4	101	14
0445-0500	13	24	6	6	81	5	13	31	7	5	117	18
0500-0515	15	28	3	4	98	5	11	36	3	6	123	14
0515-0530	16	24	4	9	90	10	10	37	5	3	128	10
0530-0545	11	37	2	7	86	5	14	27	4	7	139	9
0545-0600	12	29	3	7	87	5	16	24	5	5	124	10

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	63	85	21	22	346	12	37	97	11	11	413	60	1178
0315-0415	65	103	22	23	353	13	39	103	12	16	449	70	1268
0330-0430	57	109	24	23	357	16	41	109	12	18	456	78	1300
0345-0445	59	108	31	23	346	20	38	105	19	19	450	73	1291
0400-0500	57	103	31	21	341	20	39	103	23	20	446	70	1274
0415-0515	55	96	27	21	345	22	41	117	23	19	454	64	1284
0430-0530	60	97	24	26	350	26	41	127	24	18	469	56	1318
0445-0545	55	113	15	26	355	25	48	131	19	21	507	51	1366
0500-0600	54	118	12	27	361	25	51	124	17	21	514	43	1367

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: 1149 GOWER STREET - HOLLYWOOD

DATE: WEDNESDAY, APRIL 03, 2019

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: EL CENTRO AVENUE / FOUNTAIN AVENUE

FILE: 4PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	4	4	8	4
0315-0330	2	3	10	3
0330-0345	7	6	3	7
0345-0400	4	6	7	3
0400-0415	3	1	5	5
0415-0430	9	2	13	12
0430-0445	4	2	13	11
0445-0500	7	5	9	4
0500-0515	7	2	6	4
0515-0530	6	3	9	4
0530-0545	9	3	5	3
0545-0600	7	2	11	4

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	2	0	2	0
0315-0330	2	0	1	0
0330-0345	0	0	4	2
0345-0400	1	0	2	1
0400-0415	0	0	2	2
0415-0430	0	0	1	0
0430-0445	1	0	2	0
0445-0500	1	0	2	2
0500-0515	1	0	3	1
0515-0530	1	0	3	0
0530-0545	3	2	3	2
0545-0600	1	1	4	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	17	19	28	17	81
0315-0415	16	16	25	18	75
0330-0430	23	15	28	27	93
0345-0445	20	11	38	31	100
0400-0500	23	10	40	32	105
0415-0515	27	11	41	31	110
0430-0530	24	12	37	23	96
0445-0545	29	13	29	15	86
0500-0600	29	10	31	15	85

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	5	0	9	3	17
0315-0415	3	0	9	5	17
0330-0430	1	0	9	5	15
0345-0445	2	0	7	3	12
0400-0500	2	0	7	4	13
0415-0515	3	0	8	3	14
0430-0530	4	0	10	3	17
0445-0545	6	2	11	5	24
0500-0600	6	3	13	3	25

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

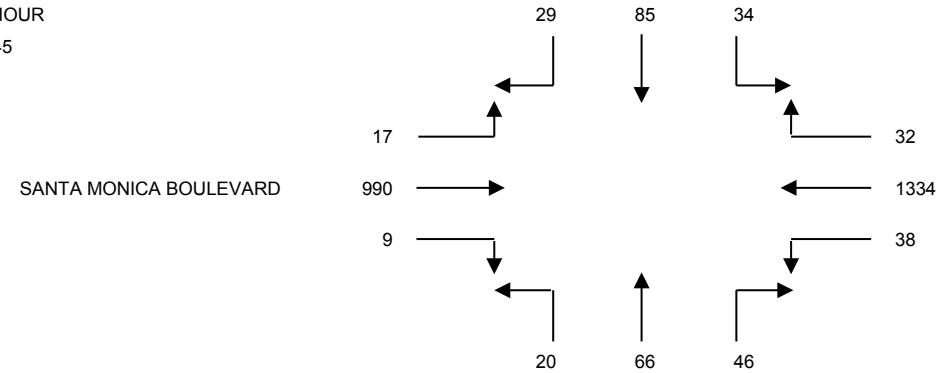
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 1149 GOWER STREET - HOLLYWOOD
DATE: THURSDAY, APRIL 04, 2019
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S EL CENTRO AVENUE
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 5_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	7	7	3	5	341	2	13	8	2	2	196	1
0715-0730	5	12	5	5	337	3	17	8	2	2	210	1
0730-0745	7	18	2	3	329	5	15	10	1	3	209	3
0745-0800	10	20	8	4	349	10	16	14	3	2	253	3
0800-0815	7	20	8	6	371	6	11	18	5	2	279	4
0815-0830	6	25	10	10	312	12	7	19	4	1	234	5
0830-0845	6	20	8	12	302	10	12	15	8	4	224	5
0845-0900	6	27	6	5	324	13	8	16	4	5	259	4
0900-0915	11	31	2	2	343	9	14	20	3	5	268	6
0915-0930	10	29	6	5	308	9	18	25	3	8	233	9
0930-0945	13	27	6	10	307	8	22	26	4	3	200	5
0945-1000	9	20	3	5	320	5	14	19	2	2	216	4

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	29	57	18	17	1356	20	61	40	8	9	868	8	2491
0715-0815	29	70	23	18	1386	24	59	50	11	9	951	11	2641
0730-0830	30	83	28	23	1361	33	49	61	13	8	975	15	2679
0745-0845	29	85	34	32	1334	38	46	66	20	9	990	17	2700
0800-0900	25	92	32	33	1309	41	38	68	21	12	996	18	2685
0815-0915	29	103	26	29	1281	44	41	70	19	15	985	20	2662
0830-0930	33	107	22	24	1277	41	52	76	18	22	984	24	2680
0845-0945	40	114	20	22	1282	39	62	87	14	21	960	24	2685
0900-1000	43	107	17	22	1278	31	68	90	12	18	917	24	2627

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: 1149 GOWER STREET - HOLLYWOOD

DATE: THURSDAY, APRIL 04, 2019

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: EL CENTRO AVENUE / SANTA MONICA BOULEVARD

FILE: 5AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	8	5	3	3
0715-0730	2	2	4	2
0730-0745	6	2	10	5
0745-0800	2	3	7	4
0800-0815	2	2	3	1
0815-0830	4	6	3	3
0830-0845	4	5	9	4
0845-0900	9	10	8	4
0900-0915	2	4	4	1
0915-0930	3	5	13	4
0930-0945	3	5	11	6
0945-1000	5	3	6	9

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	0	1	0
0715-0730	3	1	0	1
0730-0745	4	0	0	2
0745-0800	4	1	1	0
0800-0815	4	1	0	1
0815-0830	2	0	1	0
0830-0845	3	2	0	3
0845-0900	3	2	2	0
0900-0915	1	1	3	0
0915-0930	0	0	0	1
0930-0945	3	1	2	1
0945-1000	2	0	2	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	18	12	24	14	68
0715-0815	12	9	24	12	57
0730-0830	14	13	23	13	63
0745-0845	12	16	22	12	62
0800-0900	19	23	23	12	77
0815-0915	19	25	24	12	80
0830-0930	18	24	34	13	89
0845-0945	17	24	36	15	92
0900-1000	13	17	34	20	84

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	12	2	2	3	19
0715-0815	15	3	1	4	23
0730-0830	14	2	2	3	21
0745-0845	13	4	2	4	23
0800-0900	12	5	3	4	24
0815-0915	9	5	6	3	23
0830-0930	7	5	5	4	21
0845-0945	7	4	7	2	20
0900-1000	6	2	7	2	17

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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626.485.8048 PHONE
trafsolutn@aol.com

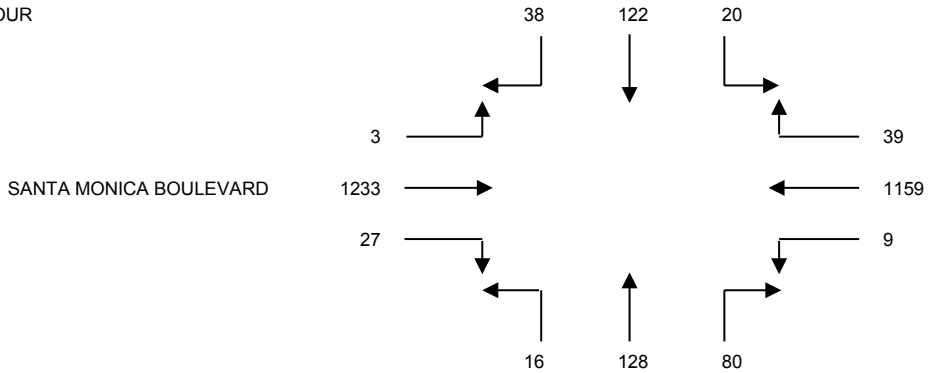
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 1149 GOWER STREET - HOLLYWOOD
DATE: THURSDAY, APRIL 04, 2019
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S EL CENTRO AVENUE
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 5_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	6	15	4	11	268	8	28	26	2	9	271	6
0315-0330	7	20	9	10	291	13	21	31	4	8	294	3
0330-0345	10	19	5	13	284	12	25	26	3	6	326	4
0345-0400	7	19	4	11	312	8	20	23	6	8	306	6
0400-0415	10	17	6	9	282	5	16	24	4	10	275	3
0415-0430	8	20	10	7	296	2	18	34	3	6	285	0
0430-0445	12	25	7	11	279	2	22	37	5	3	313	0
0445-0500	8	30	3	9	308	2	17	29	4	8	313	1
0500-0515	11	35	2	11	267	2	19	32	2	10	317	1
0515-0530	7	32	8	8	305	3	22	30	5	6	290	1
0530-0545	11	34	8	9	275	0	20	45	5	6	291	3
0545-0600	13	21	6	8	305	1	17	53	8	9	294	4

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	30	73	22	45	1155	41	94	106	15	31	1197	19	2828
0315-0415	34	75	24	43	1169	38	82	104	17	32	1201	16	2835
0330-0430	35	75	25	40	1174	27	79	107	16	30	1192	13	2813
0345-0445	37	81	27	38	1169	17	76	118	18	27	1179	9	2796
0400-0500	38	92	26	36	1165	11	73	124	16	27	1186	4	2798
0415-0515	39	110	22	38	1150	8	76	132	14	27	1228	2	2846
0430-0530	38	122	20	39	1159	9	80	128	16	27	1233	3	2874
0445-0545	37	131	21	37	1155	7	78	136	16	30	1211	6	2865
0500-0600	42	122	24	36	1152	6	78	160	20	31	1192	9	2872

P.M. PEAK HOUR
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: 1149 GOWER STREET - HOLLYWOOD

DATE: THURSDAY, APRIL 04, 2019

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: EL CENTRO AVENUE / SANTA MONICA BOULEVARD

FILE: 5PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	9	5	20	6
0315-0330	3	9	23	4
0330-0345	3	5	12	10
0345-0400	7	6	28	17
0400-0415	2	5	10	5
0415-0430	7	6	15	4
0430-0445	2	8	23	4
0445-0500	1	6	13	13
0500-0515	6	3	12	11
0515-0530	4	8	6	9
0530-0545	4	19	11	7
0545-0600	3	11	8	3

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	3	2	1	3
0315-0330	3	1	3	1
0330-0345	3	0	1	2
0345-0400	2	1	1	0
0400-0415	0	0	3	0
0415-0430	2	0	3	1
0430-0445	1	0	2	1
0445-0500	0	1	2	3
0500-0515	0	0	1	1
0515-0530	4	2	3	2
0530-0545	3	3	3	1
0545-0600	1	1	3	2

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	22	25	83	37	167
0315-0415	15	25	73	36	149
0330-0430	19	22	65	36	142
0345-0445	18	25	76	30	149
0400-0500	12	25	61	26	124
0415-0515	16	23	63	32	134
0430-0530	13	25	54	37	129
0445-0545	15	36	42	40	133
0500-0600	17	41	37	30	125

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	11	4	6	6	27
0315-0415	8	2	8	3	21
0330-0430	7	1	8	3	19
0345-0445	5	1	9	2	17
0400-0500	3	1	10	5	19
0415-0515	3	1	8	6	18
0430-0530	5	3	8	7	23
0445-0545	7	6	9	7	29
0500-0600	8	6	10	6	30

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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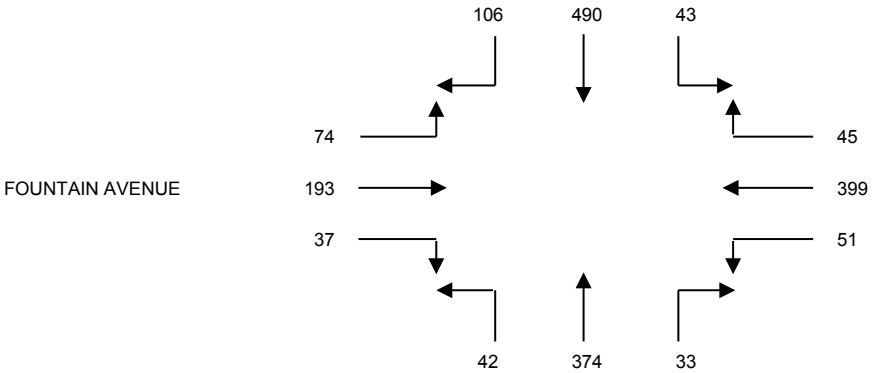
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 1149 GOWER STREET - HOLLYWOOD
DATE: WEDNESDAY, APRIL 03, 2019
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S GOWER STREET
E/W FOUNTAIN AVENUE
FILE NUMBER: 6_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	19	65	6	5	43	7	3	50	4	3	16	5
0715-0730	28	97	11	8	64	5	4	63	4	4	21	7
0730-0745	45	97	8	11	80	9	3	70	9	3	32	11
0745-0800	33	117	11	5	73	4	6	101	6	3	41	10
0800-0815	29	163	12	11	80	5	10	107	9	6	46	15
0815-0830	25	117	13	10	63	9	5	116	11	4	40	18
0830-0845	32	103	8	11	86	8	5	100	6	8	64	16
0845-0900	27	137	12	8	93	8	9	111	7	8	55	19
0900-0915	26	128	8	9	92	14	7	92	11	8	45	18
0915-0930	21	110	10	12	102	11	6	99	11	10	45	18
0930-0945	32	115	13	16	112	18	11	72	13	11	48	19
0945-1000	35	90	9	10	84	11	8	66	7	9	35	16

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	125	376	36	29	260	25	16	284	23	13	110	33	1330
0715-0815	135	474	42	35	297	23	23	341	28	16	140	43	1597
0730-0830	132	494	44	37	296	27	24	394	35	16	159	54	1712
0745-0845	119	500	44	37	302	26	26	424	32	21	191	59	1781
0800-0900	113	520	45	40	322	30	29	434	33	26	205	68	1865
0815-0915	110	485	41	38	334	39	26	419	35	28	204	71	1830
0830-0930	106	478	38	40	373	41	27	402	35	34	209	71	1854
0845-0945	106	490	43	45	399	51	33	374	42	37	193	74	1887
0900-1000	114	443	40	47	390	54	32	329	42	38	173	71	1773

A.M. PEAK HOUR
0845-0945



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: 1149 GOWER STREET - HOLLYWOOD

DATE: WEDNESDAY, APRIL 03, 2019

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: GOWER STREET / FOUNTAIN AVENUE

FILE: 6AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	5	3	4	2
0715-0730	8	6	4	1
0730-0745	9	10	3	4
0745-0800	3	5	8	7
0800-0815	5	7	5	8
0815-0830	5	6	11	6
0830-0845	8	3	5	7
0845-0900	3	8	10	4
0900-0915	2	3	3	5
0915-0930	7	5	5	5
0930-0945	5	9	4	6
0945-1000	2	6	9	3

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	0	0	1
0715-0730	3	0	0	2
0730-0745	1	0	3	1
0745-0800	2	0	0	2
0800-0815	0	1	0	1
0815-0830	3	1	1	0
0830-0845	4	0	0	0
0845-0900	4	0	0	1
0900-0915	4	0	1	0
0915-0930	1	2	0	1
0930-0945	5	0	1	0
0945-1000	3	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	25	24	19	14	82
0715-0815	25	28	20	20	93
0730-0830	22	28	27	25	102
0745-0845	21	21	29	28	99
0800-0900	21	24	31	25	101
0815-0915	18	20	29	22	89
0830-0930	20	19	23	21	83
0845-0945	17	25	22	20	84
0900-1000	16	23	21	19	79

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	7	0	3	6	16
0715-0815	6	1	3	6	16
0730-0830	6	2	4	4	16
0745-0845	9	2	1	3	15
0800-0900	11	2	1	2	16
0815-0915	15	1	2	1	19
0830-0930	13	2	1	2	18
0845-0945	14	2	2	2	20
0900-1000	13	2	2	1	18

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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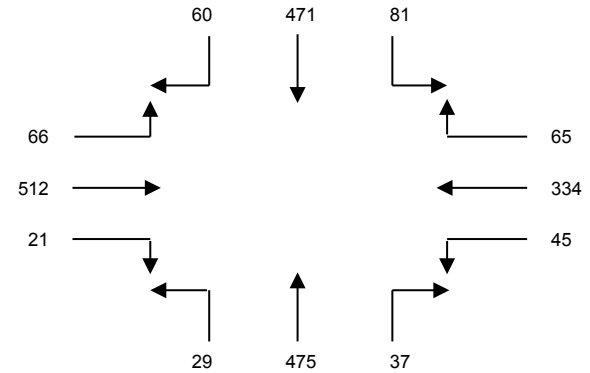
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 1149 GOWER STREET - HOLLYWOOD
DATE: WEDNESDAY, APRIL 03, 2019
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S GOWER STREET
E/W FOUNTAIN AVENUE
FILE NUMBER: 6_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	16	79	16	8	57	6	11	81	10	5	70	15
0315-0330	15	82	27	12	60	12	12	72	13	9	81	21
0330-0345	19	96	20	12	69	9	8	82	10	6	125	16
0345-0400	18	105	21	14	73	6	4	119	6	7	114	22
0400-0415	11	96	21	10	63	5	7	115	8	12	114	19
0415-0430	14	114	15	10	61	8	6	113	6	7	101	15
0430-0445	11	119	22	15	64	11	10	120	7	8	121	23
0445-0500	7	104	20	14	72	7	6	120	10	6	108	15
0500-0515	10	139	20	19	92	10	5	121	9	3	113	18
0515-0530	16	114	24	15	88	12	10	128	6	5	124	19
0530-0545	18	115	19	16	84	10	9	114	6	8	153	19
0545-0600	16	103	18	15	70	13	13	112	8	5	122	10

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	68	362	84	46	259	33	35	354	39	27	390	74	1771
0315-0415	63	379	89	48	265	32	31	388	37	34	434	78	1878
0330-0430	62	411	77	46	266	28	25	429	30	32	454	72	1932
0345-0445	54	434	79	49	261	30	27	467	27	34	450	79	1991
0400-0500	43	433	78	49	260	31	29	468	31	33	444	72	1971
0415-0515	42	476	77	58	289	36	27	474	32	24	443	71	2049
0430-0530	44	476	86	63	316	40	31	489	32	22	466	75	2140
0445-0545	51	472	83	64	336	39	30	483	31	22	498	71	2180
0500-0600	60	471	81	65	334	45	37	475	29	21	512	66	2196

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

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.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: 1149 GOWER STREET - HOLLYWOOD

DATE: WEDNESDAY, APRIL 03, 2019

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: GOWER STREET / FOUNTAIN AVENUE

FILE: 6PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	5	6	6	6
0315-0330	6	3	8	8
0330-0345	7	12	4	4
0345-0400	9	12	8	9
0400-0415	8	6	9	10
0415-0430	6	8	9	6
0430-0445	5	5	7	5
0445-0500	5	6	2	6
0500-0515	6	11	4	12
0515-0530	4	7	7	6
0530-0545	7	9	7	12
0545-0600	7	6	8	13

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	2	1	0
0315-0330	1	0	1	1
0330-0345	1	0	1	1
0345-0400	1	3	2	1
0400-0415	0	0	0	1
0415-0430	1	2	0	2
0430-0445	0	1	1	1
0445-0500	2	0	0	4
0500-0515	2	1	1	2
0515-0530	1	1	2	3
0530-0545	3	1	2	3
0545-0600	2	0	1	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	27	33	26	27	113
0315-0415	30	33	29	31	123
0330-0430	30	38	30	29	127
0345-0445	28	31	33	30	122
0400-0500	24	25	27	27	103
0415-0515	22	30	22	29	103
0430-0530	20	29	20	29	98
0445-0545	22	33	20	36	111
0500-0600	24	33	26	43	126

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	3	5	5	3	16
0315-0415	3	3	4	4	14
0330-0430	3	5	3	5	16
0345-0445	2	6	3	5	16
0400-0500	3	3	1	8	15
0415-0515	5	4	2	9	20
0430-0530	5	3	4	10	22
0445-0545	8	3	5	12	28
0500-0600	8	3	6	9	26

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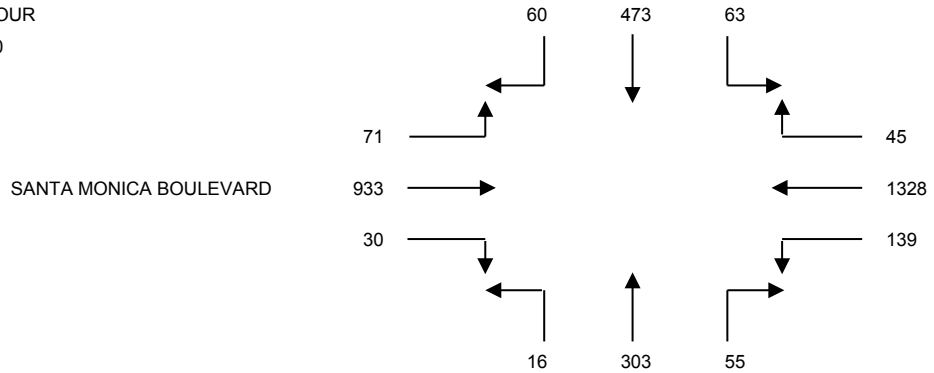
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 1149 GOWER STREET - HOLLYWOOD
DATE: THURSDAY, APRIL 04, 2019
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S GOWER STREET
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 7_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	9	53	8	7	341	13	18	27	0	8	166	12
0715-0730	19	79	11	10	350	24	15	40	4	6	201	12
0730-0745	18	101	11	10	344	30	10	52	6	4	237	16
0745-0800	13	105	12	10	322	37	11	65	2	5	239	16
0800-0815	17	100	16	17	305	30	19	70	3	3	244	18
0815-0830	12	126	17	10	337	34	14	65	5	6	230	17
0830-0845	12	116	17	7	349	40	11	72	3	12	237	16
0845-0900	19	131	13	11	337	35	11	96	5	9	222	20
0900-0915	15	110	14	19	291	29	13	77	3	11	228	21
0915-0930	10	104	9	15	320	43	20	78	1	7	234	15
0930-0945	17	95	11	10	299	31	14	93	3	10	224	14
0945-1000	14	88	12	12	343	48	12	67	1	6	228	18

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	59	338	42	37	1357	104	54	184	12	23	843	56	3109
0715-0815	67	385	50	47	1321	121	55	227	15	18	921	62	3289
0730-0830	60	432	56	47	1308	131	54	252	16	18	950	67	3391
0745-0845	54	447	62	44	1313	141	55	272	13	26	950	67	3444
0800-0900	60	473	63	45	1328	139	55	303	16	30	933	71	3516
0815-0915	58	483	61	47	1314	138	49	310	16	38	917	74	3505
0830-0930	56	461	53	52	1297	147	55	323	12	39	921	72	3488
0845-0945	61	440	47	55	1247	138	58	344	12	37	908	70	3417
0900-1000	56	397	46	56	1253	151	59	315	8	34	914	68	3357

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
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FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: 1149 GOWER STREET - HOLLYWOOD

DATE: THURSDAY, APRIL 04, 2019

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: GOWER STREET / SANTA MONICA BOULEVARD

FILE: 7AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	6	1	2	4
0715-0730	6	4	5	5
0730-0745	3	5	3	4
0745-0800	7	9	5	3
0800-0815	7	8	9	3
0815-0830	2	9	3	1
0830-0845	4	2	1	2
0845-0900	7	5	5	1
0900-0915	3	8	4	4
0915-0930	1	6	3	1
0930-0945	2	5	9	0
0945-1000	4	9	8	2

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	2	0	1	0
0715-0730	1	0	2	0
0730-0745	2	1	6	0
0745-0800	0	2	2	0
0800-0815	1	1	2	1
0815-0830	1	0	4	0
0830-0845	1	0	3	0
0845-0900	1	0	7	0
0900-0915	2	1	3	0
0915-0930	1	2	1	0
0930-0945	4	1	4	0
0945-1000	0	0	0	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	22	19	15	16	72
0715-0815	23	26	22	15	86
0730-0830	19	31	20	11	81
0745-0845	20	28	18	9	75
0800-0900	20	24	18	7	69
0815-0915	16	24	13	8	61
0830-0930	15	21	13	8	57
0845-0945	13	24	21	6	64
0900-1000	10	28	24	7	69

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	5	3	11	0	19
0715-0815	4	4	12	1	21
0730-0830	4	4	14	1	23
0745-0845	3	3	11	1	18
0800-0900	4	1	16	1	22
0815-0915	5	1	17	0	23
0830-0930	5	3	14	0	22
0845-0945	8	4	15	0	27
0900-1000	7	4	8	1	20

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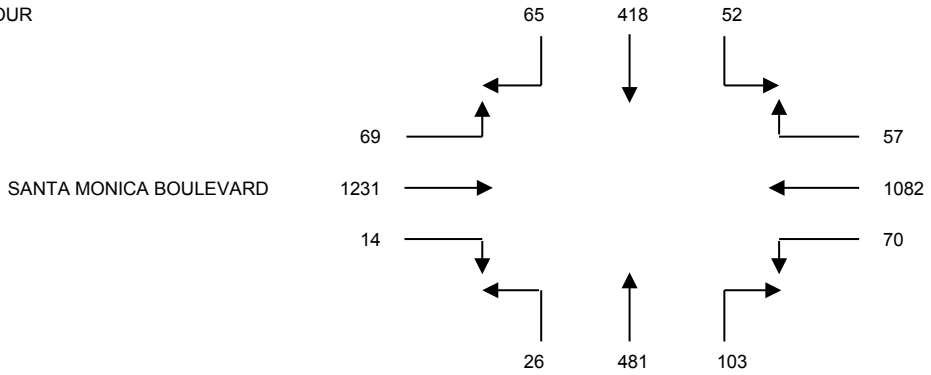
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 1149 GOWER STREET - HOLLYWOOD
DATE: THURSDAY, APRIL 04, 2019
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S GOWER STREET
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 7_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	18	70	14	12	293	15	25	81	3	12	276	12
0315-0330	14	96	17	17	282	18	20	100	5	6	298	19
0330-0345	17	90	16	18	269	13	28	102	5	11	307	18
0345-0400	15	84	16	11	283	15	39	99	5	11	312	10
0400-0415	11	70	15	11	296	24	27	96	10	6	274	15
0415-0430	9	94	21	17	284	23	27	110	7	4	281	20
0430-0445	13	118	15	16	256	20	25	127	5	5	298	20
0445-0500	12	90	12	16	278	16	23	115	9	3	303	17
0500-0515	17	93	14	15	282	15	25	121	6	2	316	19
0515-0530	23	117	11	10	266	19	30	118	6	4	314	13
0530-0545	21	93	9	9	237	17	26	121	9	8	312	18
0545-0600	19	96	9	11	294	19	16	110	7	4	300	22

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	64	340	63	58	1127	61	112	382	18	40	1193	59	3517
0315-0415	57	340	64	57	1130	70	114	397	25	34	1191	62	3541
0330-0430	52	338	68	57	1132	75	121	407	27	32	1174	63	3546
0345-0445	48	366	67	55	1119	82	118	432	27	26	1165	65	3570
0400-0500	45	372	63	60	1114	83	102	448	31	18	1156	72	3564
0415-0515	51	395	62	64	1100	74	100	473	27	14	1198	76	3634
0430-0530	65	418	52	57	1082	70	103	481	26	14	1231	69	3668
0445-0545	73	393	46	50	1063	67	104	475	30	17	1245	67	3630
0500-0600	80	399	43	45	1079	70	97	470	28	18	1242	72	3643

P.M. PEAK HOUR
0430-0530



DATA PROVIDED BY:

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329 DIAMOND STREET
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: 1149 GOWER STREET - HOLLYWOOD

DATE: THURSDAY, APRIL 04, 2019

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: GOWER STREET / SANTA MONICA BOULEVARD

FILE: 7PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	12	15	26	4
0315-0330	15	6	10	10
0330-0345	11	10	17	6
0345-0400	10	5	7	6
0400-0415	17	2	4	6
0415-0430	7	4	11	3
0430-0445	18	9	11	2
0445-0500	9	7	3	4
0500-0515	13	13	2	3
0515-0530	9	9	9	1
0530-0545	15	5	3	0
0545-0600	10	2	3	2

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	2	0	3	0
0315-0330	2	2	2	1
0330-0345	1	1	1	0
0345-0400	4	1	4	0
0400-0415	3	1	1	0
0415-0430	3	2	4	1
0430-0445	4	1	2	2
0445-0500	4	1	0	0
0500-0515	8	0	2	1
0515-0530	5	1	0	0
0530-0545	2	0	1	0
0545-0600	2	0	2	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	48	36	60	26	170
0315-0415	53	23	38	28	142
0330-0430	45	21	39	21	126
0345-0445	52	20	33	17	122
0400-0500	51	22	29	15	117
0415-0515	47	33	27	12	119
0430-0530	49	38	25	10	122
0445-0545	46	34	17	8	105
0500-0600	47	29	17	6	99

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	9	4	10	1	24
0315-0415	10	5	8	1	24
0330-0430	11	5	10	1	27
0345-0445	14	5	11	3	33
0400-0500	14	5	7	3	29
0415-0515	19	4	8	4	35
0430-0530	21	3	4	3	31
0445-0545	19	2	3	1	25
0500-0600	17	1	5	1	24

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APPENDIX C

PROPOSED PROJECT:
CMA AND LEVELS OF SERVICE EXPLANATION
CMA DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Critical Movement Analysis Characteristics

Level of Service	Load Factor	Equivalent CMA
A (free flow)	0.0	0.00 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (force flow)	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine Street	Year of Count:	2019	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	4/29/2019
1	East-West Street:	Fountain Avenue	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	1149 Gower Project/1-19-4333-1

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	**42**	0	42	**42**	4	49	1	**49**	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	820	1	435	4	824	437	90	960	1	506	4	964	1	508	0	964	1	508
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	0	52	0	52	0	52	0	52	0	52	0	52
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	27	1	27	0	27	27	6	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	1113	1	**591**	2	1115	**592**	75	1256	1	**668**	2	1258	1	**669**	0	1258	1	**669**
	Through-Right		1							1				1				1	
	Right	69	0	69	0	69	69	6	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	75	1	**75**	0	75	**75**	4	84	1	**84**	0	84	1	**84**	0	84	1	**84**
	Left-Through		0							0				0				0	
	Through	246	0	271	2	248	273	56	317	0	347	2	319	0	349	0	319	0	349
	Through-Right		1							1				1				1	
	Right	25	0	0	0	25	0	3	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	152	1	152	0	152	152	0	161	1	161	0	161	1	161	0	161	1	161
	Left-Through		0							0				0				0	
	Through	399	0	**435**	4	403	**439**	24	448	0	**490**	4	452	0	**494**	0	452	0	**494**
	Through-Right		1							1				1				1	
	Right	36	0	0	0	36	0	4	42	0	0	0	42	0	0	0	42	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		633	*North-South:*		634	*North-South:*			717	*North-South:*			718	*North-South:*			718
		East-West:		510	*East-West:*		514	*East-West:*			574	*East-West:*			578	*East-West:*			578
		SUM:		1143	*SUM:*		1148	*SUM:*			1291	*SUM:*			1296	*SUM:*			1296
VOLUME/CAPACITY *(V/C)* RATIO:				0.762			0.765				0.861				0.864				0.864
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.662**			**0.665**				**0.761**				**0.764**				**0.764**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine Street	Year of Count:	2019	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	4/29/2019
1	East-West Street:	Fountain Avenue	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	1149 Gower Project/1-19-4333-1

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	60	1	60	0	60	60	4	68	1	68	0	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	1119	1	**603**	3	1122	**605**	89	1277	1	**685**	3	1280	1	**686**	0	1280	1	**686**
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	0	92	0	92	0	92	0	92	0	92	0	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	32	1	**32**	0	32	**32**	5	39	1	**39**	0	39	1	**39**	0	39	1	**39**
	Left-Through		0							0				0				0	
	Through	950	1	502	4	954	504	94	1102	1	582	4	1106	1	584	0	1106	1	584
	Through-Right		1							1				1				1	
	Right	54	0	54	0	54	54	5	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	91	1	91	0	91	91	6	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	414	0	**458**	4	418	**462**	29	468	0	**519**	4	472	0	**523**	0	472	0	**523**
	Through-Right		1							1				1				1	
	Right	44	0	0	0	44	0	4	51	0	0	0	51	0	0	0	51	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	61	1	**61**	0	61	**61**	0	65	1	**65**	0	65	1	**65**	0	65	1	**65**
	Left-Through		0							0				0				0	
	Through	339	0	382	3	342	385	61	421	0	473	3	424	0	476	0	424	0	476
	Through-Right		1							1				1				1	
	Right	43	0	0	0	43	0	6	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		635	*North-South:*		637	*North-South:*			724	*North-South:*			725	*North-South:*			725
		East-West:		519	*East-West:*		523	*East-West:*			584	*East-West:*			588	*East-West:*			588
		SUM:		1154	*SUM:*		1160	*SUM:*			1308	*SUM:*			1313	*SUM:*			1313
	VOLUME/CAPACITY (V/C) RATIO:			0.769			0.773				0.872				0.875				0.875
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.669**			**0.673**				**0.772**				**0.775**				**0.775**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 — $\Delta v/c$ after mitigation: 0.003

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine Street	Year of Count:	2019	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	4/29/2019
2	East-West Street:	Lexington Avenue	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	1149 Gower Project/1-19-4333-1

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	**21**	0	21	**21**	0	22	1	**22**	0	22	1	**22**	0	22	1	**22**
	Left-Through		0							0				0				0	
	Through	829	1	426	0	829	427	94	974	1	499	0	974	1	500	0	974	1	500
	Through-Right		1							1				1				1	
	Right	22	0	22	3	25	25	0	23	0	23	3	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	24	1	24	2	26	26	0	25	1	25	2	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	1247	1	**640**	0	1247	**640**	78	1402	1	**718**	0	1402	1	**718**	0	1402	1	**718**
	Through-Right		1							1				1				1	
	Right	32	0	32	0	32	32	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	23	0	**23**	0	23	**23**	0	24	0	**24**	0	24	0	**24**	0	24	0	**24**
	Left-Through		0							0				0				0	
	Through	15	0	56	1	16	57	0	16	0	59	1	17	0	60	0	17	0	60
	Through-Right		0							0				0				0	
	Right	18	0	0	0	18	0	0	19	0	0	0	19	0	0	0	19	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	34	0	34	2	36	36	0	36	0	36	2	38	0	38	0	38	0	38
	Left-Through		0							0				0				0	
	Through	78	0	**152**	2	80	**160**	0	83	0	**161**	2	85	0	**169**	0	85	0	**169**
	Through-Right		0							0				0				0	
	Right	40	0	0	4	44	0	0	42	0	0	4	46	0	0	0	46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		661	*North-South:*		661	*North-South:*			740	*North-South:*			740	*North-South:*			740
		East-West:		175	*East-West:*		183	*East-West:*			185	*East-West:*			193	*East-West:*			193
		SUM:		836	*SUM:*		844	*SUM:*			925	*SUM:*			933	*SUM:*			933
VOLUME/CAPACITY *(V/C)* RATIO:				0.557			0.563				0.617				0.622				0.622
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.457**			**0.463**				**0.517**				**0.522**				**0.522**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine Street	Year of Count:	2019	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	4/29/2019
2	East-West Street:	Lexington Avenue	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	1149 Gower Project/1-19-4333-1

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	25	25	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	1160	1	**607**	0	1160	**611**	93	1324	1	**691**	0	1324	1	**695**	0	1324	1	**695**
	Through-Right		1							1				1				1	
	Right	54	0	54	8	62	62	0	57	0	57	8	65	0	65	0	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	25	1	**25**	4	29	**29**	0	27	1	**27**	4	31	1	**31**	0	31	1	**31**
	Left-Through		0							0				0				0	
	Through	1028	1	523	0	1028	523	98	1189	1	604	0	1189	1	604	0	1189	1	604
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	149	0	**199**	2	151	**201**	0	158	0	**211**	2	160	0	**213**	0	160	0	**213**
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	23	0	**23**	1	24	**24**	0	24	0	**24**	1	25	0	**25**	0	25	0	**25**
	Left-Through		0							0				0				0	
	Through	45	0	111	1	46	116	0	48	0	118	1	49	0	123	0	49	0	123
	Through-Right		0							0				0				0	
	Right	43	0	0	3	46	0	0	46	0	0	3	49	0	0	0	49	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		632	*North-South:*		640	*North-South:*			718	*North-South:*			726	*North-South:*			726
		East-West:		222	*East-West:*		225	*East-West:*			235	*East-West:*			238	*East-West:*			238
		SUM:		854	*SUM:*		865	*SUM:*			953	*SUM:*			964	*SUM:*			964
VOLUME/CAPACITY (V/C) RATIO:				0.569			0.577				0.635				0.643				0.643
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.469**			**0.477**				**0.535**				**0.543**				**0.543**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.008 — $\Delta v/c$ after mitigation: 0.008

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine Street	Year of Count:	2019	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	4/30/2019
3	East-West Street:	Santa Monica Boulevard	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	1149 Gower Project/1-19-4333-1

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	**47**	0	47	**47**	3	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	776	2	388	2	778	389	83	907	2	454	2	909	2	455	0	909	2	455
	Through-Right		0							0				0				0	
	Right	57	1	11	0	57	10	4	65	1	16	0	65	1	15	0	65	1	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	38	1	38	0	38	38	13	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	1081	1	**618**	2	1083	**619**	59	1207	1	**688**	2	1209	1	**689**	0	1209	1	**689**
	Through-Right		1							1				1				1	
	Right	154	0	154	0	154	154	6	169	0	169	0	169	0	169	0	169	0	169
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	62	1	**62**	2	64	**64**	4	70	1	**70**	2	72	1	**72**	0	72	1	**72**
	Left-Through		0							0				0				0	
	Through	951	1	506	0	951	506	29	1039	1	552	0	1039	1	552	0	1039	1	552
	Through-Right		1							1				1				1	
	Right	60	0	60	0	60	60	0	64	0	64	0	64	0	64	0	64	0	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	92	1	92	2	94	94	1	99	1	99	2	101	1	101	0	101	1	101
	Left-Through		0							0				0				0	
	Through	1206	1	**626**	4	1210	**628**	35	1315	1	**686**	4	1319	1	**688**	0	1319	1	**688**
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	8	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		665	*North-South:*		666	*North-South:*			741	*North-South:*			742	*North-South:*			742
		East-West:		688	*East-West:*		692	*East-West:*			756	*East-West:*			760	*East-West:*			760
		SUM:		1353	*SUM:*		1358	*SUM:*			1497	*SUM:*			1502	*SUM:*			1502
VOLUME/CAPACITY *(V/C)* RATIO:				0.902			0.905				0.998				1.001				1.001
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.802**			**0.805**				**0.898**				**0.901**				**0.901**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine Street	Year of Count:	2019	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	4/30/2019
3	East-West Street:	Santa Monica Boulevard	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	1149 Gower Project/1-19-4333-1

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	57	**57**	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	1084	2	542	4	1088	544	75	1226	2	**613**	4	1230	2	**615**	0	1230	2	**615**
	Through-Right		0							0				0				0	
	Right	101	1	60	0	101	60	0	107	1	64	0	107	1	63	0	107	1	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	44	1	44	0	44	44	10	57	1	**57**	0	57	1	**57**	0	57	1	**57**
	Left-Through		0							0				0				0	
	Through	969	1	**531**	1	970	**531**	84	1113	1	608	1	1114	1	609	0	1114	1	609
	Through-Right		1							1				1				1	
	Right	92	0	92	0	92	92	5	103	0	103	0	103	0	103	0	103	0	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	64	1	64	4	68	68	6	74	1	74	4	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	1077	1	**577**	0	1077	**577**	49	1192	1	**637**	0	1192	1	**637**	0	1192	1	**637**
	Through-Right		1							1				1				1	
	Right	76	0	76	0	76	76	0	81	0	81	0	81	0	81	0	81	0	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	82	1	**82**	1	83	**83**	0	87	1	**87**	1	88	1	**88**	0	88	1	**88**
	Left-Through		0							0				0				0	
	Through	1097	1	582	3	1100	583	36	1200	1	641	3	1203	1	643	0	1203	1	643
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	12	82	0	82	0	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		588	*North-South:*		588	*North-South:*			670	*North-South:*			672	*North-South:*			672
		East-West:		659	*East-West:*		660	*East-West:*			724	*East-West:*			725	*East-West:*			725
		SUM:		1247	*SUM:*		1248	*SUM:*			1394	*SUM:*			1397	*SUM:*			1397
VOLUME/CAPACITY (V/C) RATIO:				0.831			0.832				0.929				0.931				0.931
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.731**			**0.732**				**0.829**				**0.831**				**0.831**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — $\Delta v/c$ after mitigation: 0.002

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	El Centro Avenue	Year of Count:	2019	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	4/29/2019
4	East-West Street:	Fountain Avenue	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	1149 Gower Project/1-19-4333-1

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	14	0	**14**	4	18	**18**	0	15	0	**15**	4	19	0	**19**	0	19	0	**19**
	Left-Through		0							0				0				0	
	Through	85	0	126	0	85	130	5	95	0	139	0	95	0	143	0	95	0	143
	Through-Right		0							0				0				0	
	Right	27	0	0	0	27	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	11	0	11	0	11	0	11	0	11	0	11
	Left-Through		0							0				0				0	
	Through	106	0	**200**	0	106	**200**	13	126	0	**226**	0	126	0	**226**	0	126	0	**226**
	Through-Right		0							0				0				0	
	Right	84	0	0	0	84	0	0	89	0	0	0	89	0	0	0	89	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	40	0	**40**	0	40	**40**	0	42	0	**42**	0	42	0	**42**	0	42	0	**42**
	Left-Through		0							0				0				0	
	Through	260	0	318	0	260	320	62	338	0	399	0	338	0	401	0	338	0	401
	Through-Right		0							0				0				0	
	Right	18	0	0	2	20	0	0	19	0	0	2	21	0	0	0	21	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	26	0	26	0	26	26	0	28	0	28	0	28	0	28	0	28	0	28
	Left-Through		0							0				0				0	
	Through	500	0	**544**	0	500	**544**	28	559	0	**606**	0	559	0	**606**	0	559	0	**606**
	Through-Right		0							0				0				0	
	Right	18	0	0	0	18	0	0	19	0	0	0	19	0	0	0	19	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		214	*North-South:*		218	*North-South:*			241	*North-South:*			245	*North-South:*			245
		East-West:		584	*East-West:*		584	*East-West:*			648	*East-West:*			648	*East-West:*			648
		SUM:		798	*SUM:*		802	*SUM:*			889	*SUM:*			893	*SUM:*			893
	VOLUME/CAPACITY *(V/C)* RATIO:			0.532			0.535				0.593				0.595				0.595
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.432**			**0.435**				**0.493**				**0.495**				**0.495**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	El Centro Avenue	Year of Count:	2019	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	4/29/2019
4	East-West Street:	Fountain Avenue	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	1149 Gower Project/1-19-4333-1

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	17	3	20	20	0	18	0	18	3	21	0	21	0	21	0	21
	Left-Through		0							0				0				0	
	Through	124	0	**192**	0	124	**195**	13	145	0	**217**	0	145	0	**220**	0	145	0	**220**
	Through-Right		0							0				0				0	
	Right	51	0	0	0	51	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	12	0	**12**	0	12	**12**	0	13	0	**13**	0	13	0	**13**	0	13	0	**13**
	Left-Through		0							0				0				0	
	Through	118	0	184	0	118	184	7	132	0	202	0	132	0	202	0	132	0	202
	Through-Right		0							0				0				0	
	Right	54	0	0	0	54	0	0	57	0	0	0	57	0	0	0	57	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	43	0	43	0	43	43	0	46	0	46	0	46	0	46	0	46	0	46
	Left-Through		0							0				0				0	
	Through	514	0	**578**	0	514	**582**	34	580	0	**648**	0	580	0	**652**	0	580	0	**652**
	Through-Right		0							0				0				0	
	Right	21	0	0	4	25	0	0	22	0	0	4	26	0	0	0	26	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	25	0	**25**	0	25	**25**	0	27	0	**27**	0	27	0	**27**	0	27	0	**27**
	Left-Through		0							0				0				0	
	Through	361	0	413	0	361	413	67	450	0	506	0	450	0	506	0	450	0	506
	Through-Right		0							0				0				0	
	Right	27	0	0	0	27	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		204	*North-South:*		207	*North-South:*			230	*North-South:*			233	*North-South:*			233
		East-West:		603	*East-West:*		607	*East-West:*			675	*East-West:*			679	*East-West:*			679
		SUM:		807	*SUM:*		814	*SUM:*			905	*SUM:*			912	*SUM:*			912
VOLUME/CAPACITY (V/C) RATIO:				0.538			0.543				0.603				0.608				0.608
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.438			0.443				0.503				0.508				0.508
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.005 — Δ*v/c* after mitigation: 0.005

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	El Centro Avenue	Year of Count:	2019	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	4/29/2019
5	East-West Street:	Santa Monica Boulevard	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	1149 Gower Project/1-19-4333-1

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	20	0	**20**	0	20	**20**	0	21	0	**21**	0	21	0	**21**	0	21	0	**21**
	Left-Through		0							0				0				0	
	Through	66	0	132	1	67	133	5	75	0	145	1	76	0	146	0	76	0	146
	Through-Right		0							0				0				0	
	Right	46	0	0	0	46	0	0	49	0	0	0	49	0	0	0	49	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	34	0	34	0	34	34	0	36	0	36	0	36	0	36	0	36	0	36
	Left-Through		0							0				0				0	
	Through	85	0	**148**	2	87	**150**	13	103	0	**170**	2	105	0	**172**	0	105	0	**172**
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	0	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	17	0	**17**	0	17	**17**	0	18	0	**18**	0	18	0	**18**	0	18	0	**18**
	Left-Through		1							1				1				1	
	Through	990	0	551	0	990	551	49	1100	0	609	0	1100	0	609	0	1100	0	609
	Through-Right		1							1				1				1	
	Right	9	0	551	0	9	551	0	10	0	609	0	10	0	609	0	10	0	609
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	38	0	38	0	38	38	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		1							1				1				1	
	Through	1334	0	**759**	6	1340	**762**	41	1457	0	**866**	6	1463	0	**869**	0	1463	0	**869**
	Through-Right		1							1				1				1	
	Right	32	0	759	0	32	762	0	34	0	866	0	34	0	869	0	34	0	869
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		168	*North-South:*		170	*North-South:*			191	*North-South:*			193	*North-South:*			193
		East-West:		776	*East-West:*		779	*East-West:*			884	*East-West:*			887	*East-West:*			887
		SUM:		944	*SUM:*		949	*SUM:*			1075	*SUM:*			1080	*SUM:*			1080
	VOLUME/CAPACITY *(V/C)* RATIO:			0.629			0.633				0.717				0.720				0.720
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.529**			**0.533**				**0.617**				**0.620**				**0.620**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 — $\Delta v/c$ after mitigation: 0.003

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	El Centro Avenue	Year of Count:	2019	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	4/29/2019
5	East-West Street:	Santa Monica Boulevard	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	1149 Gower Project/1-19-4333-1

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	128	0	**224**	2	130	**226**	13	149	0	**251**	2	151	0	**253**	0	151	0	**253**
	Through-Right		0							0				0				0	
	Right	80	0	0	0	80	0	0	85	0	0	0	85	0	0	0	85	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	20	0	**20**	0	20	**20**	0	21	0	**21**	0	21	0	**21**	0	21	0	**21**
	Left-Through		0							0				0				0	
	Through	122	0	180	1	123	181	7	137	0	198	1	138	0	199	0	138	0	199
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	0	40	0	0	0	40	0	0	0	40	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through		0							0				0				0	
	Through	1233	1	**630**	0	1233	**630**	45	1354	1	**692**	0	1354	1	**692**	0	1354	1	**692**
	Through-Right		1							1				1				1	
	Right	27	0	27	0	27	27	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	9	0	**0**	0	9	**0**	0	10	0	**0**	0	10	0	**0**	0	10	0	**0**
	Left-Through		0							0				0				0	
	Through	1159	1	599	4	1163	601	61	1291	1	666	4	1295	1	668	0	1295	1	668
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		244	*North-South:*		246	*North-South:*			272	*North-South:*			274	*North-South:*			274
		East-West:		630	*East-West:*		630	*East-West:*			692	*East-West:*			692	*East-West:*			692
		SUM:		874	*SUM:*		876	*SUM:*			964	*SUM:*			966	*SUM:*			966
	VOLUME/CAPACITY (V/C) RATIO:			0.583			0.584				0.643				0.644				0.644
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.483**			**0.484**				**0.543**				**0.544**				**0.544**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — $\Delta v/c$ after mitigation: 0.001

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower Street	Year of Count:	2019	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	4/29/2019
6	East-West Street:	Fountain Avenue	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	1149 Gower Project/1-19-4333-1

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	**42**	0	42	**42**	0	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	374	0	407	4	378	415	68	465	0	500	4	469	0	508	0	469	0	508
	Through-Right		1							1				1				1	
	Right	33	0	0	4	37	0	0	35	0	0	4	39	0	0	0	39	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	43	1	43	0	43	43	0	46	1	46	0	46	1	46	0	46	1	46
	Left-Through		0							0				0				0	
	Through	490	0	**596**	2	492	**598**	68	588	0	**701**	2	590	0	**703**	0	590	0	**703**
	Through-Right		1							1				1				1	
	Right	106	0	0	0	106	0	0	113	0	0	0	113	0	0	0	113	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	74	0	**74**	0	74	**74**	0	79	0	**79**	0	79	0	**79**	0	79	0	**79**
	Left-Through		0							0				0				0	
	Through	193	0	304	0	193	304	62	267	0	385	0	267	0	385	0	267	0	385
	Through-Right		0							0				0				0	
	Right	37	0	0	0	37	0	0	39	0	0	0	39	0	0	0	39	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	51	0	51	2	53	53	0	54	0	54	2	56	0	56	0	56	0	56
	Left-Through		0							0				0				0	
	Through	399	0	**495**	0	399	**497**	28	452	0	**554**	0	452	0	**556**	0	452	0	**556**
	Through-Right		0							0				0				0	
	Right	45	0	0	0	45	0	0	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		638	*North-South:*		640	*North-South:*			746	*North-South:*			748	*North-South:*			748
		East-West:		569	*East-West:*		571	*East-West:*			633	*East-West:*			635	*East-West:*			635
		SUM:		1207	*SUM:*		1211	*SUM:*			1379	*SUM:*			1383	*SUM:*			1383
VOLUME/CAPACITY *(V/C)* RATIO:				0.805			0.807				0.919				0.922				0.922
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.705**			**0.707**				**0.819**				**0.822**				**0.822**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower Street	Year of Count:	2019	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	4/29/2019
6	East-West Street:	Fountain Avenue	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	1149 Gower Project/1-19-4333-1

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	0	29	29	0	31	1	31	0	31	1	31	0	31	1	31
	Left-Through		0							0				0				0	
	Through	475	0	**512**	3	478	**518**	71	575	0	**614**	3	578	0	**620**	0	578	0	**620**
	Through-Right		1							1				1				1	
	Right	37	0	0	3	40	0	0	39	0	0	3	42	0	0	0	42	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	81	1	**81**	0	81	**81**	0	86	1	**86**	0	86	1	**86**	0	86	1	**86**
	Left-Through		0							0				0				0	
	Through	471	0	531	4	475	535	74	574	0	638	4	578	0	642	0	578	0	642
	Through-Right		1							1				1				1	
	Right	60	0	0	0	60	0	0	64	0	0	0	64	0	0	0	64	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	66	0	66	0	66	66	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through		0							0				0				0	
	Through	512	0	**599**	0	512	**599**	34	577	0	**669**	0	577	0	**669**	0	577	0	**669**
	Through-Right		0							0				0				0	
	Right	21	0	0	0	21	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	0	**45**	4	49	**49**	0	48	0	**48**	4	52	0	**52**	0	52	0	**52**
	Left-Through		0							0				0				0	
	Through	334	0	444	0	334	448	67	422	0	539	0	422	0	543	0	422	0	543
	Through-Right		0							0				0				0	
	Right	65	0	0	0	65	0	0	69	0	0	0	69	0	0	0	69	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		593	*North-South:*		599	*North-South:*			700	*North-South:*			706	*North-South:*			706
		East-West:		644	*East-West:*		648	*East-West:*			717	*East-West:*			721	*East-West:*			721
		SUM:		1237	*SUM:*		1247	*SUM:*			1417	*SUM:*			1427	*SUM:*			1427
VOLUME/CAPACITY (V/C) RATIO:				0.825			0.831				0.945				0.951				0.951
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.725**			**0.731**				**0.845**				**0.851**				**0.851**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower Street	Year of Count:	2019	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	4/29/2019
7	East-West Street:	Santa Monica Boulevard	Projection Year:	2025	Peak Hour:	AM	Reviewed by:		Project:	1149 Gower Project/1-19-4333-1

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	**16**	0	16	**16**	0	17	1	**17**	0	17	1	**17**	0	17	1	**17**
	Left-Through		0							0				0				0	
	Through	303	0	358	2	305	360	55	377	0	435	2	379	0	437	0	379	0	437
	Through-Right		1							1				1				1	
	Right	55	0	0	0	55	0	0	58	0	0	0	58	0	0	0	58	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	63	1	63	4	67	67	27	94	1	94	4	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	473	0	**533**	6	479	**539**	42	544	0	**608**	6	550	0	**614**	0	550	0	**614**
	Through-Right		1							1				1				1	
	Right	60	0	0	0	60	0	0	64	0	0	0	64	0	0	0	64	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	71	1	**71**	0	71	**71**	0	75	1	**75**	0	75	1	**75**	0	75	1	**75**
	Left-Through		0							0				0				0	
	Through	933	1	482	2	935	483	49	1039	1	536	2	1041	1	537	0	1041	1	537
	Through-Right		1							1				1				1	
	Right	30	0	30	0	30	30	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	139	1	139	0	139	139	0	148	1	148	0	148	1	148	0	148	1	148
	Left-Through		0							0				0				0	
	Through	1328	1	**687**	2	1330	**688**	41	1451	1	**756**	2	1453	1	**757**	0	1453	1	**757**
	Through-Right		1							1				1				1	
	Right	45	0	45	0	45	45	12	60	0	60	0	60	0	60	0	60	0	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		549	*North-South:*		555	*North-South:*			625	*North-South:*			631	*North-South:*			631
		East-West:		758	*East-West:*		759	*East-West:*			831	*East-West:*			832	*East-West:*			832
		SUM:		1307	*SUM:*		1314	*SUM:*			1456	*SUM:*			1463	*SUM:*			1463
VOLUME/CAPACITY *(V/C)* RATIO:				0.871			0.876				0.971				0.975				0.975
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.771**			**0.776**				**0.871**				**0.875**				**0.875**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.004 — $\Delta v/c$ after mitigation: 0.004

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower Street	Year of Count:	2019	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	4/29/2019
7	East-West Street:	Santa Monica Boulevard	Projection Year:	2025	Peak Hour:	PM	Reviewed by:		Project:	1149 Gower Project/1-19-4333-1

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	26	1	26	0	26	26	0	28	1	28	0	28	1	28	0	28	1	28
Left-Through		0							0				0				0	
Through	481	0	**584**	6	487	**590**	45	556	0	**665**	6	562	0	**671**	0	562	0	**671**
Through-Right		1							1				1				1	
Right	103	0	0	0	103	0	0	109	0	0	0	109	0	0	0	109	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	52	1	**52**	3	55	**55**	15	70	1	**70**	3	73	1	**73**	0	73	1	**73**
Left-Through		0							0				0				0	
Through	418	0	483	4	422	487	58	502	0	571	4	506	0	575	0	506	0	575
Through-Right		1							1				1				1	
Right	65	0	0	0	65	0	0	69	0	0	0	69	0	0	0	69	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	69	1	69	0	69	69	0	73	1	73	0	73	1	73	0	73	1	73
Left-Through		0							0				0				0	
Through	1231	1	**623**	1	1232	**623**	45	1352	1	**684**	1	1353	1	**684**	0	1353	1	**684**
Through-Right		1							1				1				1	
Right	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	70	1	**70**	0	70	**70**	0	74	1	**74**	0	74	1	**74**	0	74	1	**74**
Left-Through		0							0				0				0	
Through	1082	1	570	6	1088	573	61	1210	1	649	6	1216	1	652	0	1216	1	652
Through-Right		1							1				1				1	
Right	57	0	57	0	57	57	27	88	0	88	0	88	0	88	0	88	0	88
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		636	*North-South:*		645	*North-South:*			735	*North-South:*			744	*North-South:*			744
	East-West:		693	*East-West:*		693	*East-West:*			758	*East-West:*			758	*East-West:*			758
	SUM:		1329	*SUM:*		1338	*SUM:*			1493	*SUM:*			1502	*SUM:*			1502
VOLUME/CAPACITY (V/C) RATIO:			0.886			0.892				0.995				1.001				1.001
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.786**			**0.792**				**0.895**				**0.901**				**0.901**
LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**E**				**E**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.006 — $\Delta v/c$ after mitigation: 0.006

Significant impacted? NO — Fully mitigated? N/A

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1149 North Gower Street
DOT Case No. CEN 19-48158

Date: October 1, 2019

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ANALYSIS FOR THE PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT LOCATED AT 1149 NORTH GOWER STREET**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated September 2019, prepared by Linscott, Law, and Greenspan Engineers for the proposed Gower Street multi-family residential development, located at 1149 North Gower Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's current traffic impact criteria[1], the traffic impact study included the detailed analysis of seven signalized intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. This report summarizes the results of the transportation analysis (see **Attachment 1**), which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project will remove the existing surface parking lot and construct a 169-unit multi-family residential complex, including 155 market rate units and 14 affordable rate units (see **Attachment 2**). The project is bounded by Lexington Avenue to the north, Gower Street to the east, existing commercial development to the south, and Lodi Place to the west. The project will include a three-level subterranean parking garage to provide spaces both for the project and as a replacement parking to be provided on-site during the construction activity. The project will also include 121 bicycle spaces (110 long-term and 11 short-term). Vehicular access to the project site will be provided by two driveways, on Lexington Avenue and Lodi Place. Both driveways will be full access for ingress and egress, and provide access to subterranean parking. The project is expected to be completed by 2025.

1 Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project-related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

B. Trip Generation

The project is estimated to generate an approximate net increase of 774 daily trips, a net increase of 55 trips during the A.M. peak hour and a net increase of 63 trips during the P.M. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition. A copy of the trip generation table can be found in **Attachment 2**.

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Lexington Avenue** and **Lodi Place** have been designated as Local Streets which require an 18-foot half-width roadway within a 30-foot half-width right-of-way. **North Gower Street** has been designated as a Modified Avenue III which would require a 24-foot half-width roadway within a 36-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Requirements

The traffic study did not disclose the total number of parking spaces that will be supplied in this project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

C. Project Access and Circulation

The conceptual site plan (see **Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

D. Worksite Traffic Control Plan

DOT recommends that a construction worksite traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Pete Eyre of my staff at (213) 972-4913.

Attachments

K:\Letters\2019\CEN19-48158_1149 N Gower Street Apartments.docx

c: Craig Bullock, Council District No. 13
Matthew Masuda, BOE Development Services
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management, DOT
Clare Look-Jaeger, LLG Engineers

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2019 EXISTING V/C	LOS	[2] YEAR 2019 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2025 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2025 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Vine Street/	AM	0.662	B	0.665	B	0.003	No	0.761	C	0.764	C	0.003	No
	Fountain Avenue	PM	0.669	B	0.673	B	0.004	No	0.772	C	0.775	C	0.003	No
2	Vine Street/	AM	0.457	A	0.463	A	0.006	No	0.517	A	0.522	A	0.005	No
	Lexington Avenue	PM	0.469	A	0.477	A	0.008	No	0.535	A	0.543	A	0.008	No
3	Vine Street/	AM	0.802	D	0.805	D	0.003	No	0.898	D	0.901	E	0.003	No
	Santa Monica Boulevard	PM	0.731	C	0.732	C	0.001	No	0.829	D	0.831	D	0.002	No
4	El Centro Avenue/	AM	0.432	A	0.435	A	0.003	No	0.493	A	0.495	A	0.002	No
	Fountain Avenue	PM	0.438	A	0.443	A	0.005	No	0.503	A	0.508	A	0.005	No
5	El Centro Avenue/	AM	0.529	A	0.533	A	0.004	No	0.617	B	0.620	B	0.003	No
	Santa Monica Boulevard	PM	0.483	A	0.484	A	0.001	No	0.543	A	0.544	A	0.001	No
6	Gower Street/	AM	0.705	C	0.707	C	0.002	No	0.819	D	0.822	D	0.003	No
	Fountain Avenue	PM	0.725	C	0.731	C	0.006	No	0.845	D	0.851	D	0.006	No
7	Gower Street/	AM	0.771	C	0.776	C	0.005	No	0.871	D	0.875	D	0.004	No
	Santa Monica Boulevard	PM	0.786	C	0.792	C	0.006	No	0.895	D	0.901	E	0.006	No

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Affordable Housing - Family [3]	14 DU	57	3	4	7	3	2	5
Multi-Family Residential [4]	155 DU	843	15	41	56	41	27	68
- Less Transit Adjustment (15%) [5]		(126)	(2)	(6)	(8)	(6)	(4)	(10)
TOTAL		**774**	**16**	**39**	**55**	**38**	**25**	**63**

[1] Sources: City of Los Angeles Department of Transportation (LADOT), November 2016; and ITE "Trip Generation Manual,' 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] LADOT trip generation average rates for Family category type affordable housing.
- Daily Trip Rate: 4.08 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

[4] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise] - General Urban/Suburban) trip generation average rates.
- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling units; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling units; 61% inbound/39% outbound

[5] Transit and walk trip adjustments for the Hollywood area are based on site's proximity to Metro rail and bus transit opportunities.

FIGURE 2-2
GROUND FLOOR SITE PLAN

1149 GOWER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

SOURCE: AHMADI

NOT TO SCALE

N

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DRAFT

NOT FOR PUBLIC RELEASE

MEMORANDUM

To:	Shane Parker Parker Environmental Consultants	Date:	October 15, 2019
From:	Clare M. Look-Jaeger, P.E. CL-Jaeger Linscott, Law & Greenspan, Engineers	LLG Ref:	1-19-4333-1
Subject:	**TENTEN Hollywood Project – Construction Traffic Analysis**		

LINSCOTT LAW & GREENSPAN engineers

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Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to summarize the supplemental evaluation of construction traffic prepared for the proposed TENTEN Hollywood project ("proposed project"). As you are aware, LLG previously prepared the transportation impact study[1] for the proposed project (formerly referred to as the 1149 Gower Project) which has been cleared by the City of Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The proposed TENTEN Hollywood project consists of the development of a multi-family residential complex with a total of 169 dwelling units. The proposed project will include a total of 155 market rate multi-family units and a total of 14 family type affordable housing dwelling units. The proposed project will include a three-level subterranean parking garage to provide spaces both for the project and as replacement parking for the existing surface parking lots provided on the site. Construction sequencing will allow parking to be provided on-site during the construction activity. Construction of the proposed project is expected to commence in year 2021 with occupancy in the year 2025.

CONSTRUCTION TRAFFIC ANALYSIS

The construction traffic data utilized in this analysis was obtained in coordination with the Project Applicant team and Parker Environmental Consultants. It has been determined that the construction of the project is planned to be implemented in two overall development phases (i.e., Phase I and Phase II) with Phase I expected to be completed in June 2023 and Phase II (i.e., project build-out) anticipated to be completed in July 2025.

The construction consists of the following four general activities within each development phase: 1) Site Clearing/Preparation, 2) Grading/Excavation, 3) Building Construction, and 4) Architectural Coatings/Finishing. LLG was provided with the earthwork quantities and the base CalEEMod modeling data, which is based on daily figures for each of the two development phases and for each construction activity within each development phase, in order to derive the forecast of peak weekday AM

[1] *Transportation Impact Study, 1149 Gower Project, City of Los Angeles, California*, prepared by LLG and dated September 11, 2019.

and PM peak hour construction traffic trip generation. The earthwork quantities and modeling summary data is attached to this memorandum.

Based on the review of the modeling data and earthwork quantities contained in the attachment, it has been determined that the most intensive period of overall construction activity and construction traffic generation during the weekday AM and PM peak hours is expected to occur during Phase II (i.e., when building construction activities occur). Other activities such as architectural finishing are expected to be less intensive in terms of overall construction traffic generation. At this time, it is not known if any temporary lane closures will be necessary throughout the course of the project construction. Any such lane closures are expected to occur outside of the weekday AM and PM commute peak hours, however, so as to maintain roadway capacity when the street system is typically most heavily constrained.

Construction Assumptions

The peak building construction activities for Phase II would extend for a duration of 17 months. It is assumed that the site would be cleared and that after completion of the first and second phases of construction activities (i.e., site clearing, excavation and grading), building construction would commence. It is assumed that the equipment staging area during the initial phases of construction grading would occur on, within and adjacent to the project site. Construction worker parking also could occur on-site during certain times, however, during the building construction activities workers may likely be required to park at adjacent lots, or other nearby public parking lots, so as to avoid any construction workers parking on adjacent roadways.

The City's Noise Ordinance currently limits construction hours Monday through Friday to no earlier than 7:00 AM and no later than 9:00 PM. On Saturdays, construction hours are limited to no earlier than 8:00 AM and no later than 6:00 PM. It is important to note that no Saturday construction is assumed in this analysis so as to provide a conservative analysis. It is also noted that although the construction workday would commence at 7:00 AM and typically end at 3:00 PM, it is assumed that workers would generally begin to depart the site by 3:30 PM. Later departures would occur when overtime is necessary to maintain the schedule. The analysis contained herein assumes that 25% of the workers depart the site during the weekday PM peak hour.

Peak Construction Traffic Trip Generation (Weekday AM Peak Hour) – Excavation/Grading for Phase II

It is assumed that heavy construction equipment would be located on-site during the construction activities and would not travel to and from the project site on a daily basis. However, haul truck trips would be generated so as to remove excavated material from the site. Based on preliminary information provided by the Project

Applicant team, the maximum number of trucks expected to be generated during peak days totals 56 trucks and the peak number of construction workers during this period totals 7 workers. All construction workers are expected to be able to park on-site during this peak construction scenario, and would arrive to the site prior to the weekday AM peak hour (i.e., prior to 7:00 AM).

As stated above, a peak generation of up to 56 haul trucks per day could occur with a maximum generation of 10 trucks per hour (i.e., assuming a 6-hour work day, which respects hauling operations being limited to begin no earlier than 9:00 AM and to end at 3:00 PM). In order to account for the effect that trucks have on overall intersection operations, passenger car equivalency (PCE) factors were accounted for in the analysis. Consistent with the Southern California Association of Governments (SCAG) *Heavy Duty Truck Model*[2], a PCE factor of 2.0 was incorporated into the traffic analysis (i.e., it is assumed that a truck has the same overall effect on traffic operations as 2.0 passenger cars). This assumption is conservative and accounts for the heavy vehicle type and slower speeds when fully loaded. Therefore, when accounting for the application of a PCE factor of 2.0 to account for the heavier weight and larger size trucks, a total of 20 inbound truck PCE trips and 20 outbound truck PCE trips could potentially occur during the weekday AM peak hour (i.e., conservatively assuming that the weekday AM peak hour occurs between 9:00 AM and 10:00 AM, based on LADOT's required weekday AM peak hour traffic count period which extends from 7:00 AM to 10:00 AM). Given that the proposed project upon operation is expected to generate 16 inbound and 39 outbound net new trips during the weekday AM peak hour, resulting in no significant traffic impacts, it can be concluded based on a comparative review of trip generation and traffic impacts associated with the project's construction activities that no greater significant traffic impacts are anticipated to occur during this peak phase. As stated above, while the estimate of the number of construction workers has been provided during this phase (i.e., 7 workers for excavation construction activities), and since the construction workday commences at 7:00 AM, workers will arrive at the site prior to 7:00 AM and thus travel outside of the commuter AM peak hour.

Peak Construction Traffic Trip Generation (Weekday PM Peak Hour) – Building Construction for Phase II

It has been determined that the most intensive period of overall construction activity and construction traffic generation during the weekday PM peak hour is expected to occur during Phase II with building construction. Based on preliminary information provided by the Project Applicant team, a total of 62 construction workers can be expected during the peak days and these workers are expected to be able to park their trucks/vehicles on-site. It is also anticipated that construction workers would primarily remain on-site throughout the day. The number of construction worker

[2] *Heavy Duty Truck Model and VMT Estimation,* Southern California Association of Governments, November 1998.

vehicles is conservatively estimated assuming that each worker uses their own vehicle (i.e., single-occupant vehicle) to access the job site. Therefore, it is estimated that approximately 124 vehicle trips (62 inbound trips and 62 outbound trips) on a daily basis would be generated to and from the site by the construction workers during this peak phase. In order to provide a conservative analysis, it has been assumed that twenty-five percent (25%) of all workers would leave the construction site during the weekday PM peak hour regardless of the ending construction hours. This is conservative in that the workday is expected to end at 3:30 PM. Therefore, for purposes of this impact analysis, a total of 16 outbound construction worker vehicle trips (i.e., 62 outbound worker trips × 0.25 [25% will leave the site during the weekday PM peak hour] = 16 outbound worker trips) have been assumed to overlap with the weekday PM peak hour.

It is generally anticipated that construction worker-related traffic would be largely freeway oriented. Construction workers would likely arrive and depart via the on- and off-ramps serving the U.S. 101 Freeway, I-110 Freeway and possibly I-10 Freeway. The most commonly used freeway ramps would be nearest the project site. The construction work force would likely be generated from all parts of the Los Angeles region and are thereby assumed to arrive from all directions. This general distribution (i.e., 80 percent on the freeways and 20 percent on local roadways) could potentially result in approximately three vehicles (20% × 16 outbound trips = 3 vehicle trips) at any one study intersection near the project site during the weekday commute PM peak hour. This increase is not anticipated to result in any significant impacts based on the City's adopted significance criteria and comparisons to the traffic impact analysis associated with the proposed project upon completion and operation.

In addition to construction worker vehicles and haul trucks, additional trips may be generated by miscellaneous trucks traveling to and from the project site. During the peak building construction phase, it is estimated that up to 13 vendor trucks per day (i.e., 13 inbound truck trips and 13 outbound truck trips) would be generated to and from the site based on the provided modeling. When accounting for the application of a PCE factor of 2.0, it is estimated that the trucks would generate approximately 52 daily truck PCE vehicle trips (i.e., 13 trucks × 2.0 PCE = 26 inbound truck PCE trips and 26 outbound truck PCE trips). It is also estimated that no more than eight PCE vehicle trips (4 inbound PCE trips and 4 outbound PCE trips) would occur during the weekday PM peak hour, assuming a seven-hour construction workday.

Taken together, the construction worker vehicles and miscellaneous trucks during the peak phase of Phase II building construction are forecast to generate up to 24 weekday PM peak hour PCE vehicle trips (i.e., 4 inbound PCE trips and 20 outbound PCE trips). Since the proposed project upon operation was forecast to generate 38 inbound and 25 outbound net new trips during the weekday PM peak hour (i.e., resulting in more vehicle trips than forecast during construction) resulting in no

significant traffic impacts, the same finding can be expected related to construction traffic

Cumulative Impacts During Concurrent Construction Activities

As noted in the approved traffic impact study, there are several related projects in the vicinity of the proposed project. It is possible that the construction of some or all of these related projects could overlap with the project's construction phase, thereby compounding construction traffic levels on the roadways near the project site and common to the related projects. Cumulative construction traffic effects could include decreased roadway and intersection capacity due to lane closures, re-routing of vehicle and bicycle traffic, sidewalk closures and pedestrian re-routing, shorter lines of sight, all of which impede the flow of traffic within the project site area.

Although the particular traffic effects described above are associated with construction activities and would be temporary in nature, the exact duration of cumulative construction activities is unknown at this time due to the temporary nature of construction activities. As shown on the attached worksheet, the project's construction phase is estimated to occur over a total of four years (i.e., mid-2021 through mid-2025). It is possible that the construction schedules of identified related projects and potentially other related projects in the project site area could come online within the project's construction phase and could ostensibly extend a cumulative construction traffic condition within the project site area for longer than four years.

Cumulative Impacts During Concurrent Construction Activities

As noted in the transportation impact study, while there are many related projects that fall within an approximate 0.5-mile radius of the Project, none of the related projects are located within about a four block radius of the Project. It is possible that the construction of some of these related projects could overlap with the Project's construction phase, however, similar to the proposed Project, those projects would be required to prepare and implement a Construction Staging and Traffic Management Plan (CSTMP) should any temporary lane closures or re-routing of vehicle and bicycle traffic, sidewalk closures and pedestrian re-routing be anticipated.

While the exact duration of any cumulative construction activities is unknown at this time, no other related projects are located in the immediate vicinity on Gower Street, Lexington Avenue, or Lodi Place. Thus, the cumulative impacts during concurrent construction activities are forecast to be less than significant.

Emergency Access During Concurrent Construction Activities

Emergency vehicle access throughout the study area must be maintained during the concurrent construction activities associated with several development projects. It is important to note that as required by the State of California Vehicle Code (i.e.,

specifically Section 21806, Authorized Emergency Vehicles), "upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet in front of a vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following:

(a) (1) Except as required under paragraph (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed.

(2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety.

(b) The operator of every street car shall immediately stop the street car, clear of any intersection, and remain stopped until the authorized emergency vehicle has passed.

(c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed."[3]

During the concurrent construction of several development projects, including the proposed project, it is expected that emergency vehicles will continue to utilize the surrounding street system (i.e., particularly Gower Street) even though some travel lanes along certain portions of adjacent roadways may be temporarily used for construction staging and/or material delivery. If required, drivers of emergency vehicles are also trained to utilize center turn lanes, or travel in opposing through lanes to pass through crowded intersections or streets. Thus, the respect entitled to emergency vehicles and driver training allow emergency vehicles to negotiate typical street conditions in urban areas including areas near any temporary travel lane closure(s).

Construction Management and Haul Route Approval

Approvals required by the City of Los Angeles and the State of California Department of Transportation (Caltrans) for implementation of the proposed project include a Truck Haul Route program approved by City and an encroachment permit obtained by Caltrans. With regard to other construction traffic-related issues, construction equipment would be stored within the perimeter fence of the construction site.

[3] Source: State of California Department of Motor Vehicles website; https://www.dmv.ca.gov/portal/dmv; Amended Sec. 68, Ch. 1154, Stats 1996 Effective September 30, 1996.

As a general contractor has not yet been selected, the exact extent of the construction work site boundary cannot be determined at this time. However, during certain portions of the construction schedule it is possible that one or more sidewalks may need to be temporarily closed. Should that be determined to be necessary, appropriate pedestrian detours will be required to be established along with the appropriate advance warning signage directing pedestrians to other available sidewalks and crosswalks/crossings. Should any such pedestrian detours or temporary travel lane closures be proposed, traffic control/management plans will be prepared for the required review and approval by the City of Los Angeles Department of Transportation. In addition, a Construction Staging and Traffic Management Plan (CSTMP) will also be required for review and approval by the City outlining all of the above details.

With the required haul route approval and other construction management practices, construction activity impacts can be lessened, however, to be conservative they have been assumed to be significant and unavoidable on a cumulative basis. Potential construction traffic impacts can be further reduced with the implementation of the following design features as part of the CSTMP:

- Maintain existing access for the existing site uses and parking facilities;
- Limit any potential roadway lane closures to off-peak travel periods;
- Schedule receipt of construction materials to non-peak travel periods, to the extent possible;
- Coordinate deliveries to reduce the potential of trucks waiting to unload for protracted periods of times; and
- Prohibit parking by construction workers on adjacent streets and directing the construction workers to available/designated parking areas within and adjacent to the project site.

Please feel free to call us at 626.796.2322 with any questions or comments regarding the construction traffic analysis prepared for the proposed TENTEN Hollywood project.

c: File

Construction Assumptions (10/09/2019)

Project Name: TENTEN Hollywood
Land Use: Residential 169 Apartment DU

	Square Feet	Acres	DU	Parking Spaces
Phase I Lot Area	21,681.79	.5 acres	43	140
Phase II Lot Area	40,363.50	.93 acres	126	144
Total Lot Area Phase I and II (New Construction)	62,045.29	1.42 acres	169	284
Existing Bldg to Remain Lot Area	42,727.29	.98 acres		
Total Lot Area for FAR purposes	104,772.58	2.41 acres		

Construction Schedule				Grading Assumptions			Site Clearing Assumptions		
	START	FINISH	Duration (months)	Export Grading Volume (cubic yards)	Total Grading Haul Loads	Total Haul Trips (Load x 2)	Site Clearing Export Volume (cubic yards)	Total Site Clearing Haul Trucks	Total Haul Trips (Load x 2)
Phase I	6/2/21	6/12/23	24	23,025	1,645	3,289	402	29	57
Phase II	7/17/23	7/24/25	24	42,865	3,062	6,124	747	53	107
TOTAL (Phase I & II)	6/2/21	7/24/25	48	65,890	4,706	9,413	1149	82	164

Hauling Assumptions 14 cy haul truck capacity

Phase I	START	FINISH	Duration (months)	Haul Trips Per Day	Worker Trips per day	Vendor Trips per day	Equipment (On-Site)
Site Clearing	6/2/21	6/16/21	0.5	5	10	0	1 concrete saw, 2 tractor/loader/backhoes
Excavation/Grading	6/17/21	9/1/21	2.5	60	15	0	2 excavators, 2 tractor/loader/backhoes
Building Construction	9/2/21	2/8/23	17		54	14	1 crane, 2 aerial lifts, 2 tractor/loader/backhoes
Architectural Finishing	2/9/23	6/12/23	4		11	0	2 aerial lifts, 2 air compressors
		TOTAL	24				

Phase II	START	FINISH	Duration (months)	Haul Trips Per Day	Worker Trips per day	Vendor Trips per day	Equipment (On-Site)
Site Clearing	7/17/23	7/31/23	0.5	10	10	0	1 concrete saw, 2 tractor/loader/backhoes
Excavation/Grading	8/1/23	10/16/23	2.5	111	13	0	2 excavators, 2 tractor/loader/backhoes
Building Construction	10/17/23	3/24/25	17		123	26	1 crane, 2 aerial lifts, 2 tractor/loader/backhoes
Architectural Finishing	3/25/25	7/24/25	4		25	0	4 aerial lifts, 4 air compressors
		TOTAL	24				

ATTACHMENT 4

Noise Calculations Worksheets

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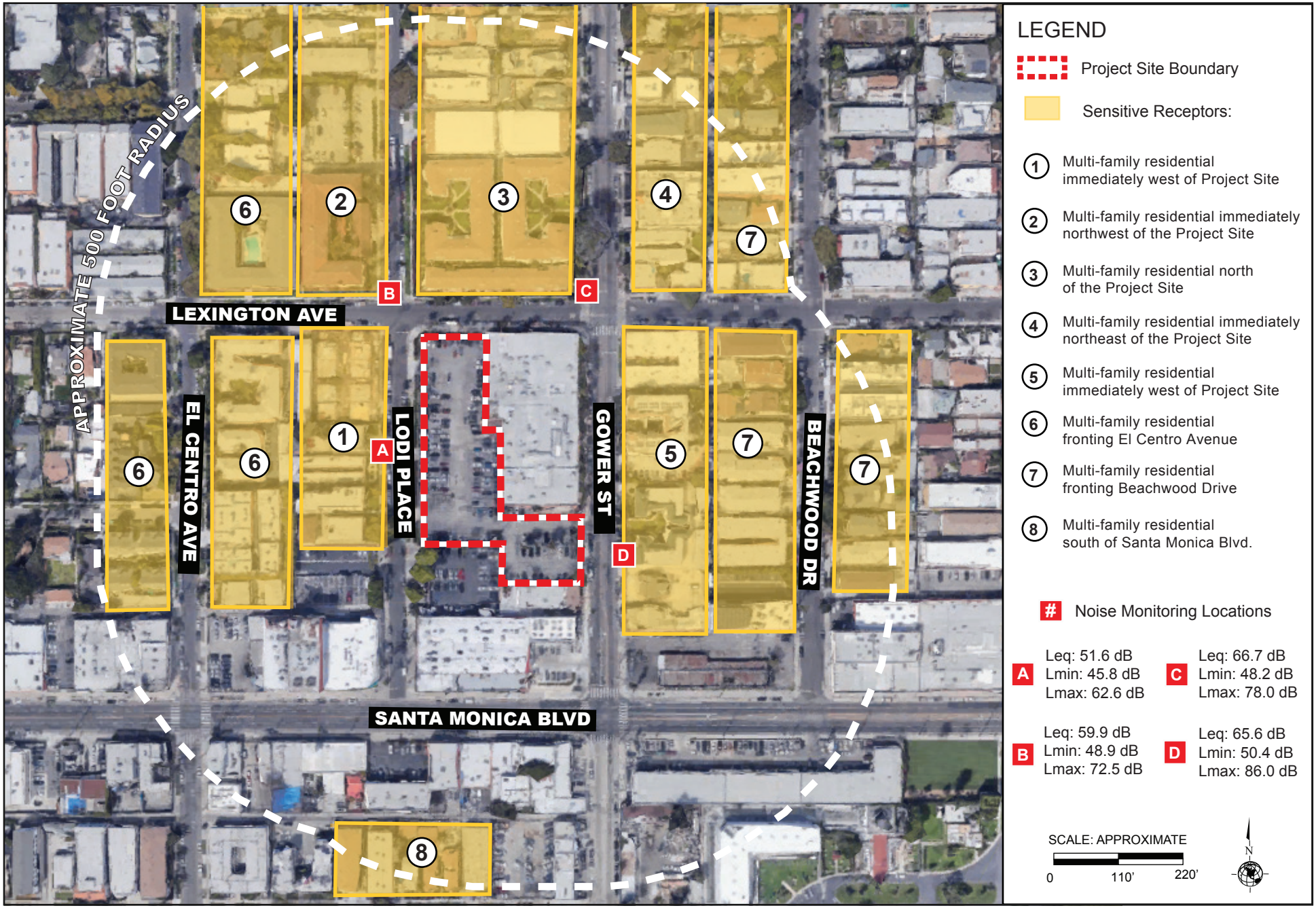


Source: Google Earth, Aerial View, 2019.

PARKER ENVIRONMENTAL CONSULTANTS

Noise Monitoring and Sensitive Receptor Location Map

May 28, 2019

PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.207
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Todd Davis
Job Description	Gower and Lexington Residential Project

Location A: West side of Lodi Place, between Lexington Ave and Santa Monica Blvd
Noise Source: Light vehicle traffic and pedestrian activity.

Measurement

Description	
Start	2019-05-28 14:43:24
Stop	2019-05-28 14:58:24
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2019-05-28 12:19:24
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	142.5 dB

	A	C	Z
Under Range Peak	74.9	71.9	**76.9** dB
Under Range Limit	**26.0**	26.2	31.5 dB
Noise Floor	16.9	17.1	22.2 dB

Results

L_{Aeq}	51.6 dB			
LAE	81.1 dB			
EA	14.467 µPa²h			
$LZ_{peak\ (max)}$	2019-05-28 14:54:40	93.4 dB		
LAS_{max}	2019-05-28 14:44:02	62.6 dB		
LAS_{min}	2019-05-28 14:45:16	45.8 dB		
SEA	-99.9 dB			
LAS > 65.0 dB (Exceedance Counts / Duration)	0	0.0 s		
LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s		
LZ_{peak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s		
LZ_{peak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s		
LZ_{peak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s		

Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	51.6	51.6	51.6	51.6

L_{Ceq}	65.8 dB
L_{Aeq}	51.6 dB
L_{Ceq} - L_{Aeq}	14.2 dB
LAI_{eq}	56.5 dB
L_{Aeq}	51.6 dB
LAI_{eq} - L_{Aeq}	4.9 dB

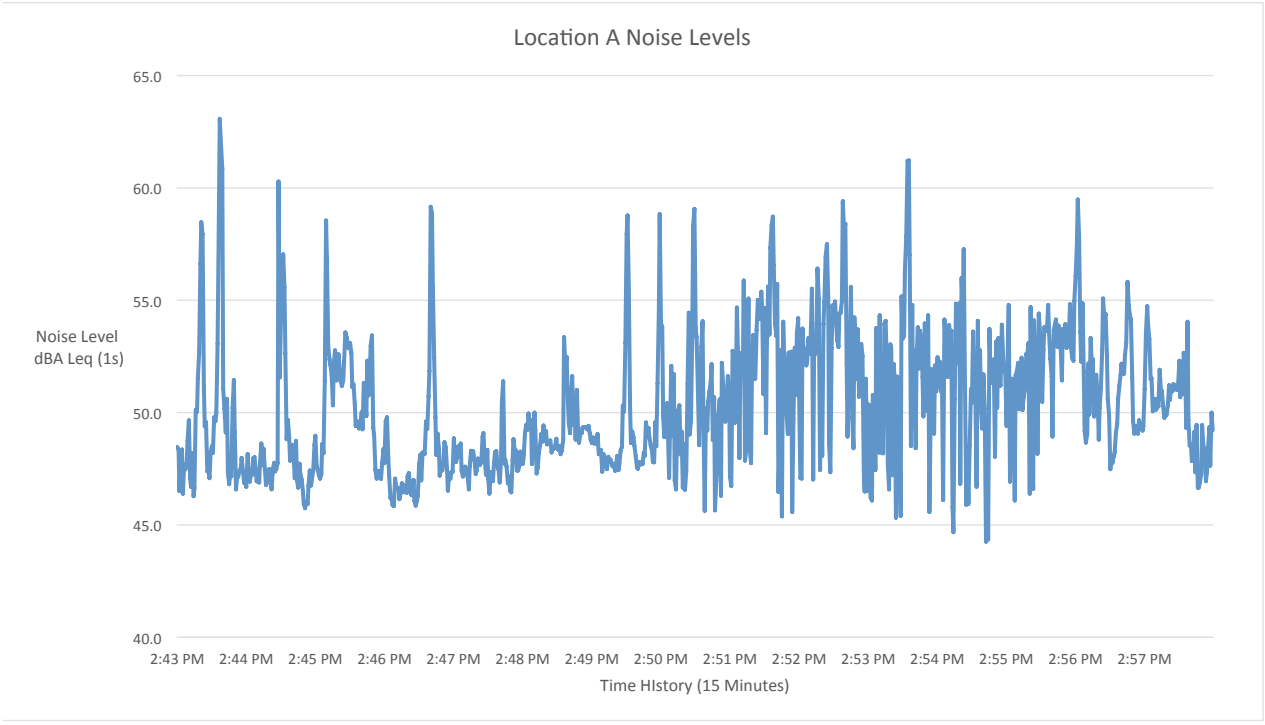
May 28, 2019

PARKER ENVIRONMENTAL CONSULTANTS

	A	
	dB	Time Stamp
L_{eq}	51.6	
$L_{S(max)}$	62.6	2019/05/28 14:44:02
$L_{F(max)}$	65.9	2019/05/28 14:44:52
$L_{I(max)}$	67.8	2019/05/28 14:44:52
$L_{S(min)}$	45.8	2019/05/28 14:45:16
$L_{F(min)}$	43.8	2019/05/28 14:55:07
$L_{I(min)}$	45.5	2019/05/28 14:46:31
$L_{Peak(max)}$	84.4	2019/05/28 14:51:57

# Overloads	0
Overload Duration	0.0 s

Statistics	
LAS5.00	55.5 dB
LAS10.00	54.1 dB
LAS33.30	51.6 dB
LAS50.00	50.2 dB
LAS66.60	48.7 dB
LAS90.00	47.4 dB



Gower and Lexington Residential Project
Noise Monitoring Location A

May 28, 2019

PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.208
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Todd Davis
Job Description	Gower and Lexington Residential Project

Location B: On the northwest corner of Lodi Place and Lexington Avenue
Noise Source: Vehicle traffic and light pedestrian activity

Measurement

Description	
Start	2019-05-28 15:04:55
Stop	2019-05-28 15:19:55
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2019-05-28 12:19:24
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	142.5 dB

	A	C	Z
Under Range Peak	74.9	71.9	**76.9** dB
Under Range Limit	**26.0**	26.2	31.5 dB
Noise Floor	16.9	17.1	22.2 dB

Results

LAeq	59.9 dB	
LAE	89.4 dB	
EA	97.251 µPa²h	
LZpeak (max)	2019-05-28 15:05:24	95.6 dB
LASmax	2019-05-28 15:05:57	72.5 dB
LASmin	2019-05-28 15:14:57	48.9 dB
SEA	-99.9 dB	
LAS > 65.0 dB (Exceedance Counts / Duration)	26	99.0 s
LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	59.9	59.9	59.9	59.9

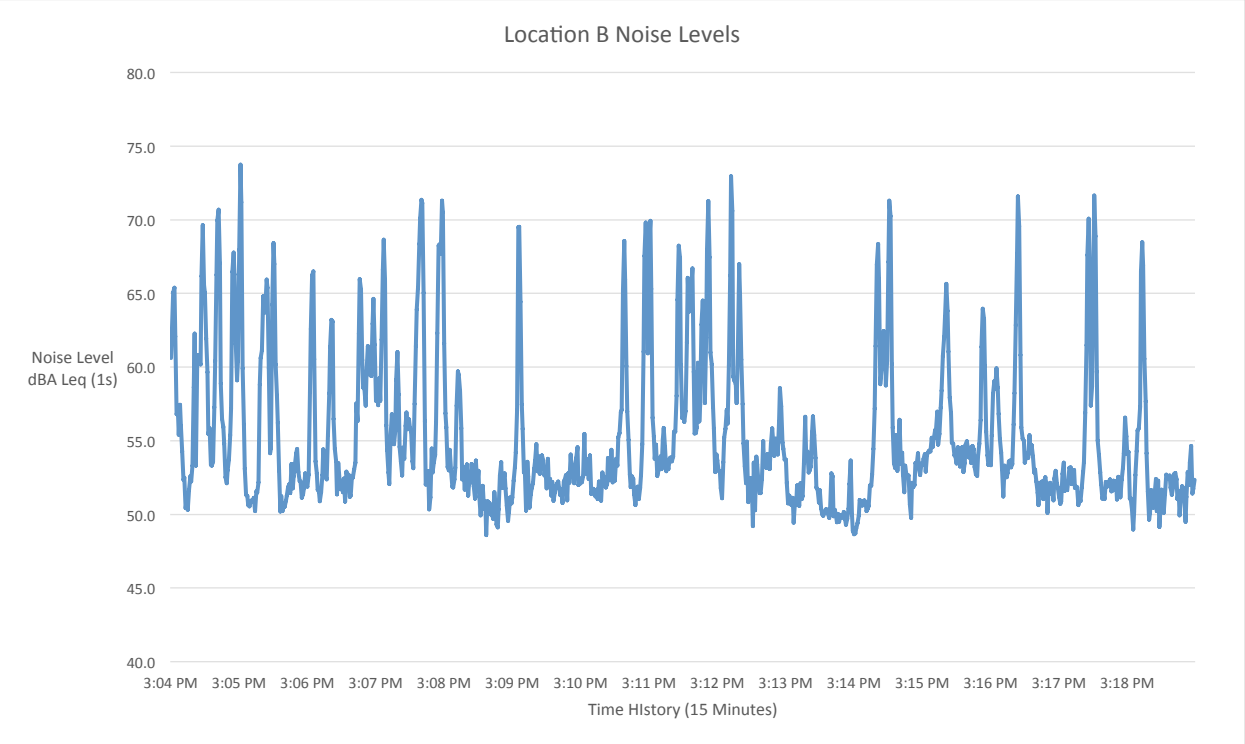
LCeq	70.8 dB
LAeq	59.9 dB
LCeq - LAeq	10.9 dB
LAleq	62.3 dB
LAeq	59.9 dB
LAleq - LAeq	2.4 dB

May 28, 2019

	A	
	dB	Time Stamp
L_{eq}	59.9	
$L_{S(max)}$	72.5	2019/05/28 15:05:57
$L_{F(max)}$	75.1	2019/05/28 15:05:57
$L_{I(max)}$	76.6	2019/05/28 15:05:57
$L_{S(min)}$	48.9	2019/05/28 15:14:57
$L_{F(min)}$	47.6	2019/05/28 15:19:21
$L_{I(min)}$	48.7	2019/05/28 15:14:57
$L_{Peak(max)}$	88.6	2019/05/28 15:05:57

# Overloads	0
Overload Duration	0.0 s

Statistics	
LAS5.00	67.0 dB
LAS10.00	64.4 dB
LAS33.30	55.9 dB
LAS50.00	53.7 dB
LAS66.60	52.5 dB
LAS90.00	51.0 dB



May 28, 2019

PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.209
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Todd Davis
Job Description	Gower and Lexington Residential Project

Location C: On the northwest corner of Gower Street and Lexington Avenue
Noise Source: Heavy vehicle traffic, light pedestrian activity.

Measurement

Description	
Start	2019-05-28 15:24:02
Stop	2019-05-28 15:39:02
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2019-05-28 12:19:24
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	142.5 dB

	A	C	Z
Under Range Peak	74.9	71.9	**76.9** dB
Under Range Limit	**26.0**	26.2	31.5 dB
Noise Floor	16.9	17.1	22.2 dB

Results

LAeq	66.7 dB	
LAE	96.2 dB	
EA	464.159 µPa²h	
LZpeak (max)	2019-05-28 15:29:51	106.2 dB
LASmax	2019-05-28 15:38:48	78.0 dB
LASmin	2019-05-28 15:26:20	48.2 dB
SEA	-99.9 dB	
LAS > 65.0 dB (Exceedance Counts / Duration)	44	574.6 s
LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	66.7	66.7	66.7	66.7

LCeq	76.6 dB
LAeq	66.7 dB
LCeq - LAeq	9.9 dB
LAleq	68.3 dB
LAeq	66.7 dB
LAleq - LAeq	1.7 dB

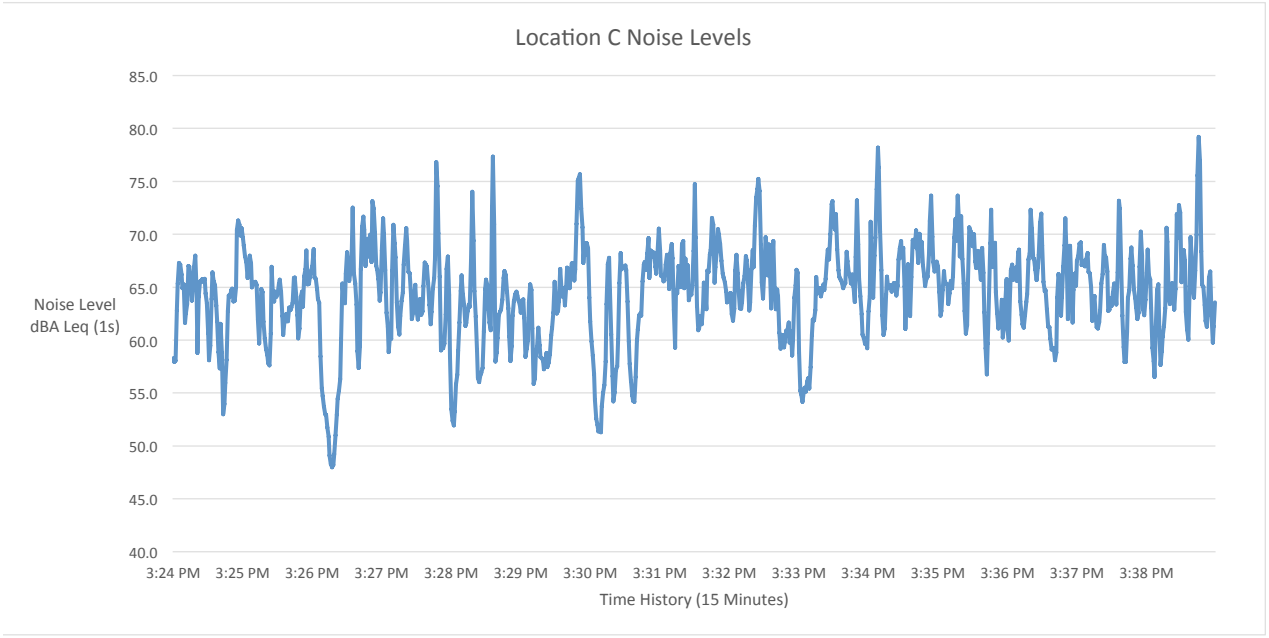
May 28, 2019

PARKER ENVIRONMENTAL CONSULTANTS

	A	
	dB	**Time Stamp**
L_{eq}	66.7	
$L_{S(max)}$	78.0	2019/05/28 15:38:48
$L_{F(max)}$	80.9	2019/05/28 15:38:47
$L_{I(max)}$	82.9	2019/05/28 15:26:37
$L_{S(min)}$	48.2	2019/05/28 15:26:20
$L_{F(min)}$	47.4	2019/05/28 15:26:20
$L_{I(min)}$	47.8	2019/05/28 15:26:20
$L_{Peak(max)}$	98.9	2019/05/28 15:26:37

# Overloads	0	
Overload Duration	0.0	s

Statistics		
LAS5.00	71.0	dB
LAS10.00	69.6	dB
LAS33.30	66.6	dB
LAS50.00	65.1	dB
LAS66.60	63.7	dB
LAS90.00	59.4	dB



May 28, 2019

PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.210
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Todd Davis
Job Description	Gower and Lexington Residential Project

Location D: East side of Gower Street, to the east of the Project Site.
Noise Source: Heavy vehicle traffic, light pedestrian activity.

Measurement

Description	
Start	2019-05-28 15:43:45
Stop	2019-05-28 15:58:45
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2019-05-28 12:19:24
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	142.5 dB

	A	C	Z
Under Range Peak	74.9	71.9	**76.9** dB
Under Range Limit	**26.0**	26.2	31.5 dB
Noise Floor	16.9	17.1	22.2 dB

Results

LAeq	65.6 dB	
LAE	95.1 dB	
EA	361.942 µPa²h	
LZpeak (max)	2019-05-28 15:49:55	111.5 dB
LASmax	2019-05-28 15:49:55	86.0 dB
LASmin	2019-05-28 15:47:37	50.4 dB
SEA	-99.9 dB	
LAS > 65.0 dB (Exceedance Counts / Duration)	50	402.5 s
LAS > 85.0 dB (Exceedance Counts / Duration)	1	1.5 s
LZpeak > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	65.6	65.6	65.6	65.6

LCeq	77.5 dB
LAeq	65.6 dB
LCeq - LAeq	11.9 dB
LAleq	68.1 dB
LAeq	65.6 dB
LAleq - LAeq	2.5 dB

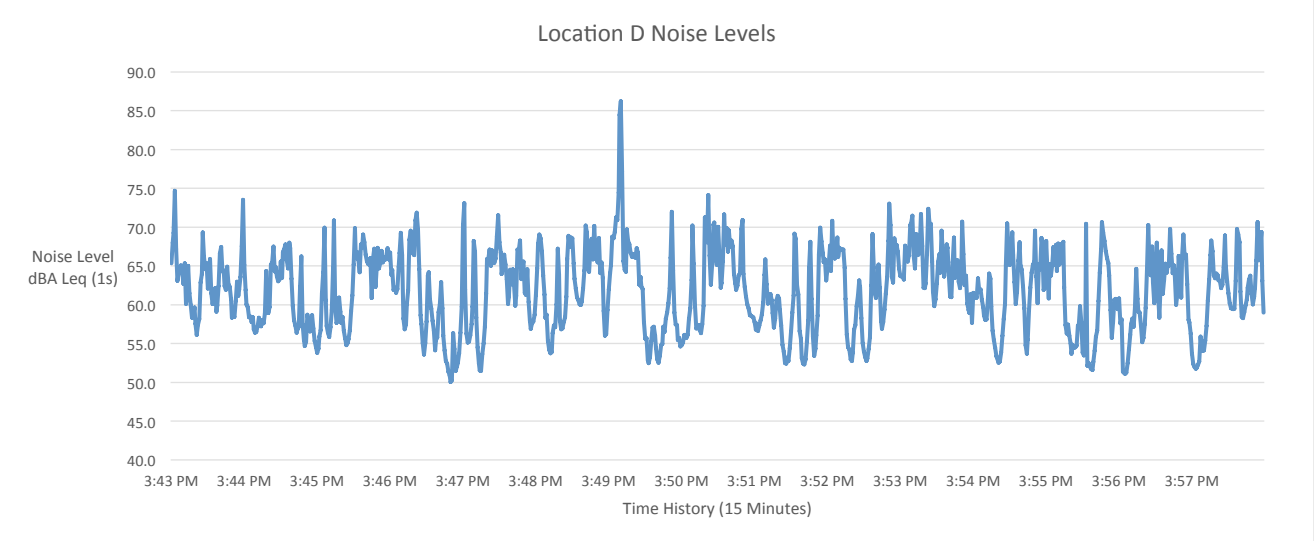
May 28, 2019

PARKER ENVIRONMENTAL CONSULTANTS

	A	
	dB	Time Stamp
L_{eq}	65.6	
$L_{S(max)}$	86.0	2019/05/28 15:49:55
$L_{F(max)}$	89.2	2019/05/28 15:49:55
$L_{I(max)}$	90.2	2019/05/28 15:49:55
$L_{S(min)}$	50.4	2019/05/28 15:47:37
$L_{F(min)}$	49.8	2019/05/28 15:47:36
$L_{I(min)}$	49.9	2019/05/28 15:47:35
$L_{Peak(max)}$	102.8	2019/05/28 15:49:55

# Overloads	0
Overload Duration	0.0 s

Statistics	
LAS5.00	69.1 dB
LAS10.00	68.1 dB
LAS33.30	65.2 dB
LAS50.00	62.9 dB
LAS66.60	60.0 dB
LAS90.00	55.4 dB



Gower and Lexington Residential Project
Noise Monitoring Location D

Report date: 4/14/2021
Project: TENTEN Hollywood
Phase: Phase I - Demolition/Site Clearing

RECEPTOR #1

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of the Project Site	Residential	51.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	80	145	0	80.8	73.8	20	60.8	53.8
Grader	No	40	85	82	80	145	0	72.8	68.8	20	55.8	51.8
						Construction Noise Level (dBA Leq)			**75.0**		**Results**	**55.9**
						Noise Level Above Ambient			**23.4**		**Noise Level Above Ambient**	**4.3**

RECEPTOR #2

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northwest of the Project Site	Residential	59.9

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	430	480	0	70.4	63.4	20	50.4	43.4
Grader	No	40	85	82	430	480	0	62.4	58.4	20	45.4	41.4
						Construction Noise Level (dBA Leq)			**64.6**		**Results**	**45.5**
						Noise Level Above Ambient			**4.7**		**Noise Level Above Ambient**	**-14.4**

RECEPTOR #3

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential north of the Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	355	405	0	71.8	64.8	20	51.8	44.8
Grader	No	40	85	82	355	405	0	63.8	59.9	20	46.8	42.9
						Construction Noise Level (dBA Leq)			**66.0**		**Results**	**47.0**
						Noise Level Above Ambient			**-0.7**		**Noise Level Above Ambient**	**-19.7**

RECEPTOR #4

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northeast of Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	375	425	10	61.4	54.4	20	41.4	34.4
Grader	No	40	85	82	375	425	10	53.4	49.4	20	36.4	32.4
						Construction Noise Level (dBA Leq)			**55.6**		**Results**	**36.6**
						Noise Level Above Ambient			**-11.1**		**Noise Level Above Ambient**	**-30.1**

RECEPTOR #5

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of Project Site	Residential	65.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	90	155	0	80.2	73.2	20	60.2	53.2
Grader	No	40	85	82	90	155	0	72.2	68.2	20	52.2	48.2
						Construction Noise Level (dBA Leq)			**74.4**		**Results**	**54.4**
						Noise Level Above Ambient			**8.8**		**Noise Level Above Ambient**	**-11.2**

PARKER ENVIRONMENTAL CONSULTANTS

RECEPTOR #6														
		Ambient/Baseline (dBA)												
Description	Land Use	Daytime												
Residential fronting El Centro Avenue	Residential	61.6												
Equipment							Without Attenuation				With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	
Concrete/Industrial Saw	No	20	90	90	345	395	10	62.0	55.1		20	42.0	35.1	
Grader	No	40	85	82	345	395	10	54.0	50.1		20	37.0	33.1	
						Construction Noise Level (dBA Leq)			56.3			Results	37.2	
						Noise Level Above Ambient			-5.3			Noise Level Above Ambient	-24.4	

RECEPTOR #7														
		Ambient/Baseline (dBA)												
Description	Land Use	Daytime												
Residential fronting Beachwood Drive	Residential	59.6												
Equipment							Without Attenuation				With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	
Concrete/Industrial Saw	No	20	90	90	220	285	10	64.9	57.9		20	44.9	37.9	
Grader	No	40	85	82	220	285	10	56.9	52.9		20	39.9	35.9	
						Construction Noise Level (dBA Leq)			59.1			Results	40.0	
						Noise Level Above Ambient			-0.5			Noise Level Above Ambient	-19.6	

RECEPTOR #8														
		Ambient/Baseline (dBA)												
Description	Land Use	Daytime												
Residential south of Santa Monica Blvd	Residential	65.6												
Equipment							Without Attenuation				With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	
Concrete/Industrial Saw	No	20	90	90	400	450	10	60.9	53.9		20	40.9	33.9	
Grader	No	40	85	82	400	450	10	52.9	48.9		20	35.9	31.9	
						Construction Noise Level (dBA Leq)			55.1			Results	36.1	
						Noise Level Above Ambient			-10.5			Noise Level Above Ambient	-29.5	

Notes:

1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.

2. An attenuation factor (estimated shielding) of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.

3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/14/2021
Project: TENTEN Hollywood
Phase: Phase I - Grading/Excavation

RECEPTOR #1

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of the Project Site	Residential	51.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	80	145	0	80.8	73.8	20	60.8	53.8
Dozer	No	40	85	82	80	145	0	75.8	71.8	20	55.8	51.8
						Construction Noise Level (dBA Leq)			75.9	Results		55.9
						Noise Level Above Ambient			24.3	Noise Level Above Ambient		4.3

RECEPTOR #2

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northwest of the Project Site	Residential	59.9

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	430	480	0	70.4	63.4	20	50.4	43.4
Dozer	No	40	85	82	430	480	0	65.4	61.4	20	45.4	41.4
						Construction Noise Level (dBA Leq)			65.5	Results		45.5
						Noise Level Above Ambient			5.6	Noise Level Above Ambient		-14.4

RECEPTOR #3

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential north of the Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	355	405	0	71.8	64.8	20	51.8	44.8
Dozer	No	40	85	82	355	405	0	66.8	62.9	20	43.8	39.9
						Construction Noise Level (dBA Leq)			67.0	Results		46.0
						Noise Level Above Ambient			0.3	Noise Level Above Ambient		-20.7

RECEPTOR #4

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northeast of Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	375	425	10	61.4	54.4	20	41.4	34.4
Dozer	No	40	85	82	375	425	10	56.4	52.4	20	36.4	32.4
						Construction Noise Level (dBA Leq)			56.6	Results		36.6
						Noise Level Above Ambient			-10.1	Noise Level Above Ambient		-30.1

RECEPTOR #5

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of Project Site	Residential	65.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	90	155	0	80.2	73.2	20	60.2	53.2
Dozer	No	40	85	82	90	155	0	75.2	71.2	20	55.2	51.2
						Construction Noise Level (dBA Leq)			75.3	Results		55.3
						Noise Level Above Ambient			9.7	Noise Level Above Ambient		-10.3

PARKER ENVIRONMENTAL CONSULTANTS

RECEPTOR #6														
		Ambient/Baseline (dBA)												
Description	Land Use	Daytime												
Residential fronting El Centro Avenue	Residential	61.6												
Equipment							Without Attenuation				With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	
Concrete/Industrial Saw	No	20	90	90	345	395	10	62.0	55.1		20	42.0	35.1	
Dozer	No	40	85	82	345	395	10	57.0	53.1		20	37.0	33.1	
						Construction Noise Level (dBA Leq)			57.2			Results		37.2
						Noise Level Above Ambient			-4.4			Noise Level Above Ambient		-24.4

RECEPTOR #7														
		Ambient/Baseline (dBA)												
Description	Land Use	Daytime												
Residential fronting Beachwood Drive	Residential	59.6												
Equipment							Without Attenuation				With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	
Concrete/Industrial Saw	No	20	90	90	220	285	10	64.9	57.9		20	44.9	37.9	
Dozer	No	40	85	82	220	285	10	59.9	55.9		20	39.9	35.9	
						Construction Noise Level (dBA Leq)			60.0			Results		40.0
						Noise Level Above Ambient			0.4			Noise Level Above Ambient		-19.6

RECEPTOR #8														
		Ambient/Baseline (dBA)												
Description	Land Use	Daytime												
Residential south of Santa Monica Blvd	Residential	65.6												
Equipment							Without Attenuation				With Attenuation			
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	
Concrete/Industrial Saw	No	20	90	90	400	450	10	60.9	53.9		20	40.9	33.9	
Dozer	No	40	85	82	400	450	10	55.9	51.9		20	35.9	31.9	
						Construction Noise Level (dBA Leq)			56.1			Results		36.1
						Noise Level Above Ambient			-9.5			Noise Level Above Ambient		-29.5

Notes:

1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.

2. An attenuation factor (estimated shielding) of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.

3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/14/2021
Project: TENTEN Hollywood
Phase: Phase I - Building Construction

RECEPTOR #1

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of the Project Site	Residential	51.6

Equipment							Without Mitigation			With Mitigation		
							Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Crane	No	16	NA	81	80	145	0	71.8	63.8	20	51.8	43.8
Tractor/Loader/Backhoe	No	40	NA	78	80	145	0	68.8	64.8	20	48.8	44.8
						Construction Noise Level (dBA Leq)			67.3	Results		47.3
						Noise Level Above Ambient			15.7	Noise Level Above Ambient		-4.3

RECEPTOR #2

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northwest of the Project Site	Residential	59.9

Equipment							Without Attenuation			With Attenuation		
							Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Crane	No	16	NA	81	430	480	0	61.4	53.4	20	41.4	33.4
Tractor/Loader/Backhoe	No	40	NA	78	430	480	0	58.4	54.4	20	38.4	34.4
						Construction Noise Level (dBA Leq)			56.9	Results		36.9
						Noise Level Above Ambient			-3.0	Noise Level Above Ambient		-23.0

RECEPTOR #3

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential north of the Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
							Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Crane	No	16	NA	81	355	405	0	62.8	54.9	20	42.8	34.9
Tractor/Loader/Backhoe	No	40	NA	78	355	405	0	59.8	55.9	20	39.8	35.9
						Construction Noise Level (dBA Leq)			58.4	Results		38.4
						Noise Level Above Ambient			-8.3	Noise Level Above Ambient		-28.3

RECEPTOR #4

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northeast of Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
							Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Crane	No	16	NA	81	375	425	10	52.4	44.5	20	32.4	24.5
Tractor/Loader/Backhoe	No	40	NA	78	375	425	10	49.4	45.4	20	29.4	25.4
						Construction Noise Level (dBA Leq)			48.0	Results		28.0
						Noise Level Above Ambient			-18.7	Noise Level Above Ambient		-38.7

RECEPTOR #5

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of Project Site	Residential	65.6

Equipment							Without Attenuation			With Attenuation		
							Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Crane	No	16	NA	81	90	155	0	71.2	63.2	20	51.2	43.2
Tractor/Loader/Backhoe	No	40	NA	78	90	155	0	68.2	64.2	20	48.2	44.2
						Construction Noise Level (dBA Leq)			66.7	Results		46.7
						Noise Level Above Ambient			1.1	Noise Level Above Ambient		-18.9

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RECEPTOR #6															
		Ambient/Baseline (dBA)													
Description	Land Use	Daytime													
Residential fronting El Centro Avenue	Residential	61.6													
Equipment								Without Attenuation					With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	
Crane	No	16	NA	81	345	395		10	53.0	45.1		20	33.0	25.1	
Tractor/Loader/Backhoe	No	40	NA	78	345	395		10	50.0	46.1		20	30.0	26.1	
						Construction Noise Level (dBA Leq)				48.6			Results	28.6	
						Noise Level Above Ambient				-13.0			Noise Level Above Ambient	-33.0	

RECEPTOR #7															
		Ambient/Baseline (dBA)													
Description	Land Use	Daytime													
Residential fronting Beachwood Drive	Residential	59.6													
Equipment								Without Attenuation					With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	
Crane	No	16	NA	81	220	285		10	55.9	47.9		20	35.9	27.9	
Tractor/Loader/Backhoe	No	40	NA	78	220	285		10	52.9	48.9		20	32.9	28.9	
						Construction Noise Level (dBA Leq)				51.5			Results	31.5	
						Noise Level Above Ambient				-8.1			Noise Level Above Ambient	-28.1	

2. An attenuation factor (estimated shielding) of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.

RECEPTOR #8															
		Ambient/Baseline (dBA)													
Description	Land Use	Daytime													
Residential south of Santa Monica Blvd	Residential	65.6													
Equipment								Without Attenuation					With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	
Crane	No	16	NA	81	400	450		10	51.9	44.0		20	31.9	24.0	
Tractor/Loader/Backhoe	No	40	NA	78	400	450		10	48.9	44.9		20	28.9	24.9	
						Construction Noise Level (dBA Leq)				47.5			Results	27.5	
						Noise Level Above Ambient				-18.1			Noise Level Above Ambient	-38.1	

Notes:
1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.
2. An attenuation factor (estimated shielding) of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/14/2021
Project: TENTEN Hollywood
Phase: Phase I - Architectural Coating

RECEPTOR #1

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of the Project Site	Residential	51.6

Equipment							Without Attenuation			With Attenuation		
							Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Air Compressor	No	50	80	78	80	145	0	68.8	65.7	20	48.8	45.7
Air Compressor	No	50	80	78	80	145	0	68.8	65.7	20	48.8	45.7
						Construction Noise Level (dBA Leq)			68.8		Results	48.8
						Noise Level Above Ambient			17.2		Noise Level Above Ambient	-2.8

RECEPTOR #2

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northwest of the Project Site	Residential	59.9

Equipment							Without Attenuation			With Attenuation		
							Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Air Compressor	No	50	80	78	430	480	0	58.4	55.3	20	38.4	35.3
Air Compressor	No	50	80	78	430	480	0	58.4	55.3	20	38.4	35.3
						Construction Noise Level (dBA Leq)			58.4		Results	38.4
						Noise Level Above Ambient			-1.5		Noise Level Above Ambient	-21.5

RECEPTOR #3

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential north of the Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
							Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Air Compressor	No	50	80	78	355	405	0	59.8	56.8	20	39.8	36.8
Air Compressor	No	50	80	78	355	405	0	59.8	56.8	20	39.8	36.8
						Construction Noise Level (dBA Leq)			59.8		Results	39.8
						Noise Level Above Ambient			-6.9		Noise Level Above Ambient	-26.9

RECEPTOR #4

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northeast of Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
							Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Air Compressor	No	50	80	78	375	425	10	49.4	46.4	20	29.4	26.4
Air Compressor	No	50	80	78	375	425	10	49.4	46.4	20	29.4	26.4
						Construction Noise Level (dBA Leq)			49.4		Results	29.4
						Noise Level Above Ambient			-17.3		Noise Level Above Ambient	-37.3

RECEPTOR #5

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of Project Site	Residential	65.6

Equipment							Without Attenuation			With Attenuation		
							Estimated Shielding	Calculated (dBA)		Estimated Shielding	Calculated (dBA)	
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	(dBA)	*Lmax	Leq	(dBA)	*Lmax	Leq
Air Compressor	No	50	80	78	90	155	0	68.2	65.2	20	48.2	45.2
Air Compressor	No	50	80	78	90	155	0	68.2	65.2	20	48.2	45.2
						Construction Noise Level (dBA Leq)			68.2		Results	48.2
						Noise Level Above Ambient			2.6		Noise Level Above Ambient	-17.4

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RECEPTOR #6

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential fronting El Centro Avenue	Residential	61.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Air Compressor	No	50	80	78	345	395	10	50.0	47.0	20	30.0	27.0
Air Compressor	No	50	80	78	345	395	10	50.0	47.0	20	30.0	27.0
						Construction Noise Level (dBA Leq)			50.0		Results	30.0
						Noise Level Above Ambient			-11.6		Noise Level Above Ambient	-31.6

RECEPTOR #7

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential fronting Beachwood Drive	Residential	59.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Air Compressor	No	50	80	78	220	285	10	52.9	49.9	20	32.9	29.9
Air Compressor	No	50	80	78	220	285	10	52.9	49.9	20	32.9	29.9
						Construction Noise Level (dBA Leq)			52.9		Results	32.9
						Noise Level Above Ambient			-6.7		Noise Level Above Ambient	-26.7

RECEPTOR #8

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential south of Santa Monica Blvd	Residential	65.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Air Compressor	No	50	80	78	400	450	10	48.9	45.9	20	28.9	25.9
Air Compressor	No	50	80	78	400	450	10	48.9	45.9	20	28.9	25.9
						Construction Noise Level (dBA Leq)			48.9		Results	28.9
						Noise Level Above Ambient			-16.7		Noise Level Above Ambient	-36.7

Notes:

1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.

2. An attenuation factor (estimated shielding) of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.

3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/14/2021
Project: TENTEN Hollywood
Phase: Phase II - Demolition/Site Clearing

RECEPTOR #1

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of the Project Site	Residential	51.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	80	150	0	80.5	73.5	20	60.5	53.5
Tractor/Loader/Backhoe	No	40	78	78	80	150	0	68.5	64.5	20	48.5	44.5
						Construction Noise Level (dBA Leq)			74.0		Results	54.0
						Noise Level Above Ambient			22.4		Noise Level Above Ambient	2.4

RECEPTOR #2

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northwest of the Project Site	Residential	59.9

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	125	300	0	74.4	67.4	20	54.4	47.4
Tractor/Loader/Backhoe	No	40	78	78	125	300	0	62.4	58.5	20	42.4	38.5
						Construction Noise Level (dBA Leq)			68.0		Results	48.0
						Noise Level Above Ambient			8.1		Noise Level Above Ambient	-11.9

RECEPTOR #3

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential north of the Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	65	240	0	76.4	69.4	20	56.4	49.4
Tractor/Loader/Backhoe	No	40	78	78	65	240	0	64.4	60.4	20	44.4	40.4
						Construction Noise Level (dBA Leq)			69.9		Results	49.9
						Noise Level Above Ambient			3.2		Noise Level Above Ambient	-16.8

RECEPTOR #4

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northeast of Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	250	320	10	63.9	56.9	20	43.9	36.9
Tractor/Loader/Backhoe	No	40	78	78	250	320	10	51.9	47.9	20	31.9	27.9
						Construction Noise Level (dBA Leq)			57.4		Results	37.4
						Noise Level Above Ambient			-9.3		Noise Level Above Ambient	-29.3

RECEPTOR #5

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of Project Site	Residential	65.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	210	280	10	65.0	58.0	20	45.0	38.0
Tractor/Loader/Backhoe	No	40	78	78	210	280	10	53.0	49.1	20	33.0	29.1
						Construction Noise Level (dBA Leq)			58.6		Results	38.6
						Noise Level Above Ambient			-7.0		Noise Level Above Ambient	-27.0

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RECEPTOR #6			
		Ambient/Baseline (dBA)	
Description	Land Use	Daytime	
Residential fronting El Centro Avenue	Residential	61.6	

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	225	295	10	64.6	57.6	20	44.6	37.6
Tractor/Loader/Backhoe	No	40	78	78	225	295	10	52.6	48.6	20	32.6	28.6
						Construction Noise Level (dBA Leq)			58.1		Results	38.1
						Noise Level Above Ambient			-3.5		Noise Level Above Ambient	-23.5

RECEPTOR #7			
		Ambient/Baseline (dBA)	
Description	Land Use	Daytime	
Residential fronting Beachwood Drive	Residential	59.6	

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	380	450	10	60.9	53.9	20	40.9	33.9
Tractor/Loader/Backhoe	No	40	78	78	380	450	10	48.9	44.9	20	28.9	24.9
						Construction Noise Level (dBA Leq)			54.4		Results	34.4
						Noise Level Above Ambient			-5.2		Noise Level Above Ambient	-25.2

RECEPTOR #8			
		Ambient/Baseline (dBA)	
Description	Land Use	Daytime	
Residential south of Santa Monica Blvd	Residential	65.6	

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Concrete/Industrial Saw	No	20	90	90	470	645	10	57.8	50.8	20	37.8	30.8
Tractor/Loader/Backhoe	No	40	78	78	470	645	10	45.8	41.8	20	25.8	21.8
						Construction Noise Level (dBA Leq)			51.3		Results	31.3
						Noise Level Above Ambient			-14.3		Noise Level Above Ambient	-34.3

Notes:
1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.
2. An attenuation factor (estimated shielding) of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/14/2021
Project: TENTEN Hollywood
Phase: Phase II - Grading/Excavation

RECEPTOR #1

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of the Project Site	Residential	51.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Excavator	No	40	81	81	80	150	0	71.5	67.5	20	51.5	47.5
Excavator	No	40	81	81	80	150	0	71.5	67.5	20	51.5	47.5
						Construction Noise Level (dBA Leq)			70.5		Results	50.5
						Noise Level Above Ambient			18.9		Noise Level Above Ambient	-1.1

RECEPTOR #2

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northwest of the Project Site	Residential	59.9

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Excavator	No	40	81	81	125	300	0	65.4	61.5	20	45.4	41.5
Excavator	No	40	81	81	125	300	0	65.4	61.5	20	45.4	41.5
						Construction Noise Level (dBA Leq)			64.5		Results	44.5
						Noise Level Above Ambient			4.6		Noise Level Above Ambient	-15.4

RECEPTOR #3

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential north of the Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Excavator	No	40	81	81	65	240	0	67.4	63.4	20	47.4	43.4
Excavator	No	40	81	81	65	240	0	67.4	63.4	20	47.4	43.4
						Construction Noise Level (dBA Leq)			66.4		Results	46.4
						Noise Level Above Ambient			-0.3		Noise Level Above Ambient	-20.3

RECEPTOR #4

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northeast of Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Excavator	No	40	81	81	250	320	0	64.9	60.9	20	44.9	40.9
Excavator	No	40	81	81	250	320	0	64.9	60.9	20	44.9	40.9
						Construction Noise Level (dBA Leq)			63.9		Results	43.9
						Noise Level Above Ambient			-2.8		Noise Level Above Ambient	-22.8

RECEPTOR #5

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of Project Site	Residential	65.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Excavator	No	40	81	81	210	280	10	56.0	52.1	20	36.0	32.1
Excavator	No	40	81	81	210	280	10	56.0	52.1	20	36.0	32.1
						Construction Noise Level (dBA Leq)			55.1		Results	35.1
						Noise Level Above Ambient			-10.5		Noise Level Above Ambient	-30.5

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RECEPTOR #6															
		Ambient/Baseline (dBA)													
Description	Land Use	Daytime													
Residential fronting El Centro Avenue	Residential	61.6													
Equipment							Without Attenuation				With Attenuation				
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		
Excavator	No	40	81	81	225	295	10	55.6	51.6		20	35.6	31.6		
Excavator	No	40	81	81	225	295	10	55.6	51.6		20	35.6	31.6		
						Construction Noise Level (dBA Leq)			54.6			Results			34.6
						Noise Level Above Ambient			-7.0			Noise Level Above Ambient			-27.0

RECEPTOR #7															
		Ambient/Baseline (dBA)													
Description	Land Use	Daytime													
Residential fronting Beachwood Drive	Residential	59.6													
Equipment							Without Attenuation				With Attenuation				
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		
Excavator	No	40	81	81	380	450	10	51.9	47.9		20	31.9	27.9		
Excavator	No	40	81	81	380	450	10	51.9	47.9		20	31.9	27.9		
						Construction Noise Level (dBA Leq)			50.9			Results			30.9
						Noise Level Above Ambient			-8.7			Noise Level Above Ambient			-28.7

RECEPTOR #8															
		Ambient/Baseline (dBA)													
Description	Land Use	Daytime													
Residential south of Santa Monica Blvd	Residential	65.6													
Equipment							Without Attenuation				With Attenuation				
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		
Excavator	No	40	81	81	470	645	10	48.8	44.8		20	28.8	24.8		
Excavator	No	40	81	81	470	645	10	48.8	44.8		20	28.8	24.8		
						Construction Noise Level (dBA Leq)			47.8			Results			27.8
						Noise Level Above Ambient			-17.8			Noise Level Above Ambient			-37.8

Notes:

1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.

2. An attenuation factor (estimated shielding) of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.

3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM),Version 1.1

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Report date: 4/14/2021
Project: TENTEN Hollywood
Phase: Phase II - Building Construction

RECEPTOR #1

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of the Project Site	Residential	51.6

Equipment							Without Mitigation			With Mitigation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Crane	No	16	NA	81	80	150	0	71.5	63.5	20	51.5	43.5
Tractor/Loader/Backhoe	No	40	NA	78	80	150	0	68.5	64.5	20	48.5	44.5
						Construction Noise Level (dBA Leq)			67.0		Results	47.0
						Noise Level Above Ambient			15.4		Noise Level Above Ambient	-4.6

RECEPTOR #2

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northwest of the Project Site	Residential	59.9

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Crane	No	16	NA	81	125	300	0	65.4	57.5	20	45.4	37.5
Tractor/Loader/Backhoe	No	40	NA	78	125	300	0	62.4	58.5	20	42.4	38.5
						Construction Noise Level (dBA Leq)			61.0		Results	41.0
						Noise Level Above Ambient			1.1		Noise Level Above Ambient	-18.9

RECEPTOR #3

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential north of the Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Crane	No	16	NA	81	65	240	0	67.4	59.4	20	47.4	39.4
Tractor/Loader/Backhoe	No	40	NA	78	65	240	0	64.4	60.4	20	44.4	40.4
						Construction Noise Level (dBA Leq)			62.9		Results	42.9
						Noise Level Above Ambient			-3.8		Noise Level Above Ambient	-23.8

RECEPTOR #4

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northeast of Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Crane	No	16	NA	81	250	320	0	64.9	56.9	20	44.9	36.9
Tractor/Loader/Backhoe	No	40	NA	78	250	320	0	61.9	57.9	20	41.9	37.9
						Construction Noise Level (dBA Leq)			60.4		Results	40.4
						Noise Level Above Ambient			-6.3		Noise Level Above Ambient	-26.3

RECEPTOR #5

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of Project Site	Residential	65.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Crane	No	16	NA	81	210	280	10	56.0	48.1	20	36.0	28.1
Tractor/Loader/Backhoe	No	40	NA	78	210	280	10	53.0	49.1	20	33.0	29.1
						Construction Noise Level (dBA Leq)			51.6		Results	31.6
						Noise Level Above Ambient			-14.0		Noise Level Above Ambient	-34.0

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RECEPTOR #6

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential fronting El Centro Avenue	Residential	61.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Crane	No	16	NA	81	225	295	10	55.6	47.6	20	35.6	27.6
Tractor/Loader/Backhoe	No	40	NA	78	225	295	10	52.6	48.6	20	32.6	28.6
						Construction Noise Level (dBA Leq)			51.2	Results		31.2
						Noise Level Above Ambient			-10.4	Noise Level Above Ambient		-30.4

RECEPTOR #7

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential fronting Beachwood Drive	Residential	59.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Crane	No	16	NA	81	380	450	10	51.9	44.0	20	31.9	24.0
Tractor/Loader/Backhoe	No	40	NA	78	380	450	10	48.9	44.9	20	28.9	24.9
						Construction Noise Level (dBA Leq)			47.5	Results		27.5
						Noise Level Above Ambient			-12.1	Noise Level Above Ambient		-32.1

RECEPTOR #8

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential south of Santa Monica Blvd	Residential	65.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Crane	No	16	NA	81	470	645	10	48.8	40.8	20	28.8	20.8
Tractor/Loader/Backhoe	No	40	NA	78	470	645	10	45.8	41.8	20	25.8	21.8
						Construction Noise Level (dBA Leq)			44.4	Results		24.4
						Noise Level Above Ambient			-21.2	Noise Level Above Ambient		-41.2

Notes:

1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.

2. An attenuation factor (estimated shielding) of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.

3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/14/2021
Project: TENTEN Hollywood
Phase: Phase II - Architectural Coating

RECEPTOR #1

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of the Project Site	Residential	51.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Air Compressor	No	50	80	78	80	150	0	68.5	65.4	20	48.5	45.4
Air Compressor	No	50	80	78	80	150	0	68.5	65.4	20	48.5	45.4
						Construction Noise Level (dBA Leq)			68.5		Results	48.5
						Noise Level Above Ambient			16.9		Noise Level Above Ambient	-3.1

RECEPTOR #2

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northwest of the Project Site	Residential	59.9

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Air Compressor	No	50	80	78	125	300	0	62.4	59.4	20	42.4	39.4
Air Compressor	No	50	80	78	125	300	0	62.4	59.4	20	42.4	39.4
						Construction Noise Level (dBA Leq)			62.4		Results	42.4
						Noise Level Above Ambient			2.5		Noise Level Above Ambient	-17.5

RECEPTOR #3

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential north of the Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Air Compressor	No	50	80	78	65	240	0	64.4	61.4	20	44.4	41.4
Air Compressor	No	50	80	78	65	240	0	64.4	61.4	20	44.4	41.4
						Construction Noise Level (dBA Leq)			64.4		Results	44.4
						Noise Level Above Ambient			-2.3		Noise Level Above Ambient	-22.3

RECEPTOR #4

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately northeast of Project Site	Residential	66.7

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Air Compressor	No	50	80	78	250	320	0	61.9	58.9	20	41.9	38.9
Air Compressor	No	50	80	78	250	320	0	61.9	58.9	20	41.9	38.9
						Construction Noise Level (dBA Leq)			61.9		Results	41.9
						Noise Level Above Ambient			-4.8		Noise Level Above Ambient	-24.8

RECEPTOR #5

Description	Land Use	Ambient/Baseline (dBA) Daytime
Residential immediately west of Project Site	Residential	65.6

Equipment							Without Attenuation			With Attenuation		
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq	Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq
Air Compressor	No	50	80	78	210	280	10	53.0	50.0	20	33.0	30.0
Air Compressor	No	50	80	78	210	280	10	53.0	50.0	20	33.0	30.0
						Construction Noise Level (dBA Leq)			53.0		Results	33.0
						Noise Level Above Ambient			-12.6		Noise Level Above Ambient	-32.6

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RECEPTOR #6																
		Ambient/Baseline (dBA)														
Description	Land Use	Daytime														
Residential fronting El Centro Avenue	Residential	61.6														
Equipment								Without Attenuation				With Attenuation				
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		
Air Compressor	No	50	80	78	225	295		10	52.6	49.6		20	32.6	29.6		
Air Compressor	No	50	80	78	225	295		10	52.6	49.6		20	32.6	29.6		
						Construction Noise Level (dBA Leq)				52.6			Results	32.6		
						Noise Level Above Ambient				-9.0			Noise Level Above Ambient	-29.0		

RECEPTOR #7																
		Ambient/Baseline (dBA)														
Description	Land Use	Daytime														
Residential fronting Beachwood Drive	Residential	59.6														
Equipment								Without Attenuation				With Attenuation				
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		
Air Compressor	No	50	80	78	380	450		10	48.9	45.9		20	28.9	25.9		
Air Compressor	No	50	80	78	380	450		10	48.9	45.9		20	28.9	25.9		
						Construction Noise Level (dBA Leq)				48.9			Results	28.9		
						Noise Level Above Ambient				-10.7			Noise Level Above Ambient	-30.7		

RECEPTOR #8																
		Ambient/Baseline (dBA)														
Description	Land Use	Daytime														
Residential south of Santa Monica Blvd	Residential	65.6														
Equipment								Without Attenuation				With Attenuation				
Description	Impact Device	Usage(%)	Spec. Max (dBA)	Actual Max (dBA)	Receptor Distance to Project Site (Feet)	Receptor Distance to Centerline of Project Site (Feet)		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		Estimated Shielding (dBA)	Calculated (dBA) *Lmax	Calculated (dBA) Leq		
Air Compressor	No	50	80	78	470	645		10	45.8	42.8		20	25.8	22.8		
Air Compressor	No	50	80	78	470	645		10	45.8	42.8		20	25.8	22.8		
						Construction Noise Level (dBA Leq)				45.8			Results	25.8		
						Noise Level Above Ambient				-19.8			Noise Level Above Ambient	-39.8		

Notes:

1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.

2. An attenuation factor (estimated shielding) of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.

3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM),Version 1.1

Construction Noise Impact Summary Without Project Design Features

Phase I Construction

Address	Ambient Noise (dBA Leq)	Noise Level Impact (dBA Leq) by Phase: Site Clearing	Grading	Building	Architectural Coating	Construction Noise Threshold (dBA Leq)**	Noise Impact Above Threshold
RECEPTOR #1	51.6	75.0	75.9	67.3	68.8	56.6	19.3
RECEPTOR #2	59.9	64.6	65.5	56.9	58.4	64.9	0.6
RECEPTOR #3	66.7	66.0	67.0	58.4	59.8	71.7	-4.7
RECEPTOR #4	66.7	55.6	56.6	48.0	49.4	71.7	0.0
RECEPTOR #5	65.6	74.4	75.3	66.7	68.2	70.6	4.7
RECEPTOR #6	61.6	56.3	57.2	48.6	50.0	66.6	0.0
RECEPTOR #7	59.6	59.1	60.0	51.5	52.9	64.6	-4.6
RECEPTOR #8	65.6	55.1	56.1	47.5	48.9	70.6	0.0

Phase II Construction

	Ambient Noise (dBA Leq)	Noise Level Impact (dBA Leq) by Phase: Site Clearing	Grading	Building	Architectural Coating	Construction Noise Threshold (dBA Leq)**	Noise Impact Above Threshold
RECEPTOR #1	51.6	74.0	70.5	67.0	68.5	56.6	17.4
RECEPTOR #2	59.9	68.0	64.5	61.0	62.4	64.9	3.1
RECEPTOR #3	66.7	69.9	66.4	62.9	64.4	71.7	-1.8
RECEPTOR #4	66.7	57.4	63.9	60.4	61.9	71.7	0.0
RECEPTOR #5	65.6	58.6	55.1	51.6	53.0	70.6	0.0
RECEPTOR #6	61.6	58.1	54.6	51.2	52.6	66.6	0.0
RECEPTOR #7	59.6	54.4	50.9	47.5	48.9	64.6	0.0
RECEPTOR #8	65.6	51.3	47.8	44.4	45.8	70.6	0.0

** Significance criteria is based on a 5- dBA noise increase above ambient threshold .

Construction Noise Impact Summary With Project Design Features

Phase I Construction

Address	Ambient Noise (dBA Leq)	Noise Level Impact (dBA Leq) by Phase: Site Clearing	Grading	Building	Architectural Coating	Construction Noise Threshold (dBA Leq)**	Noise Impact Above Threshold
RECEPTOR #1	51.6	55.9	55.9	47.3	48.8	56.6	0.0
RECEPTOR #2	59.9	45.5	45.5	36.9	38.4	64.9	0.0
RECEPTOR #3	66.7	47.0	46.0	38.4	39.8	71.7	0.0
RECEPTOR #4	66.7	36.6	36.6	28.0	29.4	71.7	0.0
RECEPTOR #5	65.6	54.4	55.3	46.7	48.2	70.6	0.0
RECEPTOR #6	61.6	37.2	37.2	28.6	30.0	66.6	0.0
RECEPTOR #7	59.6	40.0	40.0	31.5	32.9	64.6	0.0
RECEPTOR #8	65.6	36.1	36.1	27.5	28.9	70.6	0.0

Phase II Construction

	Ambient Noise (dBA Leq)	Noise Level Impact (dBA Leq) by Phase: Site Clearing	Grading	Building	Architectural Coating	Construction Noise Threshold (dBA Leq)**	Noise Impact Above Threshold
RECEPTOR #1	51.6	54.0	50.5	47.0	48.5	56.6	0.0
RECEPTOR #2	59.9	48.0	44.5	41.0	42.4	64.9	0.0
RECEPTOR #3	66.7	49.9	46.4	42.9	44.4	71.7	0.0
RECEPTOR #4	66.7	37.4	43.9	40.4	41.9	71.7	0.0
RECEPTOR #5	65.6	38.6	35.1	31.6	33.0	70.6	0.0
RECEPTOR #6	61.6	38.1	34.6	31.2	32.6	66.6	0.0
RECEPTOR #7	59.6	34.4	30.9	27.5	28.9	64.6	0.0
RECEPTOR #8	65.6	31.3	27.8	24.4	25.8	70.6	0.0

** Significance criteria is based on a 5- dBA noise increase above ambient threshold .

PARKER
ENVIRONMENTAL CONSULTANTS

Project: TenTen Hollywood Project
Date: April 8, 2020
Re: Crowd Noise Estimates

Full Capacity Noise Levels @ 3 feet

	50% Male	50% Female	50% of people	Total people
N1:Total	30	30	60	120
N2:5th Level Courtyard	5	5	10	20
N3:6th Level Courtyard	25	25	50	100

SPL(Total) = SPL(1) + 10*log(N)	**Male**	**Female**	**Noise Level @ 3.3 ft**	**Noise Level @ 50 ft**
SPL(1)	**65**	**62**		
SPL(N1): Total	79.77	76.77	81.54	57.10
SPL(N2): 5th Level	71.99	68.99	73.75	49.32
SPL(N3): 6th Level	78.98	75.98	80.74	56.31

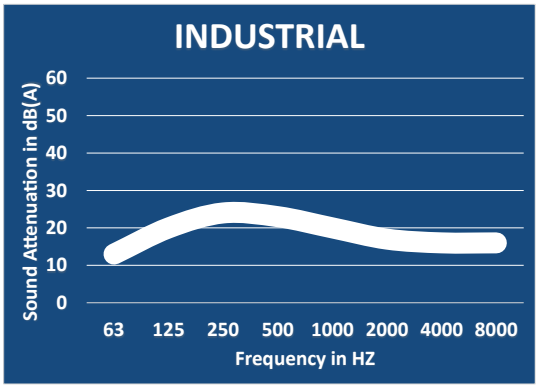
Note: formulas provided by Caltrans Technical Noise Supplement (September 2013)
SPL = sound pressure level

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

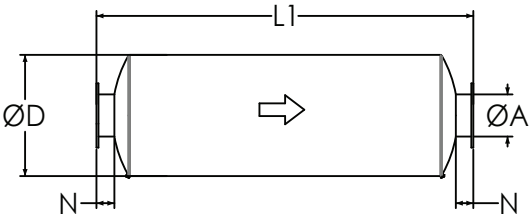
Industrial Grade Silencers

Model NTIN-C (Cylindrical), 15-20 dBA

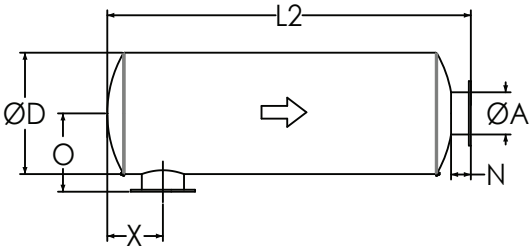
TYPICAL ATTENUATION CURVE



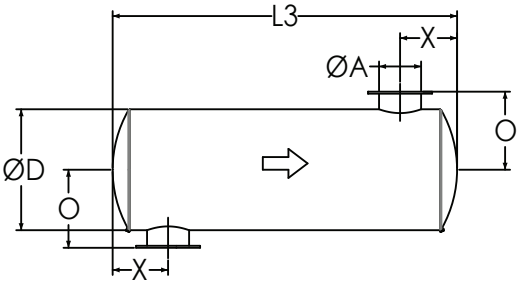
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.
The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

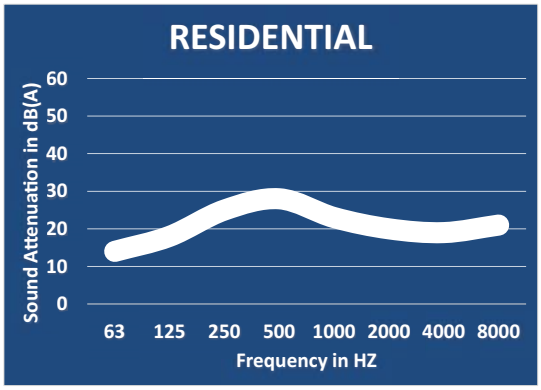
** Standard inlet/outlet position.

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

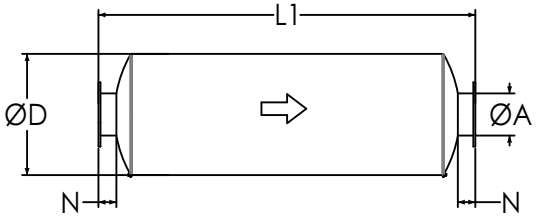
Residential Grade Silencers

Model NTRS-C (Cylindrical), 20-25 dBA

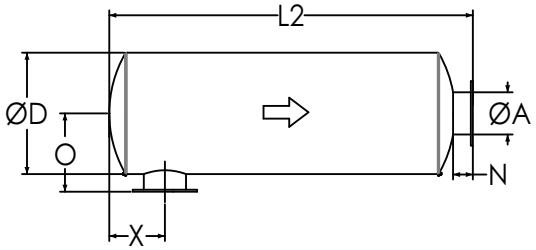
TYPICAL ATTENUATION CURVE



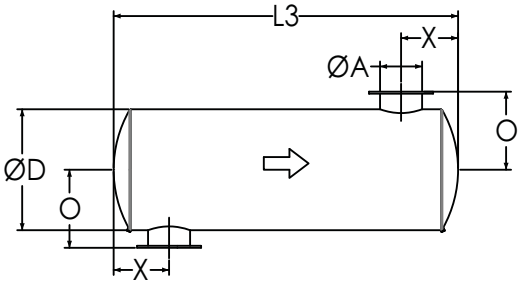
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Residential Grade Silencers are designed to achieve maximum performance with the least amount of backpressure. The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are medium-low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTRS-C1	1	4	20	18	16	3	10	2	4
NTRS-C1.5	1.5	6	28	26	24	3	12	2	5
NTRS-C2	2	6	28	25	22	4	12	3	6
NTRS-C2.5	2.5	6	32	29	26	4	14	3	6
NTRS-C3	3	6	34	31	28	5	15	3	6
NTRS-C3.5	3.5	9	36	33	30	5	16	3	8
NTRS-C4	4	10	40	37	34	5	17	3	8
NTRS-C5	5	12	42	39	36	6	18	3	9
NTRS-C6	6	14	44	40	36	7	19	4	11
NTRS-C8	8	16	56	52	48	9	24	4	12
NTRS-C10	10	20	58	54	50	11	24	4	14
NTRS-C12	12	24	70	66	62	13	31	4	16
NTRS-C14	14	30	80	75	70	17	35	5	20
NTRS-C16	16	36	90	85	80	17	40	5	23
NTRS-C18	18	40	102	97	92	18	47	5	25
NTRS-C20	20	42	108	103	98	21	50	5	26
NTRS-C22	22	48	116	111	106	23	54	5	29
NTRS-C24	24	48	130	125	120	26	61	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

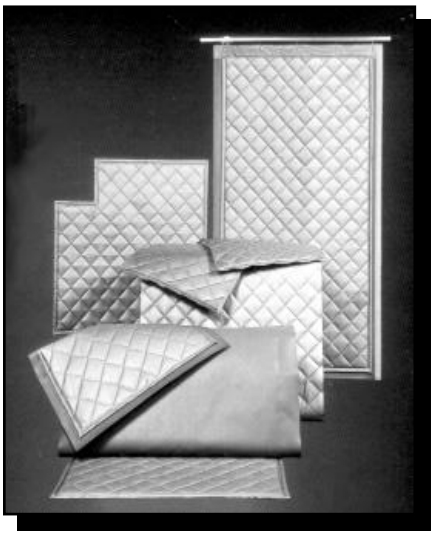
** Standard inlet/outlet position.

Acoustical Surfaces, Inc.

SOUNDPROOFING, ACOUSTICS, NOISE & VIBRATION CONTROL SPECIALISTS

123 Columbia Court North • Suite 201 • Chaska, MN 55318
(952) 448-5300 • Fax (952) 448-2613 • (800) 448-0121
Email: sales@acousticalsurfaces.com
Visit our Website: www.acousticalsurfaces.com

We Identify and S.T.O.P. Your Noise Problems



QUILTED CURTAIN S.T.O.P.

Absorptive/Noise Barrier Quilted Curtains

- ***For Unusual Conditions***
- ***Cost Effective***
- ***Water & Chemical Resistant***
- ***Exterior Applications***

MATERIAL: Foam or fiberglass core, faced with quilted aluminized fabric.

PATTERN: Quilted pattern.

FEATURES: Effective and durable absorber with mass loaded vinyl barrier option.

APPLICATIONS: Effective solution to a wide range of noise control problems. Machinery and work area enclosures.

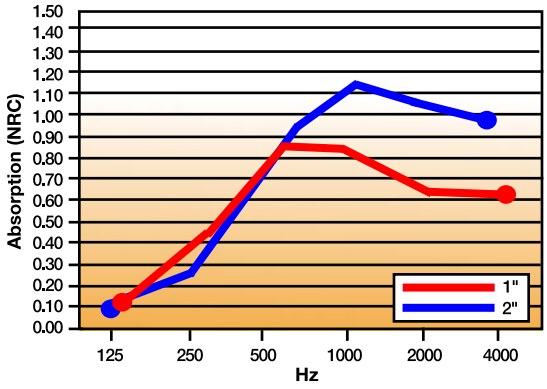
THICKNESS: 1" & 2".

NOM SIZES: BSC-25 Curtain (Quilting on both sides) standard: 48" wide and Lengths up to 25'.
BBC-13 Curtain (Quilting on one side) standard: 54" wide and Lengths up to 25'. Custom sizes also available.

COLOR: Silver (Other colors available upon request).

FLAMMABILITY: ASTM E-84, Class A. Flame Spread: 23, Smoke Developed: 30.

INSTALLATION: Hook and loop fasteners, grommet hangers, curtain support hardware.



CURTAIN S.T.O.P. Sound Transmission Loss - ASTM E90 /a/ /b/

Frequency	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	STC
BSC-25 w/ 1 lb. Barrier	12	10	27	40	44	43	29
BSC-25 w/ 2 lb. Barrier	19	22	28	40	56	61	33
BBC-13 w/ 1 lb. Barrier	11	10	24	30	35	35	27
BBC-13 w/ 2 lb. Barrier	19	22	28	40	56	61	33

CURTAIN S.T.O.P. Sound Absorption Coefficients

Frequency	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	NRC
1" Fiberglass	.12	.47	.85	.84	.64	.62	.70
2" Fiberglass	.19	.99	.96	.80	.57	.33	.85

/a/ Sound transmission loss is the decibel reduction achieved at different frequencies. Construction noise occurs throughout the frequency spectrum. An example of high frequency noise is the whining sound from a concrete saw or jackhammering, low frequency noise can be usually attributed to equipment such as the humming of a generator.
/b/ Sound Transmission Class (STC) is the integer rating of how well a material attenuates airborne sound. It is however a rough idea of sound reduction versus the transmission loss calculated at different frequencies.

Acoustical Surfaces, Inc.

SOUNDPROOFING, ACOUSTICS, NOISE & VIBRATION CONTROL SPECIALISTS

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(952) 448-5300 • Fax (952) 448-2613 • (800) 448-0121
Email: sales@acousticalsurfaces.com
Visit our Website: www.acousticalsurfaces.com

We Identify and S.T.O.P. Your Noise Problems

Echo Barrier™

The Industry's First Reusable, Indoor/ Outdoor Noise Barrier/Absorber

- Superior acoustic performance
- Industrial durability
- Simple and quick installation system
- Lightweight for easy handling
- Unique roll-up design for compact storage and transportation
- Double or triple up for noise 'hot spots'
- Ability to add branding or messages
- Range of accessories available
- Weatherproof – absorbs sound but not water
- Fire retardant
- 1 person can do the job of 2 or 3 people

Why is it all too often we see construction sites with fencing but no regard for sound issues created from the construction that is taking place? This is due to the fact that there has not been an efficient means of treating this type of noise that was cost effective ***until now.***

Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

BENEFITS: Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

APPLICATIONS: Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

DIMENSIONS: 6.56' × 4.49'.

WEIGHT: 13 lbs.

ACOUSTIC PERFORMANCE: 10-20dB noise reduction (greater if barrier is doubled up).

INSTALLATION: The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

Echo Barrier Transmission Loss Field Data							
	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

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ATTACHMENT 5

Air Quality Modeling Worksheets

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Construction Assumptions (10/09/2019)

Project Name: 1010 Hollywood
Land Use: Residential 169 Apartment DU

	Square Feet	Acres	DU	Parking Spaces
Phase I Lot Area	21,681.79	.5 acres	43	140
Phase II Lot Area	40,363.50	.93 acres	126	144
Total Lot Area Phase I and II (New Construction)	62,045.29	1.42 acres	169	284
Existing Bldg to Remain Lot Area	42,727.29	.98 acres		
Total Lot Area for FAR purposes	104,772.58	2.41 acres		

Construction Schedule				Grading Assumptions			Site Clearing Assumptions		
	START	FINISH	Duration (months)	Export Grading Volume (cubic yards)	Total Grading Haul Loads	Total Haul Trips (Load x 2)	Site Clearing Export Volume (cubic yards)	Total Site Clearing Haul Trucks	Total Haul Trips (Load x 2)
Phase I	6/2/21	6/12/23	24	23,025	1,645	3,289	402	29	57
Phase II	7/17/23	7/24/25	24	42,865	3,062	6,124	747	53	107
TOTAL (Phase I & II)	6/2/21	7/24/25	48	65,890	4,706	9,413	1149	82	164

Hauling Assumptions 14 cy haul truck capacity

Phase I	START	FINISH	Duration (months)	Haul Trips Per Day	Worker Trips per day	Vendor Trips per day	Equipment (On-Site)
Site Clearing	6/2/21	6/16/21	0.5	5	10	0	1 concrete saw, 2 tractor/loader/backhoes
Excavation/Grading	6/17/21	9/1/21	2.5	60	15	0	2 excavators, 2 tractor/loader/backhoes
Building Construction	9/2/21	2/8/23	17		54	14	1 crane, 2 aerial lifts, 2 tractor/loader/backhoes
Architectural Finishing	2/9/23	6/12/23	4		11	0	2 aerial lifts, 2 air compressors
		TOTAL	24				

Phase II	START	FINISH	Duration (months)	Haul Trips Per Day	Worker Trips per day	Vendor Trips per day	Equipment (On-Site)
Site Clearing	7/17/23	7/31/23	0.5	10	10	0	1 concrete saw, 2 tractor/loader/backhoes
Excavation/Grading	8/1/23	10/16/23	2.5	111	13	0	2 excavators, 2 tractor/loader/backhoes
Building Construction	10/17/23	3/24/25	17		123	26	1 crane, 2 aerial lifts, 2 tractor/loader/backhoes
Architectural Finishing	3/25/25	7/24/25	4		25	0	4 aerial lifts, 4 air compressors
		TOTAL	24				

TENTEN Hollywood Project - Phase I Construction and Operation

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	167.00	Space	0.00	66,800.00	0
Apartments Mid Rise	45.00	Dwelling Unit	0.50	56,093.00	129

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

TENTEN Hollywood Project - Phase I Construction and Operation - South Coast AQMD Air District, Winter

Project Characteristics - This model is for Phase I Construction and Operation only

Land Use - 45 dwelling units are proposed for Phase I building

Construction Phase - Based on approximate 24-month construction timeline.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment -

Off-road Equipment - Equipment use on worst -case day.

Off-road Equipment - Equipment use on worst-case day.

Trips and VMT - Export based on 14 cy haul truck capacity

Grading - Phase I assumes 402 cy asphalt export and 23,025 cy soil export on 0.5-acre lot.

Woodstoves - no fireplaces or woodstoves are proposed.

Energy Use -

Construction Off-road Equipment Mitigation - Mitigation assumes compliance with AQMD Rule 403 (dust suppression)

Vehicle Trips - Trip rates and VMT adjusted based on LADOT Calculations provided by LLG Traffic Consultants. Weekend trips prorated with adjusted weekday trip rate.

Stationary Sources - Emergency Generators and Fire Pumps -

Sequestration - 12 trees required per LAMC

Area Mitigation -

Water Mitigation -

Waste Mitigation -

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tblLandUse	LotAcreage	1.18	0.50
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblSequestration	NumberOfNewTrees	0.00	12.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00

tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.50
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	0.00	57.00
tblTripsAndVMT	HaulingTripNumber	0.00	3,289.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblTripsAndVMT	WorkerTripNumber	15.00	10.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	5.74
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	6.39	2.89
tblVehicleTrips	SU_TR	5.86	2.65
tblVehicleTrips	WD_TR	6.65	3.01
tblWoodstoves	NumberCatalytic	2.25	0.00
tblWoodstoves	NumberNoncatalytic	2.25	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2021	1.9185	31.8494	19.1981	0.0880	2.4313	0.6881	3.1194	0.8727	0.6495	1.5222	0.0000	9,248.7956	9,248.7956	0.9991	0.0000	9,273.7723
2022	1.0622	9.7449	11.5860	0.0247	0.7731	0.4002	1.1732	0.2073	0.3682	0.5756	0.0000	2,445.9232	2,445.9232	0.5039	0.0000	2,458.5207
2023	4.7012	8.7139	11.3352	0.0243	0.7731	0.3445	1.1176	0.2073	0.3170	0.5244	0.0000	2,411.7166	2,411.7166	0.4990	0.0000	2,424.1908
Maximum	**4.7012**	**31.8494**	**19.1981**	**0.0880**	**2.4313**	**0.6881**	**3.1194**	**0.8727**	**0.6495**	**1.5222**	**0.0000**	**9,248.7956**	**9,248.7956**	**0.9991**	**0.0000**	**9,273.7723**

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	1.9185	31.8494	19.1981	0.0880	2.0173	0.6881	2.7054	0.6452	0.6495	1.2946	0.0000	9,248.7956	9,248.7956	0.9991	0.0000	9,273.7723
2022	1.0622	9.7449	11.5860	0.0247	0.7731	0.4002	1.1732	0.2073	0.3682	0.5756	0.0000	2,445.9232	2,445.9232	0.5039	0.0000	2,458.5207
2023	4.7012	8.7139	11.3352	0.0243	0.7731	0.3445	1.1176	0.2073	0.3170	0.5244	0.0000	2,411.7166	2,411.7166	0.4990	0.0000	2,424.1908
Maximum	**4.7012**	**31.8494**	**19.1981**	**0.0880**	**2.0173**	**0.6881**	**2.7054**	**0.6452**	**0.6495**	**1.2946**	**0.0000**	**9,248.7956**	**9,248.7956**	**0.9991**	**0.0000**	**9,273.7723**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**10.41**	**0.00**	**7.65**	**17.68**	**0.00**	**8.68**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3490	0.0430	3.7304	2.0000e-004		0.0206	0.0206		0.0206	0.0206	0.0000	6.7214	6.7214	6.5200e-003	0.0000	6.8845
Energy	0.0123	0.1047	0.0446	6.7000e-004		8.4700e-003	8.4700e-003		8.4700e-003	8.4700e-003		133.6865	133.6865	2.5600e-003	2.4500e-003	134.4809
Mobile	0.1703	0.7701	1.8607	6.9400e-003	0.6018	5.1300e-003	0.6069	0.1610	4.7700e-003	0.1658		708.5810	708.5810	0.0351		709.4586
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**2.3520**	**4.5872**	**7.7278**	**0.0118**	**0.6018**	**0.1549**	**0.7567**	**0.1610**	**0.1546**	**0.3156**	**0.0000**	**1,268.7459**	**1,268.7459**	**0.1030**	**2.4500e-003**	**1,272.0523**

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	lb/day										lb/day					
Area	1.3490	0.0430	3.7304	2.0000e-004		0.0206	0.0206		0.0206	0.0206	0.0000	6.7214	6.7214	6.5200e-003	0.0000	6.8845
Energy	0.0123	0.1047	0.0446	6.7000e-004		8.4700e-003	8.4700e-003		8.4700e-003	8.4700e-003		133.6865	133.6865	2.5600e-003	2.4500e-003	134.4809
Mobile	0.1703	0.7701	1.8607	6.9400e-003	0.6018	5.1300e-003	0.6069	0.1610	4.7700e-003	0.1658		708.5810	708.5810	0.0351		709.4586
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**2.3520**	**4.5872**	**7.7278**	**0.0118**	**0.6018**	**0.1549**	**0.7567**	**0.1610**	**0.1546**	**0.3156**	**0.0000**	**1,268.7459**	**1,268.7459**	**0.1030**	**2.4500e-003**	**1,272.0523**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Clearing	Site Preparation	6/2/2021	6/16/2021	5	11	
2	Grading/ Excavation	Grading	6/17/2021	9/1/2021	5	55	
3	Building Construction	Building Construction	9/21/2021	2/8/2023	5	362	
4	Architectural Coating	Architectural Coating	2/9/2023	6/12/2023	5	88	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 113,588; Residential Outdoor: 37,863; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,008 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Aerial Lifts	2	8.00	63	0.31
Site Clearing	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading/ Excavation	Excavators	2	8.00	158	0.38
Architectural Coating	Aerial Lifts	2	8.00	63	0.31
Grading/ Excavation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Clearing	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Grading/ Excavation	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Forklifts	2	6.00	89	0.20
Architectural Coating	Air Compressors	2	6.00	78	0.48
Site Clearing	Graders	1	8.00	187	0.41
Grading/ Excavation	Rubber Tired Dozers	1	1.00	247	0.40

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
Site Clearing	4	8.00	0.00	57.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading/ Excavation	6	10.00	0.00	3,289.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	60.00	16.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	4	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Clearing - 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.2123	12.7541	9.9617	0.0191		0.5844	0.5844		0.5515	0.5515		1,836.1489	1,836.1489	0.4366		1,847.0635
Total	**1.2123**	**12.7541**	**9.9617**	**0.0191**	**0.5303**	**0.5844**	**1.1146**	**0.0573**	**0.5515**	**0.6087**		**1,836.1489**	**1,836.1489**	**0.4366**		**1,847.0635**

3.2 Site Clearing - 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	0.0533	1.7537	0.4085	5.6000e-003	0.1358	6.0700e-003	0.1418	0.0372	5.8000e-003	0.0430		605.9096	605.9096	0.0396		606.9002
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	0.0369	0.0240	0.2708	8.3000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		82.8534	82.8534	2.2200e-003		82.9089
Total	**0.0902**	**1.7777**	**0.6793**	**6.4300e-003**	**0.2252**	**6.7300e-003**	**0.2319**	**0.0609**	**6.4100e-003**	**0.0673**		**688.7630**	**688.7630**	**0.0419**		**689.8092**

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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	1.2123	12.7541	9.9617	0.0191		0.5844	0.5844		0.5515	0.5515	0.0000	1,836.1489	1,836.1489	0.4366		1,847.0635
Total	**1.2123**	**12.7541**	**9.9617**	**0.0191**	**0.2386**	**0.5844**	**0.8230**	**0.0258**	**0.5515**	**0.5772**	**0.0000**	**1,836.1489**	**1,836.1489**	**0.4366**		**1,847.0635**

3.2 Site Clearing - 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	0.0533	1.7537	0.4085	5.6000e-003	0.1358	6.0700e-003	0.1418	0.0372	5.8000e-003	0.0430		605.9096	605.9096	0.0396		606.9002
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	0.0369	0.0240	0.2708	8.3000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		82.8534	82.8534	2.2200e-003		82.9089
Total	**0.0902**	**1.7777**	**0.6793**	**6.4300e-003**	**0.2252**	**6.7300e-003**	**0.2319**	**0.0609**	**6.4100e-003**	**0.0673**		**688.7630**	**688.7630**	**0.0419**		**689.8092**

3.3 Grading/ Excavation - 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					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.2572	11.5814	14.1455	0.0224		0.6173	0.6173		0.5817	0.5817		2,152.8196	2,152.8196	0.5390		2,166.2947
Total	**1.2572**	**11.5814**	**14.1455**	**0.0224**	**0.7528**	**0.6173**	**1.3700**	**0.4138**	**0.5817**	**0.9955**		**2,152.8196**	**2,152.8196**	**0.5390**		**2,166.2947**

3.3 Grading/ Excavation - 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	0.6151	20.2381	4.7141	0.0646	1.5668	0.0700	1.6368	0.4293	0.0670	0.4963		6,992.4091	6,992.4091	0.4573		7,003.8415
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	0.0461	0.0300	0.3385	1.0400e-003	0.1118	8.2000e-004	0.1126	0.0296	7.6000e-004	0.0304		103.5668	103.5668	2.7800e-003		103.6362
Total	**0.6613**	**20.2680**	**5.0526**	**0.0656**	**1.6786**	**0.0708**	**1.7494**	**0.4590**	**0.0677**	**0.5267**		**7,095.9759**	**7,095.9759**	**0.4601**		**7,107.4776**

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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	1.2572	11.5814	14.1455	0.0224		0.6173	0.6173		0.5817	0.5817	0.0000	2,152.8196	2,152.8196	0.5390		2,166.2947
Total	**1.2572**	**11.5814**	**14.1455**	**0.0224**	**0.3387**	**0.6173**	**0.9560**	**0.1862**	**0.5817**	**0.7679**	**0.0000**	**2,152.8196**	**2,152.8196**	**0.5390**		**2,166.2947**

3.3 Grading/ Excavation - 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	0.6151	20.2381	4.7141	0.0646	1.5668	0.0700	1.6368	0.4293	0.0670	0.4963		6,992.4091	6,992.4091	0.4573		7,003.8415
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	0.0461	0.0300	0.3385	1.0400e-003	0.1118	8.2000e-004	0.1126	0.0296	7.6000e-004	0.0304		103.5668	103.5668	2.7800e-003		103.6362
Total	**0.6613**	**20.2680**	**5.0526**	**0.0656**	**1.6786**	**0.0708**	**1.7494**	**0.4590**	**0.0677**	**0.5267**		**7,095.9759**	**7,095.9759**	**0.4601**		**7,107.4776**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8495	9.1792	9.4391	0.0147		0.4703	0.4703		0.4327	0.4327		1,426.5670	1,426.5670	0.4614		1,438.1015
Total	**0.8495**	**9.1792**	**9.4391**	**0.0147**		**0.4703**	**0.4703**		**0.4327**	**0.4327**		**1,426.5670**	**1,426.5670**	**0.4614**		**1,438.1015**

3.4 Building Construction - 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	0.0469	1.5212	0.4052	3.9700e-003	0.1024	3.1700e-003	0.1056	0.0295	3.0300e-003	0.0325		423.2803	423.2803	0.0283		423.9883
Worker	0.2767	0.1798	2.0312	6.2400e-003	0.6707	4.9400e-003	0.6756	0.1779	4.5500e-003	0.1824		621.4007	621.4007	0.0167		621.8171
Total	**0.3236**	**1.7010**	**2.4365**	**0.0102**	**0.7731**	**8.1100e-003**	**0.7812**	**0.2073**	**7.5800e-003**	**0.2149**		**1,044.6810**	**1,044.6810**	**0.0450**		**1,045.8054**

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	0.8495	9.1792	9.4391	0.0147		0.4703	0.4703		0.4327	0.4327	0.0000	1,426.5670	1,426.5670	0.4614		1,438.1015
Total	**0.8495**	**9.1792**	**9.4391**	**0.0147**		**0.4703**	**0.4703**		**0.4327**	**0.4327**	**0.0000**	**1,426.5670**	**1,426.5670**	**0.4614**		**1,438.1015**

3.4 Building Construction - 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	0.0469	1.5212	0.4052	3.9700e-003	0.1024	3.1700e-003	0.1056	0.0295	3.0300e-003	0.0325		423.2803	423.2803	0.0283		423.9883
Worker	0.2767	0.1798	2.0312	6.2400e-003	0.6707	4.9400e-003	0.6756	0.1779	4.5500e-003	0.1824		621.4007	621.4007	0.0167		621.8171
Total	**0.3236**	**1.7010**	**2.4365**	**0.0102**	**0.7731**	**8.1100e-003**	**0.7812**	**0.2073**	**7.5800e-003**	**0.2149**		**1,044.6810**	**1,044.6810**	**0.0450**		**1,045.8054**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7580	8.1398	9.3279	0.0147		0.3926	0.3926		0.3612	0.3612		1,427.2905	1,427.2905	0.4616		1,438.8309
Total	**0.7580**	**8.1398**	**9.3279**	**0.0147**		**0.3926**	**0.3926**		**0.3612**	**0.3612**		**1,427.2905**	**1,427.2905**	**0.4616**		**1,438.8309**

3.4 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	0.0440	1.4427	0.3832	3.9300e-003	0.1024	2.7500e-003	0.1052	0.0295	2.6300e-003	0.0321		419.5108	419.5108	0.0272		420.1919
Worker	0.2602	0.1624	1.8748	6.0100e-003	0.6707	4.8000e-003	0.6755	0.1779	4.4200e-003	0.1823		599.1219	599.1219	0.0150		599.4979
Total	**0.3042**	**1.6051**	**2.2580**	**9.9400e-003**	**0.7731**	**7.5500e-003**	**0.7806**	**0.2073**	**7.0500e-003**	**0.2144**		**1,018.6327**	**1,018.6327**	**0.0423**		**1,019.6898**

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	0.7580	8.1398	9.3279	0.0147		0.3926	0.3926		0.3612	0.3612	0.0000	1,427.2905	1,427.2905	0.4616		1,438.8309
Total	**0.7580**	**8.1398**	**9.3279**	**0.0147**		**0.3926**	**0.3926**		**0.3612**	**0.3612**	**0.0000**	**1,427.2905**	**1,427.2905**	**0.4616**		**1,438.8309**

3.4 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	0.0440	1.4427	0.3832	3.9300e-003	0.1024	2.7500e-003	0.1052	0.0295	2.6300e-003	0.0321		419.5108	419.5108	0.0272		420.1919
Worker	0.2602	0.1624	1.8748	6.0100e-003	0.6707	4.8000e-003	0.6755	0.1779	4.4200e-003	0.1823		599.1219	599.1219	0.0150		599.4979
Total	**0.3042**	**1.6051**	**2.2580**	**9.9400e-003**	**0.7731**	**7.5500e-003**	**0.7806**	**0.2073**	**7.0500e-003**	**0.2144**		**1,018.6327**	**1,018.6327**	**0.0423**		**1,019.6898**

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	0.7011	7.4789	9.2684	0.0148		0.3386	0.3386		0.3115	0.3115		1,427.9601	1,427.9601	0.4618		1,439.5058
Total	**0.7011**	**7.4789**	**9.2684**	**0.0148**		**0.3386**	**0.3386**		**0.3115**	**0.3115**		**1,427.9601**	**1,427.9601**	**0.4618**		**1,439.5058**

3.4 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	0.0328	1.0881	0.3388	3.8100e-003	0.1024	1.2900e-003	0.1037	0.0295	1.2300e-003	0.0307		406.9787	406.9787	0.0236		407.5684
Worker	0.2454	0.1469	1.7280	5.7800e-003	0.6707	4.6700e-003	0.6753	0.1779	4.3000e-003	0.1822		576.7779	576.7779	0.0136		577.1166
Total	**0.2783**	**1.2350**	**2.0668**	**9.5900e-003**	**0.7731**	**5.9600e-003**	**0.7790**	**0.2073**	**5.5300e-003**	**0.2129**		**983.7565**	**983.7565**	**0.0371**		**984.6850**

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	0.7011	7.4789	9.2684	0.0148		0.3386	0.3386		0.3115	0.3115	0.0000	1,427.9601	1,427.9601	0.4618		1,439.5058
Total	**0.7011**	**7.4789**	**9.2684**	**0.0148**		**0.3386**	**0.3386**		**0.3115**	**0.3115**	**0.0000**	**1,427.9601**	**1,427.9601**	**0.4618**		**1,439.5058**

3.4 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	0.0328	1.0881	0.3388	3.8100e-003	0.1024	1.2900e-003	0.1037	0.0295	1.2300e-003	0.0307		406.9787	406.9787	0.0236		407.5684
Worker	0.2454	0.1469	1.7280	5.7800e-003	0.6707	4.6700e-003	0.6753	0.1779	4.3000e-003	0.1822		576.7779	576.7779	0.0136		577.1166
Total	**0.2783**	**1.2350**	**2.0668**	**9.5900e-003**	**0.7731**	**5.9600e-003**	**0.7790**	**0.2073**	**5.5300e-003**	**0.2129**		**983.7565**	**983.7565**	**0.0371**		**984.6850**

3.5 Architectural Coating - 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					
Archit. Coating	4.1996					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4526	3.6725	5.8063	9.3000e-003		0.1601	0.1601		0.1586	0.1586		888.1358	888.1358	0.1389		891.6074
Total	**4.6522**	**3.6725**	**5.8063**	**9.3000e-003**		**0.1601**	**0.1601**		**0.1586**	**0.1586**		**888.1358**	**888.1358**	**0.1389**		**891.6074**

3.5 Architectural Coating - 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	0.0491	0.0294	0.3456	1.1600e-003	0.1341	9.3000e-004	0.1351	0.0356	8.6000e-004	0.0364		115.3556	115.3556	2.7100e-003		115.4233
Total	**0.0491**	**0.0294**	**0.3456**	**1.1600e-003**	**0.1341**	**9.3000e-004**	**0.1351**	**0.0356**	**8.6000e-004**	**0.0364**		**115.3556**	**115.3556**	**2.7100e-003**		**115.4233**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.1996					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4526	3.6725	5.8063	9.3000e-003		0.1601	0.1601		0.1586	0.1586	0.0000	888.1358	888.1358	0.1389		891.6074
Total	**4.6522**	**3.6725**	**5.8063**	**9.3000e-003**		**0.1601**	**0.1601**		**0.1586**	**0.1586**	**0.0000**	**888.1358**	**888.1358**	**0.1389**		**891.6074**

3.5 Architectural Coating - 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	0.0491	0.0294	0.3456	1.1600e-003	0.1341	9.3000e-004	0.1351	0.0356	8.6000e-004	0.0364		115.3556	115.3556	2.7100e-003		115.4233
Total	**0.0491**	**0.0294**	**0.3456**	**1.1600e-003**	**0.1341**	**9.3000e-004**	**0.1351**	**0.0356**	**8.6000e-004**	**0.0364**		**115.3556**	**115.3556**	**2.7100e-003**		**115.4233**

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	0.1703	0.7701	1.8607	6.9400e-003	0.6018	5.1300e-003	0.6069	0.1610	4.7700e-003	0.1658		708.5810	708.5810	0.0351		709.4586
Unmitigated	0.1703	0.7701	1.8607	6.9400e-003	0.6018	5.1300e-003	0.6069	0.1610	4.7700e-003	0.1658		708.5810	708.5810	0.0351		709.4586

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	135.45	130.05	119.25	276,557	276,557
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	135.45	130.05	119.25	276,557	276,557

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	5.74	0.00	0.00	100.00	0.00	0.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Enclosed Parking with Elevator	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0123	0.1047	0.0446	6.7000e-004		8.4700e-003	8.4700e-003		8.4700e-003	8.4700e-003		133.6865	133.6865	2.5600e-003	2.4500e-003	134.4809
NaturalGas Unmitigated	0.0123	0.1047	0.0446	6.7000e-004		8.4700e-003	8.4700e-003		8.4700e-003	8.4700e-003		133.6865	133.6865	2.5600e-003	2.4500e-003	134.4809

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1136.34	0.0123	0.1047	0.0446	6.7000e-004		8.4700e-003	8.4700e-003		8.4700e-003	8.4700e-003		133.6865	133.6865	2.5600e-003	2.4500e-003	134.4809
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		**0.0123**	**0.1047**	**0.0446**	**6.7000e-004**		**8.4700e-003**	**8.4700e-003**		**8.4700e-003**	**8.4700e-003**		**133.6865**	**133.6865**	**2.5600e-003**	**2.4500e-003**	**134.4809**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.13634	0.0123	0.1047	0.0446	6.7000e-004		8.4700e-003	8.4700e-003		8.4700e-003	8.4700e-003		133.6865	133.6865	2.5600e-003	2.4500e-003	134.4809
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		**0.0123**	**0.1047**	**0.0446**	**6.7000e-004**		**8.4700e-003**	**8.4700e-003**		**8.4700e-003**	**8.4700e-003**		**133.6865**	**133.6865**	**2.5600e-003**	**2.4500e-003**	**134.4809**

6.0 Area Detail

6.1 Mitigation Measures Area

TENTEN Hollywood Project - Phase I Construction and Operation - South Coast AQMD Air District, Winter

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3490	0.0430	3.7304	2.0000e-004		0.0206	0.0206		0.0206	0.0206	0.0000	6.7214	6.7214	6.5200e-003	0.0000	6.8845
Unmitigated	1.3490	0.0430	3.7304	2.0000e-004		0.0206	0.0206		0.0206	0.0206	0.0000	6.7214	6.7214	6.5200e-003	0.0000	6.8845

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	0.1013					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1135	0.0430	3.7304	2.0000e-004		0.0206	0.0206		0.0206	0.0206		6.7214	6.7214	6.5200e-003		6.8845
Total	**1.3490**	**0.0430**	**3.7304**	**2.0000e-004**		**0.0206**	**0.0206**		**0.0206**	**0.0206**	**0.0000**	**6.7214**	**6.7214**	**6.5200e-003**	**0.0000**	**6.8845**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1013					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1135	0.0430	3.7304	2.0000e-004		0.0206	0.0206		0.0206	0.0206		6.7214	6.7214	6.5200e-003		6.8845
Total	**1.3490**	**0.0430**	**3.7304**	**2.0000e-004**		**0.0206**	**0.0206**		**0.0206**	**0.0206**	**0.0000**	**6.7214**	**6.7214**	**6.5200e-003**	**0.0000**	**6.8845**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**0.8204**	**3.6694**	**2.0922**	**3.9400e-003**		**0.1207**	**0.1207**		**0.1207**	**0.1207**		**419.7571**	**419.7571**	**0.0589**		**421.2283**

11.0 Vegetation

TENTEN Hollywood Project - Phase I Construction and Operation

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	167.00	Space	0.00	66,800.00	0
Apartments Mid Rise	45.00	Dwelling Unit	0.50	56,093.00	129

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

TENTEN Hollywood Project - Phase I Construction and Operation - South Coast AQMD Air District, Summer

Project Characteristics - This model is for Phase I Construction and Operation only

Land Use - 45 dwelling units are proposed for Phase I building

Construction Phase - Based on approximate 24-month construction timeline.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment -

Off-road Equipment - Equipment use on worst -case day.

Off-road Equipment - Equipment use on worst-case day.

Trips and VMT - Export based on 14 cy haul truck capacity

Grading - Phase I assumes 402 cy asphalt export and 23,025 cy soil export on 0.5-acre lot.

Woodstoves - no fireplaces or woodstoves are proposed.

Energy Use -

Construction Off-road Equipment Mitigation - Mitigation assumes compliance with AQMD Rule 403 (dust suppression)

Vehicle Trips - Trip rates and VMT adjusted based on LADOT Calculations provided by LLG Traffic Consultants. Weekend trips prorated with adjusted weekday trip rate.

Stationary Sources - Emergency Generators and Fire Pumps -

Sequestration - 12 trees required per LAMC

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	88.00
tblConstructionPhase	NumDays	100.00	362.00
tblConstructionPhase	NumDays	2.00	55.00
tblConstructionPhase	NumDays	1.00	11.00
tblConstructionPhase	PhaseEndDate	6/1/2020	6/12/2023
tblConstructionPhase	PhaseEndDate	5/25/2020	2/8/2023

tblConstructionPhase	PhaseEndDate	1/6/2020	9/1/2021
tblConstructionPhase	PhaseEndDate	1/2/2020	6/16/2021
tblConstructionPhase	PhaseStartDate	5/26/2020	2/9/2023
tblConstructionPhase	PhaseStartDate	1/7/2020	9/21/2021
tblConstructionPhase	PhaseStartDate	1/3/2020	6/17/2021
tblConstructionPhase	PhaseStartDate	1/2/2020	6/2/2021
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	38.25	0.00
tblFireplaces	NumberNoFireplace	4.50	0.00
tblFireplaces	NumberWood	2.25	0.00
tblLandUse	LandUseSquareFeet	45,000.00	56,093.00
tblLandUse	LotAcreage	1.50	0.00
tblLandUse	LotAcreage	1.18	0.50
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblSequestration	NumberOfNewTrees	0.00	12.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00

tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.50
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	0.00	57.00
tblTripsAndVMT	HaulingTripNumber	0.00	3,289.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblTripsAndVMT	WorkerTripNumber	15.00	10.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	5.74
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	6.39	2.89
tblVehicleTrips	SU_TR	5.86	2.65
tblVehicleTrips	WD_TR	6.65	3.01
tblWoodstoves	NumberCatalytic	2.25	0.00
tblWoodstoves	NumberNoncatalytic	2.25	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2021	1.9022	31.4675	19.0090	0.0889	2.4313	0.6874	3.1187	0.8727	0.6488	1.5215	0.0000	9,347.7277	9,347.7277	0.9853	0.0000	9,372.3612
2022	1.0373	9.7367	11.7603	0.0252	0.7731	0.4001	1.1731	0.2073	0.3682	0.5755	0.0000	2,500.0195	2,500.0195	0.5031	0.0000	2,512.5982
2023	4.6968	8.7083	11.5069	0.0249	0.7731	0.3445	1.1175	0.2073	0.3170	0.5243	0.0000	2,463.7065	2,463.7065	0.4985	0.0000	2,476.1698
Maximum	**4.6968**	**31.4675**	**19.0090**	**0.0889**	**2.4313**	**0.6874**	**3.1187**	**0.8727**	**0.6488**	**1.5215**	**0.0000**	**9,347.7277**	**9,347.7277**	**0.9853**	**0.0000**	**9,372.3612**

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	1.9022	31.4675	19.0090	0.0889	2.0173	0.6874	2.7047	0.6452	0.6488	1.2939	0.0000	9,347.7277	9,347.7277	0.9853	0.0000	9,372.3612
2022	1.0373	9.7367	11.7603	0.0252	0.7731	0.4001	1.1731	0.2073	0.3682	0.5755	0.0000	2,500.0195	2,500.0195	0.5031	0.0000	2,512.5982
2023	4.6968	8.7083	11.5069	0.0249	0.7731	0.3445	1.1175	0.2073	0.3170	0.5243	0.0000	2,463.7065	2,463.7065	0.4985	0.0000	2,476.1698
Maximum	**4.6968**	**31.4675**	**19.0090**	**0.0889**	**2.0173**	**0.6874**	**2.7047**	**0.6452**	**0.6488**	**1.2939**	**0.0000**	**9,347.7277**	**9,347.7277**	**0.9853**	**0.0000**	**9,372.3612**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**10.41**	**0.00**	**7.65**	**17.68**	**0.00**	**8.68**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3490	0.0430	3.7304	2.0000e-004		0.0206	0.0206		0.0206	0.0206	0.0000	6.7214	6.7214	6.5200e-003	0.0000	6.8845
Energy	0.0123	0.1047	0.0446	6.7000e-004		8.4700e-003	8.4700e-003		8.4700e-003	8.4700e-003		133.6865	133.6865	2.5600e-003	2.4500e-003	134.4809
Mobile	0.1806	0.7622	1.9531	7.3500e-003	0.6018	5.1000e-003	0.6069	0.1610	4.7400e-003	0.1657		749.2127	749.2127	0.0348		750.0819
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**2.3623**	**4.5792**	**7.8203**	**0.0122**	**0.6018**	**0.1549**	**0.7566**	**0.1610**	**0.1545**	**0.3155**	**0.0000**	**1,309.3777**	**1,309.3777**	**0.1027**	**2.4500e-003**	**1,312.6756**

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	lb/day										lb/day					
Area	1.3490	0.0430	3.7304	2.0000e-004		0.0206	0.0206		0.0206	0.0206	0.0000	6.7214	6.7214	6.5200e-003	0.0000	6.8845
Energy	0.0123	0.1047	0.0446	6.7000e-004		8.4700e-003	8.4700e-003		8.4700e-003	8.4700e-003		133.6865	133.6865	2.5600e-003	2.4500e-003	134.4809
Mobile	0.1806	0.7622	1.9531	7.3500e-003	0.6018	5.1000e-003	0.6069	0.1610	4.7400e-003	0.1657		749.2127	749.2127	0.0348		750.0819
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**2.3623**	**4.5792**	**7.8203**	**0.0122**	**0.6018**	**0.1549**	**0.7566**	**0.1610**	**0.1545**	**0.3155**	**0.0000**	**1,309.3777**	**1,309.3777**	**0.1027**	**2.4500e-003**	**1,312.6756**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Clearing	Site Preparation	6/2/2021	6/16/2021	5	11	
2	Grading/ Excavation	Grading	6/17/2021	9/1/2021	5	55	
3	Building Construction	Building Construction	9/21/2021	2/8/2023	5	362	
4	Architectural Coating	Architectural Coating	2/9/2023	6/12/2023	5	88	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 113,588; Residential Outdoor: 37,863; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,008 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Aerial Lifts	2	8.00	63	0.31
Site Clearing	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading/ Excavation	Excavators	2	8.00	158	0.38
Architectural Coating	Aerial Lifts	2	8.00	63	0.31
Grading/ Excavation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Clearing	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Grading/ Excavation	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Forklifts	2	6.00	89	0.20
Architectural Coating	Air Compressors	2	6.00	78	0.48
Site Clearing	Graders	1	8.00	187	0.41
Grading/ Excavation	Rubber Tired Dozers	1	1.00	247	0.40

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
Site Clearing	4	8.00	0.00	57.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading/ Excavation	6	10.00	0.00	3,289.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	60.00	16.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	4	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Clearing - 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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.2123	12.7541	9.9617	0.0191		0.5844	0.5844		0.5515	0.5515		1,836.1489	1,836.1489	0.4366		1,847.0635
Total	**1.2123**	**12.7541**	**9.9617**	**0.0191**	**0.5303**	**0.5844**	**1.1146**	**0.0573**	**0.5515**	**0.6087**		**1,836.1489**	**1,836.1489**	**0.4366**		**1,847.0635**

3.2 Site Clearing - 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	0.0522	1.7208	0.3888	5.6700e-003	0.1358	6.0000e-003	0.1418	0.0372	5.7400e-003	0.0430		613.8607	613.8607	0.0384		614.8212
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	0.0338	0.0219	0.3014	8.9000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		88.5923	88.5923	2.3800e-003		88.6518
Total	**0.0860**	**1.7427**	**0.6902**	**6.5600e-003**	**0.2252**	**6.6600e-003**	**0.2319**	**0.0609**	**6.3500e-003**	**0.0673**		**702.4530**	**702.4530**	**0.0408**		**703.4730**

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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	1.2123	12.7541	9.9617	0.0191		0.5844	0.5844		0.5515	0.5515	0.0000	1,836.1489	1,836.1489	0.4366		1,847.0635
Total	**1.2123**	**12.7541**	**9.9617**	**0.0191**	**0.2386**	**0.5844**	**0.8230**	**0.0258**	**0.5515**	**0.5772**	**0.0000**	**1,836.1489**	**1,836.1489**	**0.4366**		**1,847.0635**

3.2 Site Clearing - 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	0.0522	1.7208	0.3888	5.6700e-003	0.1358	6.0000e-003	0.1418	0.0372	5.7400e-003	0.0430		613.8607	613.8607	0.0384		614.8212
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	0.0338	0.0219	0.3014	8.9000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		88.5923	88.5923	2.3800e-003		88.6518
Total	**0.0860**	**1.7427**	**0.6902**	**6.5600e-003**	**0.2252**	**6.6600e-003**	**0.2319**	**0.0609**	**6.3500e-003**	**0.0673**		**702.4530**	**702.4530**	**0.0408**		**703.4730**

3.3 Grading/ Excavation - 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					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.2572	11.5814	14.1455	0.0224		0.6173	0.6173		0.5817	0.5817		2,152.8196	2,152.8196	0.5390		2,166.2947
Total	**1.2572**	**11.5814**	**14.1455**	**0.0224**	**0.7528**	**0.6173**	**1.3700**	**0.4138**	**0.5817**	**0.9955**		**2,152.8196**	**2,152.8196**	**0.5390**		**2,166.2947**

3.3 Grading/ Excavation - 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	0.6028	19.8588	4.4868	0.0654	1.5668	0.0693	1.6361	0.4293	0.0663	0.4956		7,084.1677	7,084.1677	0.4434		7,095.2518
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	0.0422	0.0274	0.3767	1.1100e-003	0.1118	8.2000e-004	0.1126	0.0296	7.6000e-004	0.0304		110.7403	110.7403	2.9800e-003		110.8148
Total	**0.6450**	**19.8862**	**4.8635**	**0.0665**	**1.6786**	**0.0701**	**1.7487**	**0.4590**	**0.0671**	**0.5260**		**7,194.9080**	**7,194.9080**	**0.4463**		**7,206.0665**

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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	1.2572	11.5814	14.1455	0.0224		0.6173	0.6173		0.5817	0.5817	0.0000	2,152.8196	2,152.8196	0.5390		2,166.2947
Total	**1.2572**	**11.5814**	**14.1455**	**0.0224**	**0.3387**	**0.6173**	**0.9560**	**0.1862**	**0.5817**	**0.7679**	**0.0000**	**2,152.8196**	**2,152.8196**	**0.5390**		**2,166.2947**

3.3 Grading/ Excavation - 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	0.6028	19.8588	4.4868	0.0654	1.5668	0.0693	1.6361	0.4293	0.0663	0.4956		7,084.1677	7,084.1677	0.4434		7,095.2518
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	0.0422	0.0274	0.3767	1.1100e-003	0.1118	8.2000e-004	0.1126	0.0296	7.6000e-004	0.0304		110.7403	110.7403	2.9800e-003		110.8148
Total	**0.6450**	**19.8862**	**4.8635**	**0.0665**	**1.6786**	**0.0701**	**1.7487**	**0.4590**	**0.0671**	**0.5260**		**7,194.9080**	**7,194.9080**	**0.4463**		**7,206.0665**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8495	9.1792	9.4391	0.0147		0.4703	0.4703		0.4327	0.4327		1,426.5670	1,426.5670	0.4614		1,438.1015
Total	**0.8495**	**9.1792**	**9.4391**	**0.0147**		**0.4703**	**0.4703**		**0.4327**	**0.4327**		**1,426.5670**	**1,426.5670**	**0.4614**		**1,438.1015**

3.4 Building Construction - 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	0.0445	1.5260	0.3621	4.0800e-003	0.1024	3.0700e-003	0.1055	0.0295	2.9400e-003	0.0324		435.9016	435.9016	0.0264		436.5608
Worker	0.2533	0.1643	2.2604	6.6700e-003	0.6707	4.9400e-003	0.6756	0.1779	4.5500e-003	0.1824		664.4420	664.4420	0.0179		664.8887
Total	**0.2978**	**1.6903**	**2.6225**	**0.0108**	**0.7731**	**8.0100e-003**	**0.7811**	**0.2073**	**7.4900e-003**	**0.2148**		**1,100.3435**	**1,100.3435**	**0.0442**		**1,101.4494**

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	0.8495	9.1792	9.4391	0.0147		0.4703	0.4703		0.4327	0.4327	0.0000	1,426.5670	1,426.5670	0.4614		1,438.1015
Total	**0.8495**	**9.1792**	**9.4391**	**0.0147**		**0.4703**	**0.4703**		**0.4327**	**0.4327**	**0.0000**	**1,426.5670**	**1,426.5670**	**0.4614**		**1,438.1015**

3.4 Building Construction - 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	0.0445	1.5260	0.3621	4.0800e-003	0.1024	3.0700e-003	0.1055	0.0295	2.9400e-003	0.0324		435.9016	435.9016	0.0264		436.5608
Worker	0.2533	0.1643	2.2604	6.6700e-003	0.6707	4.9400e-003	0.6756	0.1779	4.5500e-003	0.1824		664.4420	664.4420	0.0179		664.8887
Total	**0.2978**	**1.6903**	**2.6225**	**0.0108**	**0.7731**	**8.0100e-003**	**0.7811**	**0.2073**	**7.4900e-003**	**0.2148**		**1,100.3435**	**1,100.3435**	**0.0442**		**1,101.4494**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7580	8.1398	9.3279	0.0147		0.3926	0.3926		0.3612	0.3612		1,427.2905	1,427.2905	0.4616		1,438.8309
Total	**0.7580**	**8.1398**	**9.3279**	**0.0147**		**0.3926**	**0.3926**		**0.3612**	**0.3612**		**1,427.2905**	**1,427.2905**	**0.4616**		**1,438.8309**

3.4 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	0.0418	1.4485	0.3422	4.0400e-003	0.1024	2.6600e-003	0.1051	0.0295	2.5500e-003	0.0320		432.0946	432.0946	0.0254		432.7292
Worker	0.2376	0.1484	2.0901	6.4300e-003	0.6707	4.8000e-003	0.6755	0.1779	4.4200e-003	0.1823		640.6344	640.6344	0.0162		641.0381
Total	**0.2793**	**1.5969**	**2.4324**	**0.0105**	**0.7731**	**7.4600e-003**	**0.7805**	**0.2073**	**6.9700e-003**	**0.2143**		**1,072.7290**	**1,072.7290**	**0.0415**		**1,073.7673**

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	0.7580	8.1398	9.3279	0.0147		0.3926	0.3926		0.3612	0.3612	0.0000	1,427.2905	1,427.2905	0.4616		1,438.8309
Total	**0.7580**	**8.1398**	**9.3279**	**0.0147**		**0.3926**	**0.3926**		**0.3612**	**0.3612**	**0.0000**	**1,427.2905**	**1,427.2905**	**0.4616**		**1,438.8309**

3.4 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	0.0418	1.4485	0.3422	4.0400e-003	0.1024	2.6600e-003	0.1051	0.0295	2.5500e-003	0.0320		432.0946	432.0946	0.0254		432.7292
Worker	0.2376	0.1484	2.0901	6.4300e-003	0.6707	4.8000e-003	0.6755	0.1779	4.4200e-003	0.1823		640.6344	640.6344	0.0162		641.0381
Total	**0.2793**	**1.5969**	**2.4324**	**0.0105**	**0.7731**	**7.4600e-003**	**0.7805**	**0.2073**	**6.9700e-003**	**0.2143**		**1,072.7290**	**1,072.7290**	**0.0415**		**1,073.7673**

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	0.7011	7.4789	9.2684	0.0148		0.3386	0.3386		0.3115	0.3115		1,427.9601	1,427.9601	0.4618		1,439.5058
Total	**0.7011**	**7.4789**	**9.2684**	**0.0148**		**0.3386**	**0.3386**		**0.3115**	**0.3115**		**1,427.9601**	**1,427.9601**	**0.4618**		**1,439.5058**

3.4 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	0.0312	1.0951	0.3084	3.9200e-003	0.1024	1.2300e-003	0.1036	0.0295	1.1800e-003	0.0307		418.9884	418.9884	0.0221		419.5417
Worker	0.2234	0.1343	1.9302	6.1900e-003	0.6707	4.6700e-003	0.6753	0.1779	4.3000e-003	0.1822		616.7581	616.7581	0.0146		617.1222
Total	**0.2545**	**1.2294**	**2.2385**	**0.0101**	**0.7731**	**5.9000e-003**	**0.7790**	**0.2073**	**5.4800e-003**	**0.2128**		**1,035.7465**	**1,035.7465**	**0.0367**		**1,036.6639**

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	0.7011	7.4789	9.2684	0.0148		0.3386	0.3386		0.3115	0.3115	0.0000	1,427.9601	1,427.9601	0.4618		1,439.5058
Total	**0.7011**	**7.4789**	**9.2684**	**0.0148**		**0.3386**	**0.3386**		**0.3115**	**0.3115**	**0.0000**	**1,427.9601**	**1,427.9601**	**0.4618**		**1,439.5058**

3.4 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	0.0312	1.0951	0.3084	3.9200e-003	0.1024	1.2300e-003	0.1036	0.0295	1.1800e-003	0.0307		418.9884	418.9884	0.0221		419.5417
Worker	0.2234	0.1343	1.9302	6.1900e-003	0.6707	4.6700e-003	0.6753	0.1779	4.3000e-003	0.1822		616.7581	616.7581	0.0146		617.1222
Total	**0.2545**	**1.2294**	**2.2385**	**0.0101**	**0.7731**	**5.9000e-003**	**0.7790**	**0.2073**	**5.4800e-003**	**0.2128**		**1,035.7465**	**1,035.7465**	**0.0367**		**1,036.6639**

3.5 Architectural Coating - 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					
Archit. Coating	4.1996					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4526	3.6725	5.8063	9.3000e-003		0.1601	0.1601		0.1586	0.1586		888.1358	888.1358	0.1389		891.6074
Total	**4.6522**	**3.6725**	**5.8063**	**9.3000e-003**		**0.1601**	**0.1601**		**0.1586**	**0.1586**		**888.1358**	**888.1358**	**0.1389**		**891.6074**

3.5 Architectural Coating - 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	0.0447	0.0269	0.3860	1.2400e-003	0.1341	9.3000e-004	0.1351	0.0356	8.6000e-004	0.0364		123.3516	123.3516	2.9100e-003		123.4244
Total	**0.0447**	**0.0269**	**0.3860**	**1.2400e-003**	**0.1341**	**9.3000e-004**	**0.1351**	**0.0356**	**8.6000e-004**	**0.0364**		**123.3516**	**123.3516**	**2.9100e-003**		**123.4244**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.1996					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4526	3.6725	5.8063	9.3000e-003		0.1601	0.1601		0.1586	0.1586	0.0000	888.1358	888.1358	0.1389		891.6074
Total	**4.6522**	**3.6725**	**5.8063**	**9.3000e-003**		**0.1601**	**0.1601**		**0.1586**	**0.1586**	**0.0000**	**888.1358**	**888.1358**	**0.1389**		**891.6074**

3.5 Architectural Coating - 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	0.0447	0.0269	0.3860	1.2400e-003	0.1341	9.3000e-004	0.1351	0.0356	8.6000e-004	0.0364		123.3516	123.3516	2.9100e-003		123.4244
Total	**0.0447**	**0.0269**	**0.3860**	**1.2400e-003**	**0.1341**	**9.3000e-004**	**0.1351**	**0.0356**	**8.6000e-004**	**0.0364**		**123.3516**	**123.3516**	**2.9100e-003**		**123.4244**

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	0.1806	0.7622	1.9531	7.3500e-003	0.6018	5.1000e-003	0.6069	0.1610	4.7400e-003	0.1657		749.2127	749.2127	0.0348		750.0819
Unmitigated	0.1806	0.7622	1.9531	7.3500e-003	0.6018	5.1000e-003	0.6069	0.1610	4.7400e-003	0.1657		749.2127	749.2127	0.0348		750.0819

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	135.45	130.05	119.25	276,557	276,557
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	135.45	130.05	119.25	276,557	276,557

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	5.74	0.00	0.00	100.00	0.00	0.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Enclosed Parking with Elevator	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0123	0.1047	0.0446	6.7000e-004		8.4700e-003	8.4700e-003		8.4700e-003	8.4700e-003		133.6865	133.6865	2.5600e-003	2.4500e-003	134.4809
NaturalGas Unmitigated	0.0123	0.1047	0.0446	6.7000e-004		8.4700e-003	8.4700e-003		8.4700e-003	8.4700e-003		133.6865	133.6865	2.5600e-003	2.4500e-003	134.4809

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1136.34	0.0123	0.1047	0.0446	6.7000e-004		8.4700e-003	8.4700e-003		8.4700e-003	8.4700e-003		133.6865	133.6865	2.5600e-003	2.4500e-003	134.4809
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		**0.0123**	**0.1047**	**0.0446**	**6.7000e-004**		**8.4700e-003**	**8.4700e-003**		**8.4700e-003**	**8.4700e-003**		**133.6865**	**133.6865**	**2.5600e-003**	**2.4500e-003**	**134.4809**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.13634	0.0123	0.1047	0.0446	6.7000e-004		8.4700e-003	8.4700e-003		8.4700e-003	8.4700e-003		133.6865	133.6865	2.5600e-003	2.4500e-003	134.4809
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		**0.0123**	**0.1047**	**0.0446**	**6.7000e-004**		**8.4700e-003**	**8.4700e-003**		**8.4700e-003**	**8.4700e-003**		**133.6865**	**133.6865**	**2.5600e-003**	**2.4500e-003**	**134.4809**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3490	0.0430	3.7304	2.0000e-004		0.0206	0.0206		0.0206	0.0206	0.0000	6.7214	6.7214	6.5200e-003	0.0000	6.8845
Unmitigated	1.3490	0.0430	3.7304	2.0000e-004		0.0206	0.0206		0.0206	0.0206	0.0000	6.7214	6.7214	6.5200e-003	0.0000	6.8845

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	0.1013					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1135	0.0430	3.7304	2.0000e-004		0.0206	0.0206		0.0206	0.0206		6.7214	6.7214	6.5200e-003		6.8845
Total	**1.3490**	**0.0430**	**3.7304**	**2.0000e-004**		**0.0206**	**0.0206**		**0.0206**	**0.0206**	**0.0000**	**6.7214**	**6.7214**	**6.5200e-003**	**0.0000**	**6.8845**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1013					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1135	0.0430	3.7304	2.0000e-004		0.0206	0.0206		0.0206	0.0206		6.7214	6.7214	6.5200e-003		6.8845
Total	**1.3490**	**0.0430**	**3.7304**	**2.0000e-004**		**0.0206**	**0.0206**		**0.0206**	**0.0206**	**0.0000**	**6.7214**	**6.7214**	**6.5200e-003**	**0.0000**	**6.8845**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**0.8204**	**3.6694**	**2.0922**	**3.9400e-003**		**0.1207**	**0.1207**		**0.1207**	**0.1207**		**419.7571**	**419.7571**	**0.0589**		**421.2283**

11.0 Vegetation

TENTEN Hollywood - Phase II Construction and Operation

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	111.00	Space	0.00	44,400.00	0
Apartments Mid Rise	124.00	Dwelling Unit	0.93	129,264.00	322

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

TENTEN Hollywood - Phase II Construction and Operation - Los Angeles-South Coast County, Winter

Project Characteristics - Assumes Phase II construction follows buildout of Phase I.

Land Use - Acreage modified per Site Plan for Phase II. Population assumes 2.6 persons per DU.

Construction Phase - Construction schedule assumes 24-month timeline

Off-road Equipment - Construction equipment assumptions per applicant.

Off-road Equipment - Construction equipment per applicant assumptions.

Off-road Equipment - Construction assumptions per applicant.

Off-road Equipment - Construction assumptions per applicant.

Trips and VMT - hauling is conservatively based on 14 cy per haul truck

Grading - Phase II would require 747 cy of asphalt removal during site prep and 42,865 cy of export during the grading/excavation phase.

Road Dust - ignore operational data

Energy Use - ignore operational data

Construction Off-road Equipment Mitigation -

Vehicle Trips - Trip rates and VMT adjusted based on LADOT Calculations provided by LLG Traffic Consultants. Weekend trips prorated with adjusted weekday trip rate.

Woodstoves - No woodstoves or fireplaces proposed.

Stationary Sources - Emergency Generators and Fire Pumps -

Sequestration - 31 trees provided per LAMC

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	88.00
tblConstructionPhase	NumDays	100.00	375.00
tblConstructionPhase	NumDays	2.00	55.00
tblConstructionPhase	NumDays	1.00	11.00
tblConstructionPhase	PhaseEndDate	12/13/2023	7/24/2025
tblConstructionPhase	PhaseEndDate	12/6/2023	3/24/2025

tblConstructionPhase	PhaseEndDate	7/19/2023	10/16/2023
tblConstructionPhase	PhaseEndDate	7/17/2023	7/31/2023
tblConstructionPhase	PhaseStartDate	12/7/2023	3/25/2025
tblConstructionPhase	PhaseStartDate	7/20/2023	10/17/2023
tblConstructionPhase	PhaseStartDate	7/18/2023	8/1/2023
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	105.40	0.00
tblFireplaces	NumberNoFireplace	12.40	0.00
tblFireplaces	NumberWood	6.20	0.00
tblLandUse	LandUseSquareFeet	124,000.00	129,264.00
tblLandUse	LotAcreage	1.00	0.00
tblLandUse	LotAcreage	3.26	0.93
tblLandUse	Population	355.00	322.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblSequestration	NumberOfNewTrees	0.00	31.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003

tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.50
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripNumber	0.00	107.00
tblTripsAndVMT	HaulingTripNumber	0.00	6,124.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblTripsAndVMT	WorkerTripNumber	15.00	10.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	5.74
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	6.39	2.89
tblVehicleTrips	SU_TR	5.86	2.65
tblVehicleTrips	WD_TR	6.65	3.01
tblWoodstoves	NumberCatalytic	6.20	0.00
tblWoodstoves	NumberNoncatalytic	6.20	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2023	1.6618	27.3507	20.8506	0.1039	2.8117	0.4694	3.2811	0.9772	0.4434	1.4206	0.0000	11,023.2834	11,023.2834	1.1398	0.0000	11,051.7772
2024	1.1418	8.7420	12.8559	0.0302	1.3416	0.3113	1.6530	0.3589	0.2865	0.6453	0.0000	3,008.4684	3,008.4684	0.5177	0.0000	3,021.4097
2025	10.2343	8.2035	12.5747	0.0298	1.3417	0.2695	1.6112	0.3589	0.2481	0.6069	0.0000	2,965.7984	2,965.7984	0.5151	0.0000	2,978.6769
Maximum	**10.2343**	**27.3507**	**20.8506**	**0.1039**	**2.8117**	**0.4694**	**3.2811**	**0.9772**	**0.4434**	**1.4206**	**0.0000**	**11,023.2834**	**11,023.2834**	**1.1398**	**0.0000**	**11,051.7772**

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					
2023	1.6618	27.3507	20.8506	0.1039	2.3976	0.4694	2.8670	0.7496	0.4434	1.1930	0.0000	11,023.2834	11,023.2834	1.1398	0.0000	11,051.7772
2024	1.1418	8.7420	12.8559	0.0302	1.3416	0.3113	1.6530	0.3589	0.2865	0.6453	0.0000	3,008.4684	3,008.4684	0.5177	0.0000	3,021.4097
2025	10.2343	8.2035	12.5747	0.0298	1.3417	0.2695	1.6112	0.3589	0.2481	0.6069	0.0000	2,965.7984	2,965.7984	0.5151	0.0000	2,978.6769
Maximum	**10.2343**	**27.3507**	**20.8506**	**0.1039**	**2.3976**	**0.4694**	**2.8670**	**0.7496**	**0.4434**	**1.1930**	**0.0000**	**11,023.2834**	**11,023.2834**	**1.1398**	**0.0000**	**11,051.7772**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**7.53**	**0.00**	**6.33**	**13.43**	**0.00**	**8.51**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.1080	0.1178	10.2318	5.4000e-004		0.0568	0.0568		0.0568	0.0568	0.0000	18.4448	18.4448	0.0177	0.0000	18.8874
Energy	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233		368.3805	368.3805	7.0600e-003	6.7500e-003	370.5696
Mobile	0.4406	1.9498	4.8032	0.0184	1.6579	0.0146	1.6725	0.4436	0.0135	0.4571		1,874.4226	1,874.4226	0.0937		1,876.7658
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**4.4028**	**6.0256**	**17.2499**	**0.0247**	**1.6579**	**0.2154**	**1.8733**	**0.4436**	**0.2143**	**0.6579**	**0.0000**	**2,681.0050**	**2,681.0050**	**0.1773**	**6.7500e-003**	**2,687.4511**

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	lb/day										lb/day					
Area	3.1080	0.1178	10.2318	5.4000e-004		0.0568	0.0568		0.0568	0.0568	0.0000	18.4448	18.4448	0.0177	0.0000	18.8874
Energy	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233		368.3805	368.3805	7.0600e-003	6.7500e-003	370.5696
Mobile	0.4406	1.9498	4.8032	0.0184	1.6579	0.0146	1.6725	0.4436	0.0135	0.4571		1,874.4226	1,874.4226	0.0937		1,876.7658
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**4.4028**	**6.0256**	**17.2499**	**0.0247**	**1.6579**	**0.2154**	**1.8733**	**0.4436**	**0.2143**	**0.6579**	**0.0000**	**2,681.0050**	**2,681.0050**	**0.1773**	**6.7500e-003**	**2,687.4511**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/17/2023	7/31/2023	5	11	
2	Grading	Grading	8/1/2023	10/16/2023	5	55	
3	Building Construction	Building Construction	10/17/2023	3/24/2025	5	375	
4	Architectural Coating	Architectural Coating	3/25/2025	7/24/2025	5	88	

Acres of Grading (Site Preparation Phase): 5.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 261,760; Residential Outdoor: 87,253; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,664 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Aerial Lifts	2	8.00	63	0.31
Grading	Excavators	2	8.00	158	0.38
Site Preparation	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Aerial Lifts	4	8.00	63	0.31
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Concrete/Industrial Saws	1	8.00	81	0.73
Architectural Coating	Air Compressors	4	6.00	78	0.48
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	1.00	247	0.40

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
Site Preparation	4	8.00	0.00	107.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	10.00	0.00	6,124.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	108.00	21.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	8	22.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 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					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.0199	10.3086	9.8126	0.0191		0.4307	0.4307		0.4065	0.4065		1,836.6738	1,836.6738	0.4315		1,847.4623
Total	**1.0199**	**10.3086**	**9.8126**	**0.0191**	**0.5303**	**0.4307**	**0.9609**	**0.0573**	**0.4065**	**0.4637**		**1,836.6738**	**1,836.6738**	**0.4315**		**1,847.4623**

3.2 Site Preparation - 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	0.0519	1.6103	0.5764	7.0400e-003	0.1701	2.9800e-003	0.1731	0.0466	2.8500e-003	0.0495		766.1572	766.1572	0.0527		767.4745
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	0.0338	0.0213	0.2494	8.0000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.3000e-004	0.0243		79.7377	79.7377	2.0500e-003		79.7890
Total	**0.0856**	**1.6316**	**0.8258**	**7.8400e-003**	**0.2595**	**3.6600e-003**	**0.2632**	**0.0703**	**3.4800e-003**	**0.0738**		**845.8948**	**845.8948**	**0.0547**		**847.2634**

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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	1.0199	10.3086	9.8126	0.0191		0.4307	0.4307		0.4065	0.4065	0.0000	1,836.6738	1,836.6738	0.4315		1,847.4623
Total	**1.0199**	**10.3086**	**9.8126**	**0.0191**	**0.2386**	**0.4307**	**0.6693**	**0.0258**	**0.4065**	**0.4322**	**0.0000**	**1,836.6738**	**1,836.6738**	**0.4315**		**1,847.4623**

3.2 Site Preparation - 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	0.0519	1.6103	0.5764	7.0400e-003	0.1701	2.9800e-003	0.1731	0.0466	2.8500e-003	0.0495		766.1572	766.1572	0.0527		767.4745
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	0.0338	0.0213	0.2494	8.0000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.3000e-004	0.0243		79.7377	79.7377	2.0500e-003		79.7890
Total	**0.0856**	**1.6316**	**0.8258**	**7.8400e-003**	**0.2595**	**3.6600e-003**	**0.2632**	**0.0703**	**3.4800e-003**	**0.0738**		**845.8948**	**845.8948**	**0.0547**		**847.2634**

3.3 Grading - 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					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.0256	8.8914	13.9407	0.0224		0.4345	0.4345		0.4100	0.4100		2,153.6178	2,153.6178	0.5340		2,166.9689
Total	**1.0256**	**8.8914**	**13.9407**	**0.0224**	**0.7528**	**0.4345**	**1.1872**	**0.4138**	**0.4100**	**0.8238**		**2,153.6178**	**2,153.6178**	**0.5340**		**2,166.9689**

3.3 Grading - 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	0.5940	18.4327	6.5981	0.0805	1.9471	0.0341	1.9812	0.5338	0.0326	0.5664		8,769.9935	8,769.9935	0.6031		8,785.0721
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	0.0422	0.0266	0.3118	1.0000e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304		99.6721	99.6721	2.5700e-003		99.7362
Total	**0.6362**	**18.4593**	**6.9099**	**0.0815**	**2.0589**	**0.0349**	**2.0938**	**0.5634**	**0.0334**	**0.5968**		**8,869.6656**	**8,869.6656**	**0.6057**		**8,884.8083**

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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	1.0256	8.8914	13.9407	0.0224		0.4345	0.4345		0.4100	0.4100	0.0000	2,153.6178	2,153.6178	0.5340		2,166.9689
Total	**1.0256**	**8.8914**	**13.9407**	**0.0224**	**0.3387**	**0.4345**	**0.7732**	**0.1862**	**0.4100**	**0.5962**	**0.0000**	**2,153.6178**	**2,153.6178**	**0.5340**		**2,166.9689**

3.3 Grading - 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	0.5940	18.4327	6.5981	0.0805	1.9471	0.0341	1.9812	0.5338	0.0326	0.5664		8,769.9935	8,769.9935	0.6031		8,785.0721
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	0.0422	0.0266	0.3118	1.0000e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304		99.6721	99.6721	2.5700e-003		99.7362
Total	**0.6362**	**18.4593**	**6.9099**	**0.0815**	**2.0589**	**0.0349**	**2.0938**	**0.5634**	**0.0334**	**0.5968**		**8,869.6656**	**8,869.6656**	**0.6057**		**8,884.8083**

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	0.7011	7.4789	9.2684	0.0148		0.3386	0.3386		0.3115	0.3115		1,427.9601	1,427.9601	0.4618		1,439.5058
Total	**0.7011**	**7.4789**	**9.2684**	**0.0148**		**0.3386**	**0.3386**		**0.3115**	**0.3115**		**1,427.9601**	**1,427.9601**	**0.4618**		**1,439.5058**

3.4 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	0.0467	1.4645	0.4959	5.0300e-003	0.1345	1.7900e-003	0.1362	0.0387	1.7100e-003	0.0404		539.1568	539.1568	0.0308		539.9264
Worker	0.4557	0.2877	3.3671	0.0108	1.2072	9.1800e-003	1.2164	0.3202	8.4500e-003	0.3286		1,076.4582	1,076.4582	0.0277		1,077.1508
Total	**0.5024**	**1.7522**	**3.8630**	**0.0158**	**1.3416**	**0.0110**	**1.3526**	**0.3589**	**0.0102**	**0.3690**		**1,615.6150**	**1,615.6150**	**0.0585**		**1,617.0772**

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	0.7011	7.4789	9.2684	0.0148		0.3386	0.3386		0.3115	0.3115	0.0000	1,427.9601	1,427.9601	0.4618		1,439.5058
Total	**0.7011**	**7.4789**	**9.2684**	**0.0148**		**0.3386**	**0.3386**		**0.3115**	**0.3115**	**0.0000**	**1,427.9601**	**1,427.9601**	**0.4618**		**1,439.5058**

3.4 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	0.0467	1.4645	0.4959	5.0300e-003	0.1345	1.7900e-003	0.1362	0.0387	1.7100e-003	0.0404		539.1568	539.1568	0.0308		539.9264
Worker	0.4557	0.2877	3.3671	0.0108	1.2072	9.1800e-003	1.2164	0.3202	8.4500e-003	0.3286		1,076.4582	1,076.4582	0.0277		1,077.1508
Total	**0.5024**	**1.7522**	**3.8630**	**0.0158**	**1.3416**	**0.0110**	**1.3526**	**0.3589**	**0.0102**	**0.3690**		**1,615.6150**	**1,615.6150**	**0.0585**		**1,617.0772**

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	0.6638	7.0204	9.2404	0.0148		0.3005	0.3005		0.2765	0.2765		1,428.3346	1,428.3346	0.4620		1,439.8834
Total	**0.6638**	**7.0204**	**9.2404**	**0.0148**		**0.3005**	**0.3005**		**0.2765**	**0.2765**		**1,428.3346**	**1,428.3346**	**0.4620**		**1,439.8834**

3.4 Building Construction - 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	0.0456	1.4593	0.4809	5.0100e-003	0.1345	1.7600e-003	0.1362	0.0387	1.6800e-003	0.0404		537.0657	537.0657	0.0303		537.8237
Worker	0.4324	0.2623	3.1346	0.0105	1.2072	9.0500e-003	1.2162	0.3202	8.3300e-003	0.3285		1,043.0681	1,043.0681	0.0254		1,043.7027
Total	**0.4780**	**1.7216**	**3.6155**	**0.0155**	**1.3416**	**0.0108**	**1.3524**	**0.3589**	**0.0100**	**0.3689**		**1,580.1338**	**1,580.1338**	**0.0557**		**1,581.5263**

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	0.6638	7.0204	9.2404	0.0148		0.3005	0.3005		0.2765	0.2765	0.0000	1,428.3346	1,428.3346	0.4620		1,439.8834
Total	**0.6638**	**7.0204**	**9.2404**	**0.0148**		**0.3005**	**0.3005**		**0.2765**	**0.2765**	**0.0000**	**1,428.3346**	**1,428.3346**	**0.4620**		**1,439.8834**

3.4 Building Construction - 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	0.0456	1.4593	0.4809	5.0100e-003	0.1345	1.7600e-003	0.1362	0.0387	1.6800e-003	0.0404		537.0657	537.0657	0.0303		537.8237
Worker	0.4324	0.2623	3.1346	0.0105	1.2072	9.0500e-003	1.2162	0.3202	8.3300e-003	0.3285		1,043.0681	1,043.0681	0.0254		1,043.7027
Total	**0.4780**	**1.7216**	**3.6155**	**0.0155**	**1.3416**	**0.0108**	**1.3524**	**0.3589**	**0.0100**	**0.3689**		**1,580.1338**	**1,580.1338**	**0.0557**		**1,581.5263**

3.4 Building Construction - 2025

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	0.6187	6.5167	9.1976	0.0148		0.2590	0.2590		0.2382	0.2382		1,428.9223	1,428.9223	0.4621		1,440.4758
Total	**0.6187**	**6.5167**	**9.1976**	**0.0148**		**0.2590**	**0.2590**		**0.2382**	**0.2382**		**1,428.9223**	**1,428.9223**	**0.4621**		**1,440.4758**

3.4 Building Construction - 2025

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	0.0444	1.4469	0.4686	4.9800e-003	0.1345	1.7200e-003	0.1362	0.0387	1.6500e-003	0.0404		534.1859	534.1859	0.0299		534.9325
Worker	0.4119	0.2400	2.9085	0.0101	1.2072	8.8600e-003	1.2161	0.3202	8.1600e-003	0.3283		1,002.6902	1,002.6902	0.0231		1,003.2686
Total	**0.4563**	**1.6869**	**3.3772**	**0.0150**	**1.3417**	**0.0106**	**1.3522**	**0.3589**	**9.8100e-003**	**0.3687**		**1,536.8761**	**1,536.8761**	**0.0530**		**1,538.2011**

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	0.6187	6.5167	9.1976	0.0148		0.2590	0.2590		0.2382	0.2382	0.0000	1,428.9223	1,428.9223	0.4621		1,440.4758
Total	**0.6187**	**6.5167**	**9.1976**	**0.0148**		**0.2590**	**0.2590**		**0.2382**	**0.2382**	**0.0000**	**1,428.9223**	**1,428.9223**	**0.4621**		**1,440.4758**

3.4 Building Construction - 2025

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	0.0444	1.4469	0.4686	4.9800e-003	0.1345	1.7200e-003	0.1362	0.0387	1.6500e-003	0.0404		534.1859	534.1859	0.0299		534.9325
Worker	0.4119	0.2400	2.9085	0.0101	1.2072	8.8600e-003	1.2161	0.3202	8.1600e-003	0.3283		1,002.6902	1,002.6902	0.0231		1,003.2686
Total	**0.4563**	**1.6869**	**3.3772**	**0.0150**	**1.3417**	**0.0106**	**1.3522**	**0.3589**	**9.8100e-003**	**0.3687**		**1,536.8761**	**1,536.8761**	**0.0530**		**1,538.2011**

3.5 Architectural Coating - 2025

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	9.3317					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.8188	6.6515	11.5753	0.0186		0.2414	0.2414		0.2386	0.2386		1,772.4946	1,772.4946	0.2706		1,779.2588
Total	**10.1504**	**6.6515**	**11.5753**	**0.0186**		**0.2414**	**0.2414**		**0.2386**	**0.2386**		**1,772.4946**	**1,772.4946**	**0.2706**		**1,779.2588**

3.5 Architectural Coating - 2025

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	0.0839	0.0489	0.5925	2.0500e-003	0.2459	1.8100e-003	0.2477	0.0652	1.6600e-003	0.0669		204.2517	204.2517	4.7100e-003		204.3695
Total	**0.0839**	**0.0489**	**0.5925**	**2.0500e-003**	**0.2459**	**1.8100e-003**	**0.2477**	**0.0652**	**1.6600e-003**	**0.0669**		**204.2517**	**204.2517**	**4.7100e-003**		**204.3695**

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	9.3317					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.8188	6.6515	11.5753	0.0186		0.2414	0.2414		0.2386	0.2386	0.0000	1,772.4946	1,772.4946	0.2706		1,779.2588
Total	**10.1504**	**6.6515**	**11.5753**	**0.0186**		**0.2414**	**0.2414**		**0.2386**	**0.2386**	**0.0000**	**1,772.4946**	**1,772.4946**	**0.2706**		**1,779.2588**

3.5 Architectural Coating - 2025

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	0.0839	0.0489	0.5925	2.0500e-003	0.2459	1.8100e-003	0.2477	0.0652	1.6600e-003	0.0669		204.2517	204.2517	4.7100e-003		204.3695
Total	**0.0839**	**0.0489**	**0.5925**	**2.0500e-003**	**0.2459**	**1.8100e-003**	**0.2477**	**0.0652**	**1.6600e-003**	**0.0669**		**204.2517**	**204.2517**	**4.7100e-003**		**204.3695**

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	0.4406	1.9498	4.8032	0.0184	1.6579	0.0146	1.6725	0.4436	0.0135	0.4571		1,874.4226	1,874.4226	0.0937		1,876.7658
Unmitigated	0.4406	1.9498	4.8032	0.0184	1.6579	0.0146	1.6725	0.4436	0.0135	0.4571		1,874.4226	1,874.4226	0.0937		1,876.7658

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	373.24	358.36	328.60	762,067	762,067
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	373.24	358.36	328.60	762,067	762,067

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	5.74	0.00	0.00	100.00	0.00	0.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
Enclosed Parking with Elevator	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233		368.3805	368.3805	7.0600e-003	6.7500e-003	370.5696
NaturalGas Unmitigated	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233		368.3805	368.3805	7.0600e-003	6.7500e-003	370.5696

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	3131.23	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233		368.3805	368.3805	7.0600e-003	6.7500e-003	370.5696
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		**0.0338**	**0.2886**	**0.1228**	**1.8400e-003**		**0.0233**	**0.0233**		**0.0233**	**0.0233**		**368.3805**	**368.3805**	**7.0600e-003**	**6.7500e-003**	**370.5696**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	3.13123	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233		368.3805	368.3805	7.0600e-003	6.7500e-003	370.5696
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		**0.0338**	**0.2886**	**0.1228**	**1.8400e-003**		**0.0233**	**0.0233**		**0.0233**	**0.0233**		**368.3805**	**368.3805**	**7.0600e-003**	**6.7500e-003**	**370.5696**

6.0 Area Detail

6.1 Mitigation Measures Area

TENTEN Hollywood - Phase II Construction and Operation - Los Angeles-South Coast County, Winter

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.1080	0.1178	10.2318	5.4000e-004		0.0568	0.0568		0.0568	0.0568	0.0000	18.4448	18.4448	0.0177	0.0000	18.8874
Unmitigated	3.1080	0.1178	10.2318	5.4000e-004		0.0568	0.0568		0.0568	0.0568	0.0000	18.4448	18.4448	0.0177	0.0000	18.8874

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	0.2250					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.5752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3079	0.1178	10.2318	5.4000e-004		0.0568	0.0568		0.0568	0.0568		18.4448	18.4448	0.0177		18.8874
Total	**3.1080**	**0.1178**	**10.2318**	**5.4000e-004**		**0.0568**	**0.0568**		**0.0568**	**0.0568**	**0.0000**	**18.4448**	**18.4448**	**0.0177**	**0.0000**	**18.8874**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2250					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.5752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3079	0.1178	10.2318	5.4000e-004		0.0568	0.0568		0.0568	0.0568		18.4448	18.4448	0.0177		18.8874
Total	**3.1080**	**0.1178**	**10.2318**	**5.4000e-004**		**0.0568**	**0.0568**		**0.0568**	**0.0568**	**0.0000**	**18.4448**	**18.4448**	**0.0177**	**0.0000**	**18.8874**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**0.8204**	**3.6694**	**2.0922**	**3.9400e-003**		**0.1207**	**0.1207**		**0.1207**	**0.1207**		**419.7571**	**419.7571**	**0.0589**		**421.2283**

11.0 Vegetation

TENTEN Hollywood - Phase II Construction and Operation

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	111.00	Space	0.00	44,400.00	0
Apartments Mid Rise	124.00	Dwelling Unit	0.93	129,264.00	322

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

TENTEN Hollywood - Phase II Construction and Operation - Los Angeles-South Coast County, Summer

Project Characteristics - Assumes Phase II construction follows buildout of Phase I.

Land Use - Acreage modified per Site Plan for Phase II. Population assumes 2.6 persons per DU.

Construction Phase - Construction schedule assumes 24-month timeline

Off-road Equipment - Construction equipment assumptions per applicant.

Off-road Equipment - Construction equipment per applicant assumptions.

Off-road Equipment - Construction assumptions per applicant.

Off-road Equipment - Construction assumptions per applicant.

Trips and VMT - hauling is conservatively based on 14 cy per haul truck

Grading - Phase II would require 747 cy of asphalt removal during site prep and 42,865 cy of export during the grading/excavation phase.

Road Dust - ignore operational data

Energy Use - ignore operational data

Construction Off-road Equipment Mitigation -

Vehicle Trips - Trip rates and VMT adjusted based on LADOT Calculations provided by LLG Traffic Consultants. Weekend trips prorated with adjusted weekday trip rate.

Woodstoves - No woodstoves or fireplaces proposed.

Stationary Sources - Emergency Generators and Fire Pumps -

Sequestration - 31 trees provided per LAMC

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	88.00
tblConstructionPhase	NumDays	100.00	375.00
tblConstructionPhase	NumDays	2.00	55.00
tblConstructionPhase	NumDays	1.00	11.00
tblConstructionPhase	PhaseEndDate	12/13/2023	7/24/2025
tblConstructionPhase	PhaseEndDate	12/6/2023	3/24/2025

tblConstructionPhase	PhaseEndDate	7/19/2023	10/16/2023
tblConstructionPhase	PhaseEndDate	7/17/2023	7/31/2023
tblConstructionPhase	PhaseStartDate	12/7/2023	3/25/2025
tblConstructionPhase	PhaseStartDate	7/20/2023	10/17/2023
tblConstructionPhase	PhaseStartDate	7/18/2023	8/1/2023
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	105.40	0.00
tblFireplaces	NumberNoFireplace	12.40	0.00
tblFireplaces	NumberWood	6.20	0.00
tblLandUse	LandUseSquareFeet	124,000.00	129,264.00
tblLandUse	LotAcreage	1.00	0.00
tblLandUse	LotAcreage	3.26	0.93
tblLandUse	Population	355.00	322.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblSequestration	NumberOfNewTrees	0.00	31.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003

tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.50
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripNumber	0.00	107.00
tblTripsAndVMT	HaulingTripNumber	0.00	6,124.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblTripsAndVMT	WorkerTripNumber	15.00	10.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	5.74
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	6.39	2.89
tblVehicleTrips	SU_TR	5.86	2.65
tblVehicleTrips	WD_TR	6.65	3.01
tblWoodstoves	NumberCatalytic	6.20	0.00
tblWoodstoves	NumberNoncatalytic	6.20	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2023	1.6428	27.2195	20.6106	0.1054	2.8117	0.4685	3.2801	0.9772	0.4425	1.4197	0.0000	11,184.5259	11,184.5259	1.1231	0.0000	11,212.6045
2024	1.0924	8.7231	13.1274	0.0310	1.3416	0.3112	1.6529	0.3589	0.2864	0.6453	0.0000	3,088.0236	3,088.0236	0.5177	0.0000	3,100.9668
2025	10.2249	8.1868	12.8278	0.0306	1.3417	0.2695	1.6111	0.3589	0.2480	0.6068	0.0000	3,042.6472	3,042.6472	0.5151	0.0000	3,055.5257
Maximum	**10.2249**	**27.2195**	**20.6106**	**0.1054**	**2.8117**	**0.4685**	**3.2801**	**0.9772**	**0.4425**	**1.4197**	**0.0000**	**11,184.5259**	**11,184.5259**	**1.1231**	**0.0000**	**11,212.6045**

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					
2023	1.6428	27.2195	20.6106	0.1054	2.3976	0.4685	2.8661	0.7496	0.4425	1.1921	0.0000	11,184.5259	11,184.5259	1.1231	0.0000	11,212.6045
2024	1.0924	8.7231	13.1274	0.0310	1.3416	0.3112	1.6529	0.3589	0.2864	0.6453	0.0000	3,088.0236	3,088.0236	0.5177	0.0000	3,100.9668
2025	10.2249	8.1868	12.8278	0.0306	1.3417	0.2695	1.6111	0.3589	0.2480	0.6068	0.0000	3,042.6472	3,042.6472	0.5151	0.0000	3,055.5257
Maximum	**10.2249**	**27.2195**	**20.6106**	**0.1054**	**2.3976**	**0.4685**	**2.8661**	**0.7496**	**0.4425**	**1.1921**	**0.0000**	**11,184.5259**	**11,184.5259**	**1.1231**	**0.0000**	**11,212.6045**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**7.53**	**0.00**	**6.33**	**13.43**	**0.00**	**8.52**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.1080	0.1178	10.2318	5.4000e-004		0.0568	0.0568		0.0568	0.0568	0.0000	18.4448	18.4448	0.0177	0.0000	18.8874
Energy	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233		368.3805	368.3805	7.0600e-003	6.7500e-003	370.5696
Mobile	0.4559	1.9250	4.9765	0.0193	1.6579	0.0145	1.6724	0.4436	0.0135	0.4570		1,970.8282	1,970.8282	0.0930		1,973.1541
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**4.4181**	**6.0008**	**17.4233**	**0.0256**	**1.6579**	**0.2153**	**1.8732**	**0.4436**	**0.2142**	**0.6578**	**0.0000**	**2,777.4105**	**2,777.4105**	**0.1767**	**6.7500e-003**	**2,783.8394**

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	lb/day										lb/day					
Area	3.1080	0.1178	10.2318	5.4000e-004		0.0568	0.0568		0.0568	0.0568	0.0000	18.4448	18.4448	0.0177	0.0000	18.8874
Energy	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233		368.3805	368.3805	7.0600e-003	6.7500e-003	370.5696
Mobile	0.4559	1.9250	4.9765	0.0193	1.6579	0.0145	1.6724	0.4436	0.0135	0.4570		1,970.8282	1,970.8282	0.0930		1,973.1541
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**4.4181**	**6.0008**	**17.4233**	**0.0256**	**1.6579**	**0.2153**	**1.8732**	**0.4436**	**0.2142**	**0.6578**	**0.0000**	**2,777.4105**	**2,777.4105**	**0.1767**	**6.7500e-003**	**2,783.8394**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/17/2023	7/31/2023	5	11	
2	Grading	Grading	8/1/2023	10/16/2023	5	55	
3	Building Construction	Building Construction	10/17/2023	3/24/2025	5	375	
4	Architectural Coating	Architectural Coating	3/25/2025	7/24/2025	5	88	

Acres of Grading (Site Preparation Phase): 5.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 261,760; Residential Outdoor: 87,253; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,664 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Aerial Lifts	2	8.00	63	0.31
Grading	Excavators	2	8.00	158	0.38
Site Preparation	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Aerial Lifts	4	8.00	63	0.31
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Concrete/Industrial Saws	1	8.00	81	0.73
Architectural Coating	Air Compressors	4	6.00	78	0.48
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	1.00	247	0.40

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
Site Preparation	4	8.00	0.00	107.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	10.00	0.00	6,124.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	108.00	21.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	8	22.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 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					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.0199	10.3086	9.8126	0.0191		0.4307	0.4307		0.4065	0.4065		1,836.6738	1,836.6738	0.4315		1,847.4623
Total	**1.0199**	**10.3086**	**9.8126**	**0.0191**	**0.5303**	**0.4307**	**0.9609**	**0.0573**	**0.4065**	**0.4637**		**1,836.6738**	**1,836.6738**	**0.4315**		**1,847.4623**

3.2 Site Preparation - 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	0.0506	1.5991	0.5528	7.1600e-003	0.1701	2.9000e-003	0.1730	0.0466	2.7700e-003	0.0494		779.7040	779.7040	0.0512		780.9846
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	0.0302	0.0193	0.2738	8.5000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.3000e-004	0.0243		84.6786	84.6786	2.1900e-003		84.7332
Total	**0.0808**	**1.6183**	**0.8266**	**8.0100e-003**	**0.2595**	**3.5800e-003**	**0.2631**	**0.0703**	**3.4000e-003**	**0.0737**		**864.3825**	**864.3825**	**0.0534**		**865.7178**

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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	1.0199	10.3086	9.8126	0.0191		0.4307	0.4307		0.4065	0.4065	0.0000	1,836.6738	1,836.6738	0.4315		1,847.4623
Total	**1.0199**	**10.3086**	**9.8126**	**0.0191**	**0.2386**	**0.4307**	**0.6693**	**0.0258**	**0.4065**	**0.4322**	**0.0000**	**1,836.6738**	**1,836.6738**	**0.4315**		**1,847.4623**

3.2 Site Preparation - 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	0.0506	1.5991	0.5528	7.1600e-003	0.1701	2.9000e-003	0.1730	0.0466	2.7700e-003	0.0494		779.7040	779.7040	0.0512		780.9846
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	0.0302	0.0193	0.2738	8.5000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.3000e-004	0.0243		84.6786	84.6786	2.1900e-003		84.7332
Total	**0.0808**	**1.6183**	**0.8266**	**8.0100e-003**	**0.2595**	**3.5800e-003**	**0.2631**	**0.0703**	**3.4000e-003**	**0.0737**		**864.3825**	**864.3825**	**0.0534**		**865.7178**

3.3 Grading - 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					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.0256	8.8914	13.9407	0.0224		0.4345	0.4345		0.4100	0.4100		2,153.6178	2,153.6178	0.5340		2,166.9689
Total	**1.0256**	**8.8914**	**13.9407**	**0.0224**	**0.7528**	**0.4345**	**1.1872**	**0.4138**	**0.4100**	**0.8238**		**2,153.6178**	**2,153.6178**	**0.5340**		**2,166.9689**

3.3 Grading - 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	0.5795	18.3041	6.3277	0.0820	1.9471	0.0332	1.9803	0.5338	0.0317	0.5655		8,925.0599	8,925.0599	0.5864		8,939.7190
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	0.0377	0.0241	0.3422	1.0600e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304		105.8482	105.8482	2.7300e-003		105.9166
Total	**0.6172**	**18.3281**	**6.6699**	**0.0830**	**2.0589**	**0.0340**	**2.0929**	**0.5634**	**0.0325**	**0.5959**		**9,030.9081**	**9,030.9081**	**0.5891**		**9,045.6355**

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					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	1.0256	8.8914	13.9407	0.0224		0.4345	0.4345		0.4100	0.4100	0.0000	2,153.6178	2,153.6178	0.5340		2,166.9689
Total	**1.0256**	**8.8914**	**13.9407**	**0.0224**	**0.3387**	**0.4345**	**0.7732**	**0.1862**	**0.4100**	**0.5962**	**0.0000**	**2,153.6178**	**2,153.6178**	**0.5340**		**2,166.9689**

3.3 Grading - 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	0.5795	18.3041	6.3277	0.0820	1.9471	0.0332	1.9803	0.5338	0.0317	0.5655		8,925.0599	8,925.0599	0.5864		8,939.7190
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	0.0377	0.0241	0.3422	1.0600e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304		105.8482	105.8482	2.7300e-003		105.9166
Total	**0.6172**	**18.3281**	**6.6699**	**0.0830**	**2.0589**	**0.0340**	**2.0929**	**0.5634**	**0.0325**	**0.5959**		**9,030.9081**	**9,030.9081**	**0.5891**		**9,045.6355**

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	0.7011	7.4789	9.2684	0.0148		0.3386	0.3386		0.3115	0.3115		1,427.9601	1,427.9601	0.4618		1,439.5058
Total	**0.7011**	**7.4789**	**9.2684**	**0.0148**		**0.3386**	**0.3386**		**0.3115**	**0.3115**		**1,427.9601**	**1,427.9601**	**0.4618**		**1,439.5058**

3.4 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	0.0445	1.4712	0.4555	5.1700e-003	0.1345	1.7000e-003	0.1362	0.0387	1.6200e-003	0.0403		554.2056	554.2056	0.0291		554.9331
Worker	0.4072	0.2601	3.6959	0.0115	1.2072	9.1800e-003	1.2164	0.3202	8.4500e-003	0.3286		1,143.1606	1,143.1606	0.0295		1,143.8988
Total	**0.4517**	**1.7312**	**4.1514**	**0.0166**	**1.3416**	**0.0109**	**1.3525**	**0.3589**	**0.0101**	**0.3690**		**1,697.3662**	**1,697.3662**	**0.0586**		**1,698.8319**

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	0.7011	7.4789	9.2684	0.0148		0.3386	0.3386		0.3115	0.3115	0.0000	1,427.9601	1,427.9601	0.4618		1,439.5058
Total	**0.7011**	**7.4789**	**9.2684**	**0.0148**		**0.3386**	**0.3386**		**0.3115**	**0.3115**	**0.0000**	**1,427.9601**	**1,427.9601**	**0.4618**		**1,439.5058**

3.4 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	0.0445	1.4712	0.4555	5.1700e-003	0.1345	1.7000e-003	0.1362	0.0387	1.6200e-003	0.0403		554.2056	554.2056	0.0291		554.9331
Worker	0.4072	0.2601	3.6959	0.0115	1.2072	9.1800e-003	1.2164	0.3202	8.4500e-003	0.3286		1,143.1606	1,143.1606	0.0295		1,143.8988
Total	**0.4517**	**1.7312**	**4.1514**	**0.0166**	**1.3416**	**0.0109**	**1.3525**	**0.3589**	**0.0101**	**0.3690**		**1,697.3662**	**1,697.3662**	**0.0586**		**1,698.8319**

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	0.6638	7.0204	9.2404	0.0148		0.3005	0.3005		0.2765	0.2765		1,428.3346	1,428.3346	0.4620		1,439.8834
Total	**0.6638**	**7.0204**	**9.2404**	**0.0148**		**0.3005**	**0.3005**		**0.2765**	**0.2765**		**1,428.3346**	**1,428.3346**	**0.4620**		**1,439.8834**

3.4 Building Construction - 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	0.0434	1.4656	0.4416	5.1500e-003	0.1345	1.6800e-003	0.1361	0.0387	1.6000e-003	0.0403		551.9565	551.9565	0.0287		552.6736
Worker	0.3852	0.2372	3.4454	0.0111	1.2072	9.0500e-003	1.2162	0.3202	8.3300e-003	0.3285		1,107.7325	1,107.7325	0.0271		1,108.4098
Total	**0.4286**	**1.7027**	**3.8870**	**0.0163**	**1.3416**	**0.0107**	**1.3524**	**0.3589**	**9.9300e-003**	**0.3688**		**1,659.6890**	**1,659.6890**	**0.0558**		**1,661.0834**

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	0.6638	7.0204	9.2404	0.0148		0.3005	0.3005		0.2765	0.2765	0.0000	1,428.3346	1,428.3346	0.4620		1,439.8834
Total	**0.6638**	**7.0204**	**9.2404**	**0.0148**		**0.3005**	**0.3005**		**0.2765**	**0.2765**	**0.0000**	**1,428.3346**	**1,428.3346**	**0.4620**		**1,439.8834**

3.4 Building Construction - 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	0.0434	1.4656	0.4416	5.1500e-003	0.1345	1.6800e-003	0.1361	0.0387	1.6000e-003	0.0403		551.9565	551.9565	0.0287		552.6736
Worker	0.3852	0.2372	3.4454	0.0111	1.2072	9.0500e-003	1.2162	0.3202	8.3300e-003	0.3285		1,107.7325	1,107.7325	0.0271		1,108.4098
Total	**0.4286**	**1.7027**	**3.8870**	**0.0163**	**1.3416**	**0.0107**	**1.3524**	**0.3589**	**9.9300e-003**	**0.3688**		**1,659.6890**	**1,659.6890**	**0.0558**		**1,661.0834**

3.4 Building Construction - 2025

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	0.6187	6.5167	9.1976	0.0148		0.2590	0.2590		0.2382	0.2382		1,428.9223	1,428.9223	0.4621		1,440.4758
Total	**0.6187**	**6.5167**	**9.1976**	**0.0148**		**0.2590**	**0.2590**		**0.2382**	**0.2382**		**1,428.9223**	**1,428.9223**	**0.4621**		**1,440.4758**

3.4 Building Construction - 2025

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	0.0423	1.4531	0.4302	5.1200e-003	0.1345	1.6500e-003	0.1361	0.0387	1.5800e-003	0.0403		548.9152	548.9152	0.0283		549.6222
Worker	0.3658	0.2170	3.2000	0.0107	1.2072	8.8600e-003	1.2161	0.3202	8.1600e-003	0.3283		1,064.8098	1,064.8098	0.0247		1,065.4276
Total	**0.4081**	**1.6701**	**3.6303**	**0.0158**	**1.3417**	**0.0105**	**1.3522**	**0.3589**	**9.7400e-003**	**0.3686**		**1,613.7250**	**1,613.7250**	**0.0530**		**1,615.0498**

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	0.6187	6.5167	9.1976	0.0148		0.2590	0.2590		0.2382	0.2382	0.0000	1,428.9223	1,428.9223	0.4621		1,440.4758
Total	**0.6187**	**6.5167**	**9.1976**	**0.0148**		**0.2590**	**0.2590**		**0.2382**	**0.2382**	**0.0000**	**1,428.9223**	**1,428.9223**	**0.4621**		**1,440.4758**

3.4 Building Construction - 2025

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	0.0423	1.4531	0.4302	5.1200e-003	0.1345	1.6500e-003	0.1361	0.0387	1.5800e-003	0.0403		548.9152	548.9152	0.0283		549.6222
Worker	0.3658	0.2170	3.2000	0.0107	1.2072	8.8600e-003	1.2161	0.3202	8.1600e-003	0.3283		1,064.8098	1,064.8098	0.0247		1,065.4276
Total	**0.4081**	**1.6701**	**3.6303**	**0.0158**	**1.3417**	**0.0105**	**1.3522**	**0.3589**	**9.7400e-003**	**0.3686**		**1,613.7250**	**1,613.7250**	**0.0530**		**1,615.0498**

3.5 Architectural Coating - 2025

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	9.3317					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.8188	6.6515	11.5753	0.0186		0.2414	0.2414		0.2386	0.2386		1,772.4946	1,772.4946	0.2706		1,779.2588
Total	**10.1504**	**6.6515**	**11.5753**	**0.0186**		**0.2414**	**0.2414**		**0.2386**	**0.2386**		**1,772.4946**	**1,772.4946**	**0.2706**		**1,779.2588**

3.5 Architectural Coating - 2025

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	0.0745	0.0442	0.6519	2.1800e-003	0.2459	1.8100e-003	0.2477	0.0652	1.6600e-003	0.0669		216.9057	216.9057	5.0300e-003		217.0315
Total	**0.0745**	**0.0442**	**0.6519**	**2.1800e-003**	**0.2459**	**1.8100e-003**	**0.2477**	**0.0652**	**1.6600e-003**	**0.0669**		**216.9057**	**216.9057**	**5.0300e-003**		**217.0315**

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	9.3317					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.8188	6.6515	11.5753	0.0186		0.2414	0.2414		0.2386	0.2386	0.0000	1,772.4946	1,772.4946	0.2706		1,779.2588
Total	**10.1504**	**6.6515**	**11.5753**	**0.0186**		**0.2414**	**0.2414**		**0.2386**	**0.2386**	**0.0000**	**1,772.4946**	**1,772.4946**	**0.2706**		**1,779.2588**

3.5 Architectural Coating - 2025

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	0.0745	0.0442	0.6519	2.1800e-003	0.2459	1.8100e-003	0.2477	0.0652	1.6600e-003	0.0669		216.9057	216.9057	5.0300e-003		217.0315
Total	**0.0745**	**0.0442**	**0.6519**	**2.1800e-003**	**0.2459**	**1.8100e-003**	**0.2477**	**0.0652**	**1.6600e-003**	**0.0669**		**216.9057**	**216.9057**	**5.0300e-003**		**217.0315**

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	0.4559	1.9250	4.9765	0.0193	1.6579	0.0145	1.6724	0.4436	0.0135	0.4570		1,970.8282	1,970.8282	0.0930		1,973.1541
Unmitigated	0.4559	1.9250	4.9765	0.0193	1.6579	0.0145	1.6724	0.4436	0.0135	0.4570		1,970.8282	1,970.8282	0.0930		1,973.1541

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	373.24	358.36	328.60	762,067	762,067
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	373.24	358.36	328.60	762,067	762,067

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	5.74	0.00	0.00	100.00	0.00	0.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
Enclosed Parking with Elevator	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233		368.3805	368.3805	7.0600e-003	6.7500e-003	370.5696
NaturalGas Unmitigated	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233		368.3805	368.3805	7.0600e-003	6.7500e-003	370.5696

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	3131.23	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233		368.3805	368.3805	7.0600e-003	6.7500e-003	370.5696
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		**0.0338**	**0.2886**	**0.1228**	**1.8400e-003**		**0.0233**	**0.0233**		**0.0233**	**0.0233**		**368.3805**	**368.3805**	**7.0600e-003**	**6.7500e-003**	**370.5696**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	3.13123	0.0338	0.2886	0.1228	1.8400e-003		0.0233	0.0233		0.0233	0.0233		368.3805	368.3805	7.0600e-003	6.7500e-003	370.5696
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		**0.0338**	**0.2886**	**0.1228**	**1.8400e-003**		**0.0233**	**0.0233**		**0.0233**	**0.0233**		**368.3805**	**368.3805**	**7.0600e-003**	**6.7500e-003**	**370.5696**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.1080	0.1178	10.2318	5.4000e-004		0.0568	0.0568		0.0568	0.0568	0.0000	18.4448	18.4448	0.0177	0.0000	18.8874
Unmitigated	3.1080	0.1178	10.2318	5.4000e-004		0.0568	0.0568		0.0568	0.0568	0.0000	18.4448	18.4448	0.0177	0.0000	18.8874

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	0.2250					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.5752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3079	0.1178	10.2318	5.4000e-004		0.0568	0.0568		0.0568	0.0568		18.4448	18.4448	0.0177		18.8874
Total	**3.1080**	**0.1178**	**10.2318**	**5.4000e-004**		**0.0568**	**0.0568**		**0.0568**	**0.0568**	**0.0000**	**18.4448**	**18.4448**	**0.0177**	**0.0000**	**18.8874**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2250					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.5752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3079	0.1178	10.2318	5.4000e-004		0.0568	0.0568		0.0568	0.0568		18.4448	18.4448	0.0177		18.8874
Total	**3.1080**	**0.1178**	**10.2318**	**5.4000e-004**		**0.0568**	**0.0568**		**0.0568**	**0.0568**	**0.0000**	**18.4448**	**18.4448**	**0.0177**	**0.0000**	**18.8874**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**0.8204**	**3.6694**	**2.0922**	**3.9400e-003**		**0.1207**	**0.1207**		**0.1207**	**0.1207**		**419.7571**	**419.7571**	**0.0589**		**421.2283**

11.0 Vegetation

TENTEN Hollywood Project - Combined Operational Emissions Only

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	278.00	Space	0.00	111,200.00	0
Apartments Mid Rise	169.00	Dwelling Unit	1.42	185,357.00	483

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

TENTEN Hollywood Project - Combined Operational Emissions Only - South Coast AQMD Air District, Winter

Project Characteristics - Combined operational emissions for Phase I and II. Ignore all construction emissions.

Land Use - Project Data per Site Plans (February 2020)

Construction Phase - IGNORE CONSTRUCTION EMISSIONS FOR OPERATIONAL EMISSIONS SCENARIO.

Vehicle Trips - Trip rates and VMT adjusted based on LADOT Calculations provided by LLG Traffic Consultants. Weekend trips prorated with adjusted weekday trip rate. Assumes 100% primary trips.

Woodstoves - No woodstoves or fireplaces proposed.

Energy Use -

Sequestration - 43 trees proposed on-site per LAMC

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

TENTEN Hollywood Project - Combined Operational Emissions Only - South Coast AQMD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	143.65	0.00
tblFireplaces	NumberNoFireplace	16.90	0.00
tblFireplaces	NumberWood	8.45	0.00
tblLandUse	LandUseSquareFeet	169,000.00	185,357.00
tblLandUse	LotAcreage	2.50	0.00
tblLandUse	LotAcreage	4.45	1.42
tblSequestration	NumberOfNewTrees	0.00	43.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	6.71
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	6.39	3.79
tblVehicleTrips	SU_TR	5.86	3.48
tblVehicleTrips	WD_TR	6.65	3.95
tblWoodstoves	NumberCatalytic	8.45	0.00
tblWoodstoves	NumberNoncatalytic	8.45	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2025	2.0164	13.1768	17.3488	0.0456	2.1082	0.4080	2.5162	0.5643	0.3929	0.9572	0.0000	4,409.9528	4,409.9528	0.4099	0.0000	4,420.1990
2026	119.3662	13.1269	17.0589	0.0450	2.1082	0.4075	2.5157	0.5643	0.3924	0.9568	0.0000	4,351.9359	4,351.9359	0.4063	0.0000	4,362.0937
Maximum	**119.3662**	**13.1768**	**17.3488**	**0.0456**	**2.1082**	**0.4080**	**2.5162**	**0.5643**	**0.3929**	**0.9572**	**0.0000**	**4,409.9528**	**4,409.9528**	**0.4099**	**0.0000**	**4,420.1990**

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					
2025	2.0164	13.1768	17.3488	0.0456	2.1082	0.4080	2.5162	0.5643	0.3929	0.9572	0.0000	4,409.9528	4,409.9528	0.4099	0.0000	4,420.1990
2026	119.3662	13.1269	17.0589	0.0450	2.1082	0.4075	2.5157	0.5643	0.3924	0.9568	0.0000	4,351.9359	4,351.9359	0.4063	0.0000	4,362.0937
Maximum	**119.3662**	**13.1768**	**17.3488**	**0.0456**	**2.1082**	**0.4080**	**2.5162**	**0.5643**	**0.3929**	**0.9572**	**0.0000**	**4,409.9528**	**4,409.9528**	**0.4099**	**0.0000**	**4,420.1990**

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

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	4.4565	0.1607	13.9578	7.4000e-004		0.0774	0.0774		0.0774	0.0774	0.0000	25.1662	25.1662	0.0242	0.0000	25.7712
Energy	0.0460	0.3933	0.1674	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.0670	502.0670	9.6200e-003	9.2000e-003	505.0505
Mobile	0.7939	3.8465	9.1005	0.0374	3.4662	0.0277	3.4940	0.9273	0.0257	0.9530		3,818.0145	3,818.0145	0.1766		3,822.4289
Stationary	1.6411	7.3388	4.1844	7.8900e-003		0.2414	0.2414		0.2414	0.2414		839.5141	839.5141	0.1177		842.4566
Total	**6.9376**	**11.7392**	**27.4101**	**0.0485**	**3.4662**	**0.3783**	**3.8446**	**0.9273**	**0.3763**	**1.3036**	**0.0000**	**5,184.7618**	**5,184.7618**	**0.3281**	**9.2000e-003**	**5,195.7073**

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	lb/day										lb/day					
Area	4.4565	0.1607	13.9578	7.4000e-004		0.0774	0.0774		0.0774	0.0774	0.0000	25.1662	25.1662	0.0242	0.0000	25.7712
Energy	0.0460	0.3933	0.1674	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.0670	502.0670	9.6200e-003	9.2000e-003	505.0505
Mobile	0.7939	3.8465	9.1005	0.0374	3.4662	0.0277	3.4940	0.9273	0.0257	0.9530		3,818.0145	3,818.0145	0.1766		3,822.4289
Stationary	1.6411	7.3388	4.1844	7.8900e-003		0.2414	0.2414		0.2414	0.2414		839.5141	839.5141	0.1177		842.4566
Total	**6.9376**	**11.7392**	**27.4101**	**0.0485**	**3.4662**	**0.3783**	**3.8446**	**0.9273**	**0.3763**	**1.3036**	**0.0000**	**5,184.7618**	**5,184.7618**	**0.3281**	**9.2000e-003**	**5,195.7073**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	IGNORE Building Construction	Building Construction	10/1/2025	7/7/2026	5	200	
2	IGNORE Architectural Coating	Architectural Coating	7/8/2026	7/21/2026	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 375,348; Residential Outdoor: 125,116; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 6,672 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
IGNORE Building Construction	Cranes	1	6.00	231	0.29
IGNORE Building Construction	Forklifts	1	6.00	89	0.20
IGNORE Building Construction	Generator Sets	1	8.00	84	0.74
IGNORE Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
IGNORE Building Construction	Welders	3	8.00	46	0.45
IGNORE Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
IGNORE Building Construction	7	168.00	36.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
IGNORE Architectural Coating	1	34.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 IGNORE Building Construction - 2025

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	1.3246	10.4128	12.4393	0.0221		0.3925	0.3925		0.3785	0.3785		2,002.1524	2,002.1524	0.3269		2,010.3248
Total	**1.3246**	**10.4128**	**12.4393**	**0.0221**		**0.3925**	**0.3925**		**0.3785**	**0.3785**		**2,002.1524**	**2,002.1524**	**0.3269**		**2,010.3248**

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	0.0704	2.4215	0.7212	8.4800e-003	0.2304	2.8100e-003	0.2332	0.0663	2.6900e-003	0.0690		907.5545	907.5545	0.0513		908.8373
Worker	0.6214	0.3425	4.1883	0.0150	1.8778	0.0127	1.8905	0.4980	0.0117	0.5097		1,500.2459	1,500.2459	0.0316		1,501.0369
Total	**0.6918**	**2.7640**	**4.9095**	**0.0235**	**2.1082**	**0.0155**	**2.1237**	**0.5643**	**0.0143**	**0.5787**		**2,407.8003**	**2,407.8003**	**0.0830**		**2,409.8742**

3.2 IGNORE Building Construction - 2025

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	1.3246	10.4128	12.4393	0.0221		0.3925	0.3925		0.3785	0.3785	0.0000	2,002.1524	2,002.1524	0.3269		2,010.3248
Total	**1.3246**	**10.4128**	**12.4393**	**0.0221**		**0.3925**	**0.3925**		**0.3785**	**0.3785**	**0.0000**	**2,002.1524**	**2,002.1524**	**0.3269**		**2,010.3248**

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	0.0704	2.4215	0.7212	8.4800e-003	0.2304	2.8100e-003	0.2332	0.0663	2.6900e-003	0.0690		907.5545	907.5545	0.0513		908.8373
Worker	0.6214	0.3425	4.1883	0.0150	1.8778	0.0127	1.8905	0.4980	0.0117	0.5097		1,500.2459	1,500.2459	0.0316		1,501.0369
Total	**0.6918**	**2.7640**	**4.9095**	**0.0235**	**2.1082**	**0.0155**	**2.1237**	**0.5643**	**0.0143**	**0.5787**		**2,407.8003**	**2,407.8003**	**0.0830**		**2,409.8742**

3.2 IGNORE Building Construction - 2026

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	1.3246	10.4128	12.4393	0.0221		0.3925	0.3925		0.3785	0.3785		2,002.1524	2,002.1524	0.3269		2,010.3248
Total	**1.3246**	**10.4128**	**12.4393**	**0.0221**		**0.3925**	**0.3925**		**0.3785**	**0.3785**		**2,002.1524**	**2,002.1524**	**0.3269**		**2,010.3248**

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	0.0688	2.3988	0.7062	8.4300e-003	0.2304	2.7500e-003	0.2332	0.0663	2.6300e-003	0.0690		902.7369	902.7369	0.0504		903.9980
Worker	0.5948	0.3153	3.9133	0.0145	1.8778	0.0122	1.8901	0.4980	0.0113	0.5093		1,447.0466	1,447.0466	0.0290		1,447.7709
Total	**0.6635**	**2.7141**	**4.6195**	**0.0229**	**2.1082**	**0.0150**	**2.1232**	**0.5643**	**0.0139**	**0.5782**		**2,349.7835**	**2,349.7835**	**0.0794**		**2,351.7690**

3.2 IGNORE Building Construction - 2026

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	1.3246	10.4128	12.4393	0.0221		0.3925	0.3925		0.3785	0.3785	0.0000	2,002.1524	2,002.1524	0.3269		2,010.3248
Total	**1.3246**	**10.4128**	**12.4393**	**0.0221**		**0.3925**	**0.3925**		**0.3785**	**0.3785**	**0.0000**	**2,002.1524**	**2,002.1524**	**0.3269**		**2,010.3248**

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	0.0688	2.3988	0.7062	8.4300e-003	0.2304	2.7500e-003	0.2332	0.0663	2.6300e-003	0.0690		902.7369	902.7369	0.0504		903.9980
Worker	0.5948	0.3153	3.9133	0.0145	1.8778	0.0122	1.8901	0.4980	0.0113	0.5093		1,447.0466	1,447.0466	0.0290		1,447.7709
Total	**0.6635**	**2.7141**	**4.6195**	**0.0229**	**2.1082**	**0.0150**	**2.1232**	**0.5643**	**0.0139**	**0.5782**		**2,349.7835**	**2,349.7835**	**0.0794**		**2,351.7690**

3.3 IGNORE Architectural Coating - 2026

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	119.0750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**119.2459**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.1204	0.0638	0.7920	2.9400e-003	0.3800	2.4800e-003	0.3825	0.1008	2.2800e-003	0.1031		292.8547	292.8547	5.8600e-003		293.0013
Total	**0.1204**	**0.0638**	**0.7920**	**2.9400e-003**	**0.3800**	**2.4800e-003**	**0.3825**	**0.1008**	**2.2800e-003**	**0.1031**		**292.8547**	**292.8547**	**5.8600e-003**		**293.0013**

3.3 IGNORE Architectural Coating - 2026

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	119.0750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**119.2459**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.1204	0.0638	0.7920	2.9400e-003	0.3800	2.4800e-003	0.3825	0.1008	2.2800e-003	0.1031		292.8547	292.8547	5.8600e-003		293.0013
Total	**0.1204**	**0.0638**	**0.7920**	**2.9400e-003**	**0.3800**	**2.4800e-003**	**0.3825**	**0.1008**	**2.2800e-003**	**0.1031**		**292.8547**	**292.8547**	**5.8600e-003**		**293.0013**

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	0.7939	3.8465	9.1005	0.0374	3.4662	0.0277	3.4940	0.9273	0.0257	0.9530		3,818.0145	3,818.0145	0.1766		3,822.4289
Unmitigated	0.7939	3.8465	9.1005	0.0374	3.4662	0.0277	3.4940	0.9273	0.0257	0.9530		3,818.0145	3,818.0145	0.1766		3,822.4289

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	667.55	640.51	588.12	1,593,301	1,593,301
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	667.55	640.51	588.12	1,593,301	1,593,301

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	6.71	0.00	0.00	100.00	0.00	0.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Enclosed Parking with Elevator	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0460	0.3933	0.1674	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.0670	502.0670	9.6200e-003	9.2000e-003	505.0505
NaturalGas Unmitigated	0.0460	0.3933	0.1674	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.0670	502.0670	9.6200e-003	9.2000e-003	505.0505

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4267.57	0.0460	0.3933	0.1674	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.0670	502.0670	9.6200e-003	9.2000e-003	505.0505
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		**0.0460**	**0.3933**	**0.1674**	**2.5100e-003**		**0.0318**	**0.0318**		**0.0318**	**0.0318**		**502.0670**	**502.0670**	**9.6200e-003**	**9.2000e-003**	**505.0505**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4.26757	0.0460	0.3933	0.1674	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.0670	502.0670	9.6200e-003	9.2000e-003	505.0505
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		**0.0460**	**0.3933**	**0.1674**	**2.5100e-003**		**0.0318**	**0.0318**		**0.0318**	**0.0318**		**502.0670**	**502.0670**	**9.6200e-003**	**9.2000e-003**	**505.0505**

6.0 Area Detail

6.1 Mitigation Measures Area

TENTEN Hollywood Project - Combined Operational Emissions Only - South Coast AQMD Air District, Winter

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	4.4565	0.1607	13.9578	7.4000e-004		0.0774	0.0774		0.0774	0.0774	0.0000	25.1662	25.1662	0.0242	0.0000	25.7712
Unmitigated	4.4565	0.1607	13.9578	7.4000e-004		0.0774	0.0774		0.0774	0.0774	0.0000	25.1662	25.1662	0.0242	0.0000	25.7712

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	0.3262					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4208	0.1607	13.9578	7.4000e-004		0.0774	0.0774		0.0774	0.0774		25.1662	25.1662	0.0242		25.7712
Total	**4.4565**	**0.1607**	**13.9578**	**7.4000e-004**		**0.0774**	**0.0774**		**0.0774**	**0.0774**	**0.0000**	**25.1662**	**25.1662**	**0.0242**	**0.0000**	**25.7712**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3262					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4208	0.1607	13.9578	7.4000e-004		0.0774	0.0774		0.0774	0.0774		25.1662	25.1662	0.0242		25.7712
Total	**4.4565**	**0.1607**	**13.9578**	**7.4000e-004**		**0.0774**	**0.0774**		**0.0774**	**0.0774**	**0.0000**	**25.1662**	**25.1662**	**0.0242**	**0.0000**	**25.7712**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	2	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	1.6411	7.3388	4.1844	7.8900e-003		0.2414	0.2414		0.2414	0.2414		839.5141	839.5141	0.1177		842.4566
Total	**1.6411**	**7.3388**	**4.1844**	**7.8900e-003**		**0.2414**	**0.2414**		**0.2414**	**0.2414**		**839.5141**	**839.5141**	**0.1177**		**842.4566**

11.0 Vegetation

TENTEN Hollywood Project - Combined Operational Emissions Only

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	278.00	Space	0.00	111,200.00	0
Apartments Mid Rise	169.00	Dwelling Unit	1.42	185,357.00	483

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

TENTEN Hollywood Project - Combined Operational Emissions Only - South Coast AQMD Air District, Summer

Project Characteristics - Combined operational emissions for Phase I and II. Ignore all construction emissions.

Land Use - Project Data per Site Plans (February 2020)

Construction Phase - IGNORE CONSTRUCTION EMISSIONS FOR OPERATIONAL EMISSIONS SCENARIO.

Vehicle Trips - Trip rates and VMT adjusted based on LADOT Calculations provided by LLG Traffic Consultants. Weekend trips prorated with adjusted weekday trip rate. Assumes 100% primary trips.

Woodstoves - No woodstoves or fireplaces proposed.

Energy Use -

Sequestration - 43 trees proposed on-site per LAMC

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

TENTEN Hollywood Project - Combined Operational Emissions Only - South Coast AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	143.65	0.00
tblFireplaces	NumberNoFireplace	16.90	0.00
tblFireplaces	NumberWood	8.45	0.00
tblLandUse	LandUseSquareFeet	169,000.00	185,357.00
tblLandUse	LotAcreage	2.50	0.00
tblLandUse	LotAcreage	4.45	1.42
tblSequestration	NumberOfNewTrees	0.00	43.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	6.71
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	6.39	3.79
tblVehicleTrips	SU_TR	5.86	3.48
tblVehicleTrips	WD_TR	6.65	3.95
tblWoodstoves	NumberCatalytic	8.45	0.00
tblWoodstoves	NumberNoncatalytic	8.45	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2025	1.9537	13.1625	17.7878	0.0469	2.1082	0.4078	2.5161	0.5643	0.3928	0.9571	0.0000	4,540.6372	4,540.6372	0.4092	0.0000	4,550.8676
2026	119.3544	13.1150	17.4710	0.0463	2.1082	0.4074	2.5156	0.5643	0.3923	0.9567	0.0000	4,478.7063	4,478.7063	0.4056	0.0000	4,488.8462
Maximum	**119.3544**	**13.1625**	**17.7878**	**0.0469**	**2.1082**	**0.4078**	**2.5161**	**0.5643**	**0.3928**	**0.9571**	**0.0000**	**4,540.6372**	**4,540.6372**	**0.4092**	**0.0000**	**4,550.8676**

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					
2025	1.9537	13.1625	17.7878	0.0469	2.1082	0.4078	2.5161	0.5643	0.3928	0.9571	0.0000	4,540.6372	4,540.6372	0.4092	0.0000	4,550.8676
2026	119.3544	13.1150	17.4710	0.0463	2.1082	0.4074	2.5156	0.5643	0.3923	0.9567	0.0000	4,478.7063	4,478.7063	0.4056	0.0000	4,488.8462
Maximum	**119.3544**	**13.1625**	**17.7878**	**0.0469**	**2.1082**	**0.4078**	**2.5161**	**0.5643**	**0.3928**	**0.9571**	**0.0000**	**4,540.6372**	**4,540.6372**	**0.4092**	**0.0000**	**4,550.8676**

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

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	4.4565	0.1607	13.9578	7.4000e-004		0.0774	0.0774		0.0774	0.0774	0.0000	25.1662	25.1662	0.0242	0.0000	25.7712
Energy	0.0460	0.3933	0.1674	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.0670	502.0670	9.6200e-003	9.2000e-003	505.0505
Mobile	0.8420	3.8064	9.6360	0.0395	3.4662	0.0276	3.4938	0.9273	0.0256	0.9528		4,032.2971	4,032.2971	0.1752		4,036.6779
Stationary	1.6411	7.3388	4.1844	7.8900e-003		0.2414	0.2414		0.2414	0.2414		839.5141	839.5141	0.1177		842.4566
Total	**6.9856**	**11.6992**	**27.9456**	**0.0506**	**3.4662**	**0.3782**	**3.8444**	**0.9273**	**0.3762**	**1.3034**	**0.0000**	**5,399.0444**	**5,399.0444**	**0.3268**	**9.2000e-003**	**5,409.9562**

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	lb/day										lb/day					
Area	4.4565	0.1607	13.9578	7.4000e-004		0.0774	0.0774		0.0774	0.0774	0.0000	25.1662	25.1662	0.0242	0.0000	25.7712
Energy	0.0460	0.3933	0.1674	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.0670	502.0670	9.6200e-003	9.2000e-003	505.0505
Mobile	0.8420	3.8064	9.6360	0.0395	3.4662	0.0276	3.4938	0.9273	0.0256	0.9528		4,032.2971	4,032.2971	0.1752		4,036.6779
Stationary	1.6411	7.3388	4.1844	7.8900e-003		0.2414	0.2414		0.2414	0.2414		839.5141	839.5141	0.1177		842.4566
Total	**6.9856**	**11.6992**	**27.9456**	**0.0506**	**3.4662**	**0.3782**	**3.8444**	**0.9273**	**0.3762**	**1.3034**	**0.0000**	**5,399.0444**	**5,399.0444**	**0.3268**	**9.2000e-003**	**5,409.9562**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	IGNORE Building Construction	Building Construction	10/1/2025	7/7/2026	5	200	
2	IGNORE Architectural Coating	Architectural Coating	7/8/2026	7/21/2026	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 375,348; Residential Outdoor: 125,116; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 6,672 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
IGNORE Building Construction	Cranes	1	6.00	231	0.29
IGNORE Building Construction	Forklifts	1	6.00	89	0.20
IGNORE Building Construction	Generator Sets	1	8.00	84	0.74
IGNORE Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
IGNORE Building Construction	Welders	3	8.00	46	0.45
IGNORE Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
IGNORE Building Construction	7	168.00	36.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
IGNORE Architectural Coating	1	34.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 IGNORE Building Construction - 2025

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	1.3246	10.4128	12.4393	0.0221		0.3925	0.3925		0.3785	0.3785		2,002.1524	2,002.1524	0.3269		2,010.3248
Total	**1.3246**	**10.4128**	**12.4393**	**0.0221**		**0.3925**	**0.3925**		**0.3785**	**0.3785**		**2,002.1524**	**2,002.1524**	**0.3269**		**2,010.3248**

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	0.0669	2.4364	0.6560	8.7200e-003	0.2304	2.7000e-003	0.2331	0.0663	2.5800e-003	0.0689		933.9665	933.9665	0.0483		935.1727
Worker	0.5622	0.3133	4.6925	0.0161	1.8778	0.0127	1.8905	0.4980	0.0117	0.5097		1,604.5182	1,604.5182	0.0341		1,605.3701
Total	**0.6291**	**2.7497**	**5.3485**	**0.0248**	**2.1082**	**0.0154**	**2.1236**	**0.5643**	**0.0142**	**0.5786**		**2,538.4847**	**2,538.4847**	**0.0823**		**2,540.5429**

3.2 IGNORE Building Construction - 2025

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	1.3246	10.4128	12.4393	0.0221		0.3925	0.3925		0.3785	0.3785	0.0000	2,002.1524	2,002.1524	0.3269		2,010.3248
Total	**1.3246**	**10.4128**	**12.4393**	**0.0221**		**0.3925**	**0.3925**		**0.3785**	**0.3785**	**0.0000**	**2,002.1524**	**2,002.1524**	**0.3269**		**2,010.3248**

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	0.0669	2.4364	0.6560	8.7200e-003	0.2304	2.7000e-003	0.2331	0.0663	2.5800e-003	0.0689		933.9665	933.9665	0.0483		935.1727
Worker	0.5622	0.3133	4.6925	0.0161	1.8778	0.0127	1.8905	0.4980	0.0117	0.5097		1,604.5182	1,604.5182	0.0341		1,605.3701
Total	**0.6291**	**2.7497**	**5.3485**	**0.0248**	**2.1082**	**0.0154**	**2.1236**	**0.5643**	**0.0142**	**0.5786**		**2,538.4847**	**2,538.4847**	**0.0823**		**2,540.5429**

3.2 IGNORE Building Construction - 2026

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	1.3246	10.4128	12.4393	0.0221		0.3925	0.3925		0.3785	0.3785		2,002.1524	2,002.1524	0.3269		2,010.3248
Total	**1.3246**	**10.4128**	**12.4393**	**0.0221**		**0.3925**	**0.3925**		**0.3785**	**0.3785**		**2,002.1524**	**2,002.1524**	**0.3269**		**2,010.3248**

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	0.0654	2.4138	0.6424	8.6700e-003	0.2304	2.6500e-003	0.2331	0.0663	2.5400e-003	0.0689		928.8509	928.8509	0.0475		930.0379
Worker	0.5365	0.2885	4.3893	0.0155	1.8778	0.0122	1.8901	0.4980	0.0113	0.5093		1,547.7029	1,547.7029	0.0312		1,548.4835
Total	**0.6018**	**2.7022**	**5.0316**	**0.0242**	**2.1082**	**0.0149**	**2.1231**	**0.5643**	**0.0138**	**0.5782**		**2,476.5538**	**2,476.5538**	**0.0787**		**2,478.5214**

3.2 IGNORE Building Construction - 2026

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	1.3246	10.4128	12.4393	0.0221		0.3925	0.3925		0.3785	0.3785	0.0000	2,002.1524	2,002.1524	0.3269		2,010.3248
Total	**1.3246**	**10.4128**	**12.4393**	**0.0221**		**0.3925**	**0.3925**		**0.3785**	**0.3785**	**0.0000**	**2,002.1524**	**2,002.1524**	**0.3269**		**2,010.3248**

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	0.0654	2.4138	0.6424	8.6700e-003	0.2304	2.6500e-003	0.2331	0.0663	2.5400e-003	0.0689		928.8509	928.8509	0.0475		930.0379
Worker	0.5365	0.2885	4.3893	0.0155	1.8778	0.0122	1.8901	0.4980	0.0113	0.5093		1,547.7029	1,547.7029	0.0312		1,548.4835
Total	**0.6018**	**2.7022**	**5.0316**	**0.0242**	**2.1082**	**0.0149**	**2.1231**	**0.5643**	**0.0138**	**0.5782**		**2,476.5538**	**2,476.5538**	**0.0787**		**2,478.5214**

3.3 IGNORE Architectural Coating - 2026

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	119.0750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**119.2459**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.1086	0.0584	0.8883	3.1400e-003	0.3800	2.4800e-003	0.3825	0.1008	2.2800e-003	0.1031		313.2256	313.2256	6.3200e-003		313.3836
Total	**0.1086**	**0.0584**	**0.8883**	**3.1400e-003**	**0.3800**	**2.4800e-003**	**0.3825**	**0.1008**	**2.2800e-003**	**0.1031**		**313.2256**	**313.2256**	**6.3200e-003**		**313.3836**

3.3 IGNORE Architectural Coating - 2026

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	119.0750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**119.2459**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

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	0.1086	0.0584	0.8883	3.1400e-003	0.3800	2.4800e-003	0.3825	0.1008	2.2800e-003	0.1031		313.2256	313.2256	6.3200e-003		313.3836
Total	**0.1086**	**0.0584**	**0.8883**	**3.1400e-003**	**0.3800**	**2.4800e-003**	**0.3825**	**0.1008**	**2.2800e-003**	**0.1031**		**313.2256**	**313.2256**	**6.3200e-003**		**313.3836**

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	0.8420	3.8064	9.6360	0.0395	3.4662	0.0276	3.4938	0.9273	0.0256	0.9528		4,032.2971	4,032.2971	0.1752		4,036.6779
Unmitigated	0.8420	3.8064	9.6360	0.0395	3.4662	0.0276	3.4938	0.9273	0.0256	0.9528		4,032.2971	4,032.2971	0.1752		4,036.6779

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	667.55	640.51	588.12	1,593,301	1,593,301
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	667.55	640.51	588.12	1,593,301	1,593,301

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	6.71	0.00	0.00	100.00	0.00	0.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Enclosed Parking with Elevator	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0460	0.3933	0.1674	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.0670	502.0670	9.6200e-003	9.2000e-003	505.0505
NaturalGas Unmitigated	0.0460	0.3933	0.1674	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.0670	502.0670	9.6200e-003	9.2000e-003	505.0505

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4267.57	0.0460	0.3933	0.1674	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.0670	502.0670	9.6200e-003	9.2000e-003	505.0505
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		**0.0460**	**0.3933**	**0.1674**	**2.5100e-003**		**0.0318**	**0.0318**		**0.0318**	**0.0318**		**502.0670**	**502.0670**	**9.6200e-003**	**9.2000e-003**	**505.0505**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4.26757	0.0460	0.3933	0.1674	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.0670	502.0670	9.6200e-003	9.2000e-003	505.0505
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		**0.0460**	**0.3933**	**0.1674**	**2.5100e-003**		**0.0318**	**0.0318**		**0.0318**	**0.0318**		**502.0670**	**502.0670**	**9.6200e-003**	**9.2000e-003**	**505.0505**

6.0 Area Detail

6.1 Mitigation Measures Area

TENTEN Hollywood Project - Combined Operational Emissions Only - South Coast AQMD Air District, Summer

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	4.4565	0.1607	13.9578	7.4000e-004		0.0774	0.0774		0.0774	0.0774	0.0000	25.1662	25.1662	0.0242	0.0000	25.7712
Unmitigated	4.4565	0.1607	13.9578	7.4000e-004		0.0774	0.0774		0.0774	0.0774	0.0000	25.1662	25.1662	0.0242	0.0000	25.7712

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	0.3262					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4208	0.1607	13.9578	7.4000e-004		0.0774	0.0774		0.0774	0.0774		25.1662	25.1662	0.0242		25.7712
Total	**4.4565**	**0.1607**	**13.9578**	**7.4000e-004**		**0.0774**	**0.0774**		**0.0774**	**0.0774**	**0.0000**	**25.1662**	**25.1662**	**0.0242**	**0.0000**	**25.7712**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3262					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4208	0.1607	13.9578	7.4000e-004		0.0774	0.0774		0.0774	0.0774		25.1662	25.1662	0.0242		25.7712
Total	**4.4565**	**0.1607**	**13.9578**	**7.4000e-004**		**0.0774**	**0.0774**		**0.0774**	**0.0774**	**0.0000**	**25.1662**	**25.1662**	**0.0242**	**0.0000**	**25.7712**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	2	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	1.6411	7.3388	4.1844	7.8900e-003		0.2414	0.2414		0.2414	0.2414		839.5141	839.5141	0.1177		842.4566
Total	**1.6411**	**7.3388**	**4.1844**	**7.8900e-003**		**0.2414**	**0.2414**		**0.2414**	**0.2414**		**839.5141**	**839.5141**	**0.1177**		**842.4566**

11.0 Vegetation

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ATTACHMENT 6

Greenhouse Gas Emissions Worksheets

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TENTEN Hollywood Project - Phase I Construction and Operation

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	167.00	Space	0.00	66,800.00	0
Apartments Mid Rise	45.00	Dwelling Unit	0.50	56,093.00	129

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

TENTEN Hollywood Project - Phase I Construction and Operation - South Coast AQMD Air District, Annual

Project Characteristics - This model is for Phase I Construction and Operation only

Land Use - 45 dwelling units are proposed for Phase I building

Construction Phase - Based on approximate 24-month construction timeline.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment -

Off-road Equipment - Equipment use on worst -case day.

Off-road Equipment - Equipment use on worst-case day.

Trips and VMT - Export based on 14 cy haul truck capacity

Grading - Phase I assumes 402 cy asphalt export and 23,025 cy soil export on 0.5-acre lot.

Woodstoves - no fireplaces or woodstoves are proposed.

Energy Use -

Construction Off-road Equipment Mitigation - Mitigation assumes compliance with AQMD Rule 403 (dust suppression)

Vehicle Trips - Trip rates and VMT adjusted based on LADOT Calculations provided by LLG Traffic Consultants. Weekend trips prorated with adjusted weekday trip rate.

Stationary Sources - Emergency Generators and Fire Pumps -

Sequestration - 12 trees required per LAMC

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	88.00
tblConstructionPhase	NumDays	100.00	362.00
tblConstructionPhase	NumDays	2.00	55.00
tblConstructionPhase	NumDays	1.00	11.00
tblConstructionPhase	PhaseEndDate	6/1/2020	6/12/2023
tblConstructionPhase	PhaseEndDate	5/25/2020	2/8/2023

tblConstructionPhase	PhaseEndDate	1/6/2020	9/1/2021
tblConstructionPhase	PhaseEndDate	1/2/2020	6/16/2021
tblConstructionPhase	PhaseStartDate	5/26/2020	2/9/2023
tblConstructionPhase	PhaseStartDate	1/7/2020	9/21/2021
tblConstructionPhase	PhaseStartDate	1/3/2020	6/17/2021
tblConstructionPhase	PhaseStartDate	1/2/2020	6/2/2021
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	38.25	0.00
tblFireplaces	NumberNoFireplace	4.50	0.00
tblFireplaces	NumberWood	2.25	0.00
tblLandUse	LandUseSquareFeet	45,000.00	56,093.00
tblLandUse	LotAcreage	1.50	0.00
tblLandUse	LotAcreage	1.18	0.50
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblSequestration	NumberOfNewTrees	0.00	12.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00

tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.50
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	0.00	57.00
tblTripsAndVMT	HaulingTripNumber	0.00	3,289.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblTripsAndVMT	WorkerTripNumber	15.00	10.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	5.74
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	6.39	2.89
tblVehicleTrips	SU_TR	5.86	2.65
tblVehicleTrips	WD_TR	6.65	3.01
tblWoodstoves	NumberCatalytic	2.25	0.00
tblWoodstoves	NumberNoncatalytic	2.25	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2021	0.1020	1.3694	1.0239	3.5000e-003	0.0983	0.0399	0.1382	0.0320	0.0372	0.0692	0.0000	328.2883	328.2883	0.0441	0.0000	329.3904
2022	0.1346	1.2707	1.5108	3.2300e-003	0.0987	0.0520	0.1507	0.0265	0.0479	0.0744	0.0000	290.5304	290.5304	0.0593	0.0000	292.0138
2023	0.2200	0.2852	0.4304	8.0000e-004	0.0164	0.0119	0.0283	4.3900e-003	0.0115	0.0159	0.0000	70.9788	70.9788	0.0120	0.0000	71.2784
Maximum	**0.2200**	**1.3694**	**1.5108**	**3.5000e-003**	**0.0987**	**0.0520**	**0.1507**	**0.0320**	**0.0479**	**0.0744**	**0.0000**	**328.2883**	**328.2883**	**0.0593**	**0.0000**	**329.3904**

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	0.1020	1.3694	1.0239	3.5000e-003	0.0853	0.0399	0.1252	0.0256	0.0372	0.0628	0.0000	328.2882	328.2882	0.0441	0.0000	329.3903
2022	0.1346	1.2707	1.5108	3.2300e-003	0.0987	0.0520	0.1507	0.0265	0.0479	0.0744	0.0000	290.5302	290.5302	0.0593	0.0000	292.0136
2023	0.2200	0.2852	0.4304	8.0000e-004	0.0164	0.0119	0.0283	4.3900e-003	0.0115	0.0159	0.0000	70.9788	70.9788	0.0120	0.0000	71.2784
Maximum	**0.2200**	**1.3694**	**1.5108**	**3.5000e-003**	**0.0987**	**0.0520**	**0.1507**	**0.0265**	**0.0479**	**0.0744**	**0.0000**	**328.2882**	**328.2882**	**0.0593**	**0.0000**	**329.3903**

TENTEN Hollywood Project - Phase I Construction and Operation - South Coast AQMD Air District, 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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**6.09**	**0.00**	**4.09**	**10.24**	**0.00**	**4.03**	**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)
6	**4-2-2021**	**7-1-2021**	0.2634	0.2634
7	**7-2-2021**	**10-1-2021**	0.7861	0.7861
8	**10-2-2021**	**1-1-2022**	0.3956	0.3956
9	**1-2-2022**	**4-1-2022**	0.3474	0.3474
10	**4-2-2022**	**7-1-2022**	0.3502	0.3502
11	**7-2-2022**	**10-1-2022**	0.3540	0.3540
12	**10-2-2022**	**1-1-2023**	0.3547	0.3547
13	**1-2-2023**	**4-1-2023**	0.2876	0.2876
14	**4-2-2023**	**7-1-2023**	0.2159	0.2159
		Highest	0.7861	0.7861

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	0.2397	5.3700e-003	0.4663	2.0000e-005		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	0.7622	0.7622	7.4000e-004	0.0000	0.7807
Energy	2.2400e-003	0.0191	8.1300e-003	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	339.4073	339.4073	7.9200e-003	1.9600e-003	340.1882
Mobile	0.0295	0.1392	0.3348	1.2500e-003	0.1051	9.1000e-004	0.1060	0.0282	8.4000e-004	0.0290	0.0000	116.1846	116.1846	5.6000e-003	0.0000	116.3247
Stationary	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
Waste						0.0000	0.0000		0.0000	0.0000	4.2019	0.0000	4.2019	0.2483	0.0000	10.4101
Water						0.0000	0.0000		0.0000	0.0000	0.9302	32.7005	33.6307	0.0963	2.4200e-003	36.7583
Total	**0.2813**	**0.2077**	**0.8344**	**1.4400e-003**	**0.1051**	**6.4900e-003**	**0.1116**	**0.0282**	**6.4200e-003**	**0.0346**	**5.1321**	**493.6242**	**498.7563**	**0.3595**	**4.3800e-003**	**509.0475**

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	0.2397	5.3700e-003	0.4663	2.0000e-005		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	0.7622	0.7622	7.4000e-004	0.0000	0.7807
Energy	2.2400e-003	0.0191	8.1300e-003	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	339.4073	339.4073	7.9200e-003	1.9600e-003	340.1882
Mobile	0.0295	0.1392	0.3348	1.2500e-003	0.1051	9.1000e-004	0.1060	0.0282	8.4000e-004	0.0290	0.0000	116.1846	116.1846	5.6000e-003	0.0000	116.3247
Stationary	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
Waste						0.0000	0.0000		0.0000	0.0000	2.1010	0.0000	2.1010	0.1242	0.0000	5.2050
Water						0.0000	0.0000		0.0000	0.0000	0.7441	26.1604	26.9045	0.0771	1.9300e-003	29.4066
Total	**0.2813**	**0.2077**	**0.8344**	**1.4400e-003**	**0.1051**	**6.4900e-003**	**0.1116**	**0.0282**	**6.4200e-003**	**0.0346**	**2.8451**	**487.0841**	**489.9292**	**0.2161**	**3.8900e-003**	**496.4908**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**44.56**	**1.32**	**1.77**	**39.89**	**11.19**	**2.47**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	8.4960
Total	**8.4960**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Clearing	Site Preparation	6/2/2021	6/16/2021	5	11	
2	Grading/ Excavation	Grading	6/17/2021	9/1/2021	5	55	
3	Building Construction	Building Construction	9/21/2021	2/8/2023	5	362	
4	Architectural Coating	Architectural Coating	2/9/2023	6/12/2023	5	88	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 113,588; Residential Outdoor: 37,863; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,008 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Aerial Lifts	2	8.00	63	0.31
Site Clearing	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading/ Excavation	Excavators	2	8.00	158	0.38
Architectural Coating	Aerial Lifts	2	8.00	63	0.31
Grading/ Excavation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Clearing	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Grading/ Excavation	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Forklifts	2	6.00	89	0.20
Architectural Coating	Air Compressors	2	6.00	78	0.48
Site Clearing	Graders	1	8.00	187	0.41
Grading/ Excavation	Rubber Tired Dozers	1	1.00	247	0.40

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
Site Clearing	4	8.00	0.00	57.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading/ Excavation	6	10.00	0.00	3,289.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	60.00	16.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	4	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Clearing - 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					2.9200e-003	0.0000	2.9200e-003	3.1000e-004	0.0000	3.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6700e-003	0.0702	0.0548	1.1000e-004		3.2100e-003	3.2100e-003		3.0300e-003	3.0300e-003	0.0000	9.1615	9.1615	2.1800e-003	0.0000	9.2160
Total	**6.6700e-003**	**0.0702**	**0.0548**	**1.1000e-004**	**2.9200e-003**	**3.2100e-003**	**6.1300e-003**	**3.1000e-004**	**3.0300e-003**	**3.3400e-003**	**0.0000**	**9.1615**	**9.1615**	**2.1800e-003**	**0.0000**	**9.2160**

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	2.9000e-004	9.8100e-003	2.1800e-003	3.0000e-005	7.3000e-004	3.0000e-005	7.7000e-004	2.0000e-004	3.0000e-005	2.3000e-004	0.0000	3.0462	3.0462	1.9000e-004	0.0000	3.0511
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	1.8000e-004	1.4000e-004	1.5300e-003	0.0000	4.8000e-004	0.0000	4.9000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4205	0.4205	1.0000e-005	0.0000	0.4208
Total	**4.7000e-004**	**9.9500e-003**	**3.7100e-003**	**3.0000e-005**	**1.2100e-003**	**3.0000e-005**	**1.2600e-003**	**3.3000e-004**	**3.0000e-005**	**3.6000e-004**	**0.0000**	**3.4667**	**3.4667**	**2.0000e-004**	**0.0000**	**3.4718**

3.2 Site Clearing - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.3100e-003	0.0000	1.3100e-003	1.4000e-004	0.0000	1.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6700e-003	0.0702	0.0548	1.1000e-004		3.2100e-003	3.2100e-003		3.0300e-003	3.0300e-003	0.0000	9.1615	9.1615	2.1800e-003	0.0000	9.2159
Total	**6.6700e-003**	**0.0702**	**0.0548**	**1.1000e-004**	**1.3100e-003**	**3.2100e-003**	**4.5200e-003**	**1.4000e-004**	**3.0300e-003**	**3.1700e-003**	**0.0000**	**9.1615**	**9.1615**	**2.1800e-003**	**0.0000**	**9.2159**

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	2.9000e-004	9.8100e-003	2.1800e-003	3.0000e-005	7.3000e-004	3.0000e-005	7.7000e-004	2.0000e-004	3.0000e-005	2.3000e-004	0.0000	3.0462	3.0462	1.9000e-004	0.0000	3.0511
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	1.8000e-004	1.4000e-004	1.5300e-003	0.0000	4.8000e-004	0.0000	4.9000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4205	0.4205	1.0000e-005	0.0000	0.4208
Total	**4.7000e-004**	**9.9500e-003**	**3.7100e-003**	**3.0000e-005**	**1.2100e-003**	**3.0000e-005**	**1.2600e-003**	**3.3000e-004**	**3.0000e-005**	**3.6000e-004**	**0.0000**	**3.4667**	**3.4667**	**2.0000e-004**	**0.0000**	**3.4718**

3.3 Grading/ Excavation - 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					0.0207	0.0000	0.0207	0.0114	0.0000	0.0114	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0346	0.3185	0.3890	6.2000e-004		0.0170	0.0170		0.0160	0.0160	0.0000	53.7076	53.7076	0.0135	0.0000	54.0438
Total	**0.0346**	**0.3185**	**0.3890**	**6.2000e-004**	**0.0207**	**0.0170**	**0.0377**	**0.0114**	**0.0160**	**0.0274**	**0.0000**	**53.7076**	**53.7076**	**0.0135**	**0.0000**	**54.0438**

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	0.0167	0.5662	0.1260	1.7900e-003	0.0424	1.9100e-003	0.0443	0.0116	1.8300e-003	0.0135	0.0000	175.7714	175.7714	0.0112	0.0000	176.0517
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	1.1500e-003	8.5000e-004	9.5800e-003	3.0000e-005	3.0200e-003	2.0000e-005	3.0400e-003	8.0000e-004	2.0000e-005	8.2000e-004	0.0000	2.6281	2.6281	7.0000e-005	0.0000	2.6298
Total	**0.0179**	**0.5670**	**0.1356**	**1.8200e-003**	**0.0454**	**1.9300e-003**	**0.0474**	**0.0124**	**1.8500e-003**	**0.0143**	**0.0000**	**178.3995**	**178.3995**	**0.0113**	**0.0000**	**178.6815**

3.3 Grading/ Excavation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.3200e-003	0.0000	9.3200e-003	5.1200e-003	0.0000	5.1200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0346	0.3185	0.3890	6.2000e-004		0.0170	0.0170		0.0160	0.0160	0.0000	53.7076	53.7076	0.0135	0.0000	54.0438
Total	**0.0346**	**0.3185**	**0.3890**	**6.2000e-004**	**9.3200e-003**	**0.0170**	**0.0263**	**5.1200e-003**	**0.0160**	**0.0211**	**0.0000**	**53.7076**	**53.7076**	**0.0135**	**0.0000**	**54.0438**

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	0.0167	0.5662	0.1260	1.7900e-003	0.0424	1.9100e-003	0.0443	0.0116	1.8300e-003	0.0135	0.0000	175.7714	175.7714	0.0112	0.0000	176.0517
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	1.1500e-003	8.5000e-004	9.5800e-003	3.0000e-005	3.0200e-003	2.0000e-005	3.0400e-003	8.0000e-004	2.0000e-005	8.2000e-004	0.0000	2.6281	2.6281	7.0000e-005	0.0000	2.6298
Total	**0.0179**	**0.5670**	**0.1356**	**1.8200e-003**	**0.0454**	**1.9300e-003**	**0.0474**	**0.0124**	**1.8500e-003**	**0.0143**	**0.0000**	**178.3995**	**178.3995**	**0.0113**	**0.0000**	**178.6815**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0314	0.3396	0.3493	5.5000e-004		0.0174	0.0174		0.0160	0.0160	0.0000	47.8839	47.8839	0.0155	0.0000	48.2711
Total	**0.0314**	**0.3396**	**0.3493**	**5.5000e-004**		**0.0174**	**0.0174**		**0.0160**	**0.0160**	**0.0000**	**47.8839**	**47.8839**	**0.0155**	**0.0000**	**48.2711**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6800e-003	0.0573	0.0142	1.5000e-004	3.7300e-003	1.2000e-004	3.8500e-003	1.0800e-003	1.1000e-004	1.1900e-003	0.0000	14.4535	14.4535	9.1000e-004	0.0000	14.4763
Worker	9.2500e-003	6.8400e-003	0.0774	2.3000e-004	0.0244	1.8000e-004	0.0245	6.4700e-003	1.7000e-004	6.6400e-003	0.0000	21.2157	21.2157	5.7000e-004	0.0000	21.2299
Total	**0.0109**	**0.0641**	**0.0916**	**3.8000e-004**	**0.0281**	**3.0000e-004**	**0.0284**	**7.5500e-003**	**2.8000e-004**	**7.8300e-003**	**0.0000**	**35.6691**	**35.6691**	**1.4800e-003**	**0.0000**	**35.7062**

3.4 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0314	0.3396	0.3493	5.5000e-004		0.0174	0.0174		0.0160	0.0160	0.0000	47.8839	47.8839	0.0155	0.0000	48.2710
Total	**0.0314**	**0.3396**	**0.3493**	**5.5000e-004**		**0.0174**	**0.0174**		**0.0160**	**0.0160**	**0.0000**	**47.8839**	**47.8839**	**0.0155**	**0.0000**	**48.2710**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6800e-003	0.0573	0.0142	1.5000e-004	3.7300e-003	1.2000e-004	3.8500e-003	1.0800e-003	1.1000e-004	1.1900e-003	0.0000	14.4535	14.4535	9.1000e-004	0.0000	14.4763
Worker	9.2500e-003	6.8400e-003	0.0774	2.3000e-004	0.0244	1.8000e-004	0.0245	6.4700e-003	1.7000e-004	6.6400e-003	0.0000	21.2157	21.2157	5.7000e-004	0.0000	21.2299
Total	**0.0109**	**0.0641**	**0.0916**	**3.8000e-004**	**0.0281**	**3.0000e-004**	**0.0284**	**7.5500e-003**	**2.8000e-004**	**7.8300e-003**	**0.0000**	**35.6691**	**35.6691**	**1.4800e-003**	**0.0000**	**35.7062**

3.4 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	0.0985	1.0582	1.2126	1.9200e-003		0.0510	0.0510		0.0470	0.0470	0.0000	168.3261	168.3261	0.0544	0.0000	169.6871
Total	**0.0985**	**1.0582**	**1.2126**	**1.9200e-003**		**0.0510**	**0.0510**		**0.0470**	**0.0470**	**0.0000**	**168.3261**	**168.3261**	**0.0544**	**0.0000**	**169.6871**

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	5.5500e-003	0.1908	0.0472	5.2000e-004	0.0131	3.5000e-004	0.0135	3.7800e-003	3.4000e-004	4.1200e-003	0.0000	50.3354	50.3354	3.0900e-003	0.0000	50.4126
Worker	0.0305	0.0217	0.2510	7.9000e-004	0.0856	6.2000e-004	0.0862	0.0227	5.7000e-004	0.0233	0.0000	71.8690	71.8690	1.8100e-003	0.0000	71.9141
Total	**0.0361**	**0.2125**	**0.2981**	**1.3100e-003**	**0.0987**	**9.7000e-004**	**0.0997**	**0.0265**	**9.1000e-004**	**0.0274**	**0.0000**	**122.2043**	**122.2043**	**4.9000e-003**	**0.0000**	**122.3267**

3.4 Building Construction - 2022

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	0.0985	1.0582	1.2126	1.9200e-003		0.0510	0.0510		0.0470	0.0470	0.0000	168.3259	168.3259	0.0544	0.0000	169.6869
Total	**0.0985**	**1.0582**	**1.2126**	**1.9200e-003**		**0.0510**	**0.0510**		**0.0470**	**0.0470**	**0.0000**	**168.3259**	**168.3259**	**0.0544**	**0.0000**	**169.6869**

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	5.5500e-003	0.1908	0.0472	5.2000e-004	0.0131	3.5000e-004	0.0135	3.7800e-003	3.4000e-004	4.1200e-003	0.0000	50.3354	50.3354	3.0900e-003	0.0000	50.4126
Worker	0.0305	0.0217	0.2510	7.9000e-004	0.0856	6.2000e-004	0.0862	0.0227	5.7000e-004	0.0233	0.0000	71.8690	71.8690	1.8100e-003	0.0000	71.9141
Total	**0.0361**	**0.2125**	**0.2981**	**1.3100e-003**	**0.0987**	**9.7000e-004**	**0.0997**	**0.0265**	**9.1000e-004**	**0.0274**	**0.0000**	**122.2043**	**122.2043**	**4.9000e-003**	**0.0000**	**122.3267**

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	9.8100e-003	0.1047	0.1298	2.1000e-004		4.7400e-003	4.7400e-003		4.3600e-003	4.3600e-003	0.0000	18.1359	18.1359	5.8700e-003	0.0000	18.2826
Total	**9.8100e-003**	**0.1047**	**0.1298**	**2.1000e-004**		**4.7400e-003**	**4.7400e-003**		**4.3600e-003**	**4.3600e-003**	**0.0000**	**18.1359**	**18.1359**	**5.8700e-003**	**0.0000**	**18.2826**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.5000e-004	0.0155	4.5400e-003	5.0000e-005	1.4100e-003	2.0000e-005	1.4300e-003	4.1000e-004	2.0000e-005	4.2000e-004	0.0000	5.2573	5.2573	2.9000e-004	0.0000	5.2646
Worker	3.1000e-003	2.1100e-003	0.0249	8.0000e-005	9.2200e-003	7.0000e-005	9.2800e-003	2.4500e-003	6.0000e-005	2.5100e-003	0.0000	7.4511	7.4511	1.8000e-004	0.0000	7.4555
Total	**3.5500e-003**	**0.0176**	**0.0295**	**1.3000e-004**	**0.0106**	**9.0000e-005**	**0.0107**	**2.8600e-003**	**8.0000e-005**	**2.9300e-003**	**0.0000**	**12.7084**	**12.7084**	**4.7000e-004**	**0.0000**	**12.7200**

3.4 Building Construction - 2023

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	9.8100e-003	0.1047	0.1298	2.1000e-004		4.7400e-003	4.7400e-003		4.3600e-003	4.3600e-003	0.0000	18.1359	18.1359	5.8700e-003	0.0000	18.2826
Total	**9.8100e-003**	**0.1047**	**0.1298**	**2.1000e-004**		**4.7400e-003**	**4.7400e-003**		**4.3600e-003**	**4.3600e-003**	**0.0000**	**18.1359**	**18.1359**	**5.8700e-003**	**0.0000**	**18.2826**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.5000e-004	0.0155	4.5400e-003	5.0000e-005	1.4100e-003	2.0000e-005	1.4300e-003	4.1000e-004	2.0000e-005	4.2000e-004	0.0000	5.2573	5.2573	2.9000e-004	0.0000	5.2646
Worker	3.1000e-003	2.1100e-003	0.0249	8.0000e-005	9.2200e-003	7.0000e-005	9.2800e-003	2.4500e-003	6.0000e-005	2.5100e-003	0.0000	7.4511	7.4511	1.8000e-004	0.0000	7.4555
Total	**3.5500e-003**	**0.0176**	**0.0295**	**1.3000e-004**	**0.0106**	**9.0000e-005**	**0.0107**	**2.8600e-003**	**8.0000e-005**	**2.9300e-003**	**0.0000**	**12.7084**	**12.7084**	**4.7000e-004**	**0.0000**	**12.7200**

3.5 Architectural Coating - 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					
Archit. Coating	0.1848					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0199	0.1616	0.2555	4.1000e-004		7.0400e-003	7.0400e-003		6.9800e-003	6.9800e-003	0.0000	35.4509	35.4509	5.5400e-003	0.0000	35.5895
Total	**0.2047**	**0.1616**	**0.2555**	**4.1000e-004**		**7.0400e-003**	**7.0400e-003**		**6.9800e-003**	**6.9800e-003**	**0.0000**	**35.4509**	**35.4509**	**5.5400e-003**	**0.0000**	**35.5895**

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	1.9500e-003	1.3300e-003	0.0157	5.0000e-005	5.7900e-003	4.0000e-005	5.8300e-003	1.5400e-003	4.0000e-005	1.5800e-003	0.0000	4.6835	4.6835	1.1000e-004	0.0000	4.6863
Total	**1.9500e-003**	**1.3300e-003**	**0.0157**	**5.0000e-005**	**5.7900e-003**	**4.0000e-005**	**5.8300e-003**	**1.5400e-003**	**4.0000e-005**	**1.5800e-003**	**0.0000**	**4.6835**	**4.6835**	**1.1000e-004**	**0.0000**	**4.6863**

3.5 Architectural Coating - 2023

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	0.1848					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0199	0.1616	0.2555	4.1000e-004		7.0400e-003	7.0400e-003		6.9800e-003	6.9800e-003	0.0000	35.4509	35.4509	5.5400e-003	0.0000	35.5895
Total	**0.2047**	**0.1616**	**0.2555**	**4.1000e-004**		**7.0400e-003**	**7.0400e-003**		**6.9800e-003**	**6.9800e-003**	**0.0000**	**35.4509**	**35.4509**	**5.5400e-003**	**0.0000**	**35.5895**

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	1.9500e-003	1.3300e-003	0.0157	5.0000e-005	5.7900e-003	4.0000e-005	5.8300e-003	1.5400e-003	4.0000e-005	1.5800e-003	0.0000	4.6835	4.6835	1.1000e-004	0.0000	4.6863
Total	**1.9500e-003**	**1.3300e-003**	**0.0157**	**5.0000e-005**	**5.7900e-003**	**4.0000e-005**	**5.8300e-003**	**1.5400e-003**	**4.0000e-005**	**1.5800e-003**	**0.0000**	**4.6835**	**4.6835**	**1.1000e-004**	**0.0000**	**4.6863**

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	0.0295	0.1392	0.3348	1.2500e-003	0.1051	9.1000e-004	0.1060	0.0282	8.4000e-004	0.0290	0.0000	116.1846	116.1846	5.6000e-003	0.0000	116.3247
Unmitigated	0.0295	0.1392	0.3348	1.2500e-003	0.1051	9.1000e-004	0.1060	0.0282	8.4000e-004	0.0290	0.0000	116.1846	116.1846	5.6000e-003	0.0000	116.3247

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	135.45	130.05	119.25	276,557	276,557
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	135.45	130.05	119.25	276,557	276,557

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	5.74	0.00	0.00	100.00	0.00	0.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Enclosed Parking with Elevator	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868

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	317.2740	317.2740	7.4900e-003	1.5500e-003	317.9234
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	317.2740	317.2740	7.4900e-003	1.5500e-003	317.9234
NaturalGas Mitigated	2.2400e-003	0.0191	8.1300e-003	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.1333	22.1333	4.2000e-004	4.1000e-004	22.2648
NaturalGas Unmitigated	2.2400e-003	0.0191	8.1300e-003	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.1333	22.1333	4.2000e-004	4.1000e-004	22.2648

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	414762	2.2400e-003	0.0191	8.1300e-003	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.1333	22.1333	4.2000e-004	4.1000e-004	22.2648
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		**2.2400e-003**	**0.0191**	**8.1300e-003**	**1.2000e-004**		**1.5500e-003**	**1.5500e-003**		**1.5500e-003**	**1.5500e-003**	**0.0000**	**22.1333**	**22.1333**	**4.2000e-004**	**4.1000e-004**	**22.2648**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	414762	2.2400e-003	0.0191	8.1300e-003	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.1333	22.1333	4.2000e-004	4.1000e-004	22.2648
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		**2.2400e-003**	**0.0191**	**8.1300e-003**	**1.2000e-004**		**1.5500e-003**	**1.5500e-003**		**1.5500e-003**	**1.5500e-003**	**0.0000**	**22.1333**	**22.1333**	**4.2000e-004**	**4.1000e-004**	**22.2648**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	178204	99.2526	2.3400e-003	4.8000e-004	99.4557
Enclosed Parking with Elevator	391448	218.0215	5.1500e-003	1.0700e-003	218.4677
Total		**317.2740**	**7.4900e-003**	**1.5500e-003**	**317.9234**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	178204	99.2526	2.3400e-003	4.8000e-004	99.4557
Enclosed Parking with Elevator	391448	218.0215	5.1500e-003	1.0700e-003	218.4677
Total		**317.2740**	**7.4900e-003**	**1.5500e-003**	**317.9234**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	0.2397	5.3700e-003	0.4663	2.0000e-005		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	0.7622	0.7622	7.4000e-004	0.0000	0.7807
Unmitigated	0.2397	5.3700e-003	0.4663	2.0000e-005		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	0.7622	0.7622	7.4000e-004	0.0000	0.7807

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	0.0185					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2070					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0142	5.3700e-003	0.4663	2.0000e-005		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	0.7622	0.7622	7.4000e-004	0.0000	0.7807
Total	**0.2397**	**5.3700e-003**	**0.4663**	**2.0000e-005**		**2.5800e-003**	**2.5800e-003**		**2.5800e-003**	**2.5800e-003**	**0.0000**	**0.7622**	**0.7622**	**7.4000e-004**	**0.0000**	**0.7807**

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	0.0185					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2070					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0142	5.3700e-003	0.4663	2.0000e-005		2.5800e-003	2.5800e-003		2.5800e-003	2.5800e-003	0.0000	0.7622	0.7622	7.4000e-004	0.0000	0.7807
Total	**0.2397**	**5.3700e-003**	**0.4663**	**2.0000e-005**		**2.5800e-003**	**2.5800e-003**		**2.5800e-003**	**2.5800e-003**	**0.0000**	**0.7622**	**0.7622**	**7.4000e-004**	**0.0000**	**0.7807**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	26.9045	0.0771	1.9300e-003	29.4066
Unmitigated	33.6307	0.0963	2.4200e-003	36.7583

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.93193 / 1.84839	33.6307	0.0963	2.4200e-003	36.7583
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**33.6307**	**0.0963**	**2.4200e-003**	**36.7583**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.34554 / 1.47871	26.9045	0.0771	1.9300e-003	29.4066
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**26.9045**	**0.0771**	**1.9300e-003**	**29.4066**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.1010	0.1242	0.0000	5.2050
Unmitigated	4.2019	0.2483	0.0000	10.4101

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	20.7	4.2019	0.2483	0.0000	10.4101
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**4.2019**	**0.2483**	**0.0000**	**10.4101**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	10.35	2.1010	0.1242	0.0000	5.2050
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**2.1010**	**0.1242**	**0.0000**	**5.2050**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
Total	**9.8500e-003**	**0.0440**	**0.0251**	**5.0000e-005**		**1.4500e-003**	**1.4500e-003**		**1.4500e-003**	**1.4500e-003**	**0.0000**	**4.5696**	**4.5696**	**6.4000e-004**	**0.0000**	**4.5856**

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	8.4960	0.0000	0.0000	8.4960

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	12	8.4960	0.0000	0.0000	8.4960
Total		**8.4960**	**0.0000**	**0.0000**	**8.4960**

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	111.00	Space	0.00	44,400.00	0
Apartments Mid Rise	124.00	Dwelling Unit	0.93	129,264.00	322

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - Assumes Phase II construction follows buildout of Phase I.

Land Use - Acreage modified per Site Plan for Phase II. Population assumes 2.6 persons per DU.

Construction Phase - Construction schedule assumes 24-month timeline

Off-road Equipment - Construction equipment assumptions per applicant.

Off-road Equipment - Construction equipment per applicant assumptions.

Off-road Equipment - Construction assumptions per applicant.

Off-road Equipment - Construction assumptions per applicant.

Trips and VMT - hauling is conservatively based on 14 cy per haul truck

Grading - Phase II would require 747 cy of asphalt removal during site prep and 42,865 cy of export during the grading/excavation phase.

Road Dust - ignore operational data

Energy Use - ignore operational data

Construction Off-road Equipment Mitigation -

Vehicle Trips - Trip rates and VMT adjusted based on LADOT Calculations provided by LLG Traffic Consultants. Weekend trips prorated with adjusted weekday trip rate.

Woodstoves - No woodstoves or fireplaces proposed.

Stationary Sources - Emergency Generators and Fire Pumps -

Sequestration - 31 trees provided per LAMC

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	88.00
tblConstructionPhase	NumDays	100.00	375.00
tblConstructionPhase	NumDays	2.00	55.00
tblConstructionPhase	NumDays	1.00	11.00
tblConstructionPhase	PhaseEndDate	12/13/2023	7/24/2025
tblConstructionPhase	PhaseEndDate	12/6/2023	3/24/2025

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tblConstructionPhase	PhaseEndDate	7/19/2023	10/16/2023
tblConstructionPhase	PhaseEndDate	7/17/2023	7/31/2023
tblConstructionPhase	PhaseStartDate	12/7/2023	3/25/2025
tblConstructionPhase	PhaseStartDate	7/20/2023	10/17/2023
tblConstructionPhase	PhaseStartDate	7/18/2023	8/1/2023
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	105.40	0.00
tblFireplaces	NumberNoFireplace	12.40	0.00
tblFireplaces	NumberWood	6.20	0.00
tblLandUse	LandUseSquareFeet	124,000.00	129,264.00
tblLandUse	LotAcreage	1.00	0.00
tblLandUse	LotAcreage	3.26	0.93
tblLandUse	Population	355.00	322.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblSequestration	NumberOfNewTrees	0.00	31.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003

tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.50
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripNumber	0.00	107.00
tblTripsAndVMT	HaulingTripNumber	0.00	6,124.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblTripsAndVMT	WorkerTripNumber	15.00	10.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	5.74
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	6.39	2.89
tblVehicleTrips	SU_TR	5.86	2.65
tblVehicleTrips	WD_TR	6.65	3.01
tblWoodstoves	NumberCatalytic	6.20	0.00
tblWoodstoves	NumberNoncatalytic	6.20	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2023	0.0826	1.0773	0.9845	3.8600e-003	0.1162	0.0247	0.1409	0.0369	0.0231	0.0600	0.0000	365.9212	365.9212	0.0434	0.0000	367.0051
2024	0.1436	1.1491	1.6932	3.9900e-003	0.1724	0.0408	0.2131	0.0462	0.0375	0.0837	0.0000	360.6185	360.6185	0.0615	0.0000	362.1551
2025	0.4803	0.5377	0.9090	1.8000e-003	0.0494	0.0187	0.0681	0.0132	0.0179	0.0311	0.0000	159.0849	159.0849	0.0248	0.0000	159.7040
Maximum	**0.4803**	**1.1491**	**1.6932**	**3.9900e-003**	**0.1724**	**0.0408**	**0.2131**	**0.0462**	**0.0375**	**0.0837**	**0.0000**	**365.9212**	**365.9212**	**0.0615**	**0.0000**	**367.0051**

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					
2023	0.0826	1.0773	0.9845	3.8600e-003	0.1032	0.0247	0.1279	0.0304	0.0231	0.0535	0.0000	365.9211	365.9211	0.0434	0.0000	367.0050
2024	0.1436	1.1491	1.6932	3.9900e-003	0.1724	0.0408	0.2131	0.0462	0.0375	0.0837	0.0000	360.6183	360.6183	0.0615	0.0000	362.1549
2025	0.4803	0.5377	0.9090	1.8000e-003	0.0494	0.0187	0.0681	0.0132	0.0179	0.0311	0.0000	159.0847	159.0847	0.0248	0.0000	159.7039
Maximum	**0.4803**	**1.1491**	**1.6932**	**3.9900e-003**	**0.1724**	**0.0408**	**0.2131**	**0.0462**	**0.0375**	**0.0837**	**0.0000**	**365.9211**	**365.9211**	**0.0615**	**0.0000**	**367.0050**

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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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**3.84**	**0.00**	**3.08**	**6.69**	**0.00**	**3.68**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**7-17-2023**	**10-16-2023**	0.8644	0.8644
2	**10-17-2023**	**1-16-2024**	0.3397	0.3397
3	**1-17-2024**	**4-16-2024**	0.3208	0.3208
4	**4-17-2024**	**7-16-2024**	0.3190	0.3190
5	**7-17-2024**	**10-16-2024**	0.3229	0.3229
6	**10-17-2024**	**1-16-2025**	0.3213	0.3213
7	**1-17-2025**	**4-16-2025**	0.3610	0.3610
8	**4-17-2025**	**7-16-2025**	0.5499	0.5499
9	**7-17-2025**	**9-30-2025**	0.0483	0.0483
		Highest	0.8644	0.8644

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	0.5495	0.0147	1.2790	7.0000e-005		7.0900e-003	7.0900e-003		7.0900e-003	7.0900e-003	0.0000	2.0916	2.0916	2.0100e-003	0.0000	2.1418
Energy	6.1600e-003	0.0527	0.0224	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	479.3979	479.3979	0.0111	3.1600e-003	480.6167
Mobile	0.0761	0.3523	0.8627	3.3100e-003	0.2892	2.5800e-003	0.2918	0.0775	2.4000e-003	0.0799	0.0000	307.0803	307.0803	0.0150	0.0000	307.4553
Stationary	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
Waste						0.0000	0.0000		0.0000	0.0000	11.5786	0.0000	11.5786	0.6843	0.0000	28.6855
Water						0.0000	0.0000		0.0000	0.0000	2.5631	90.1080	92.6712	0.2654	6.6600e-003	101.2894
Total	**0.6416**	**0.4637**	**2.1892**	**3.7700e-003**	**0.2892**	**0.0154**	**0.3046**	**0.0775**	**0.0152**	**0.0927**	**14.1417**	**883.2474**	**897.3892**	**0.9784**	**9.8200e-003**	**924.7742**

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	0.5495	0.0147	1.2790	7.0000e-005		7.0900e-003	7.0900e-003		7.0900e-003	7.0900e-003	0.0000	2.0916	2.0916	2.0100e-003	0.0000	2.1418
Energy	6.1600e-003	0.0527	0.0224	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	479.3979	479.3979	0.0111	3.1600e-003	480.6167
Mobile	0.0761	0.3523	0.8627	3.3100e-003	0.2892	2.5800e-003	0.2918	0.0775	2.4000e-003	0.0799	0.0000	307.0803	307.0803	0.0150	0.0000	307.4553
Stationary	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
Waste						0.0000	0.0000		0.0000	0.0000	5.7893	0.0000	5.7893	0.3421	0.0000	14.3428
Water						0.0000	0.0000		0.0000	0.0000	2.0505	72.0864	74.1369	0.2123	5.3300e-003	81.0315
Total	**0.6416**	**0.4637**	**2.1892**	**3.7700e-003**	**0.2892**	**0.0154**	**0.3046**	**0.0775**	**0.0152**	**0.0927**	**7.8398**	**865.2258**	**873.0656**	**0.5832**	**8.4900e-003**	**890.1736**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**44.56**	**2.04**	**2.71**	**40.40**	**13.54**	**3.74**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	21.9480
Total	**21.9480**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/17/2023	7/31/2023	5	11	
2	Grading	Grading	8/1/2023	10/16/2023	5	55	
3	Building Construction	Building Construction	10/17/2023	3/24/2025	5	375	
4	Architectural Coating	Architectural Coating	3/25/2025	7/24/2025	5	88	

Acres of Grading (Site Preparation Phase): 5.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 261,760; Residential Outdoor: 87,253; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,664 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Aerial Lifts	2	8.00	63	0.31
Grading	Excavators	2	8.00	158	0.38
Site Preparation	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Aerial Lifts	4	8.00	63	0.31
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Concrete/Industrial Saws	1	8.00	81	0.73
Architectural Coating	Air Compressors	4	6.00	78	0.48
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	1.00	247	0.40

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
Site Preparation	4	8.00	0.00	107.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	10.00	0.00	6,124.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	108.00	21.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	8	22.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 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					
Fugitive Dust					2.9200e-003	0.0000	2.9200e-003	3.1000e-004	0.0000	3.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.6100e-003	0.0567	0.0540	1.1000e-004		2.3700e-003	2.3700e-003		2.2400e-003	2.2400e-003	0.0000	9.1641	9.1641	2.1500e-003	0.0000	9.2179
Total	**5.6100e-003**	**0.0567**	**0.0540**	**1.1000e-004**	**2.9200e-003**	**2.3700e-003**	**5.2900e-003**	**3.1000e-004**	**2.2400e-003**	**2.5500e-003**	**0.0000**	**9.1641**	**9.1641**	**2.1500e-003**	**0.0000**	**9.2179**

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	2.8000e-004	9.0200e-003	3.1000e-003	4.0000e-005	9.2000e-004	2.0000e-005	9.4000e-004	2.5000e-004	2.0000e-005	2.7000e-004	0.0000	3.8620	3.8620	2.6000e-004	0.0000	3.8684
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	1.7000e-004	1.2000e-004	1.4100e-003	0.0000	4.8000e-004	0.0000	4.9000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4045	0.4045	1.0000e-005	0.0000	0.4047
Total	**4.5000e-004**	**9.1400e-003**	**4.5100e-003**	**4.0000e-005**	**1.4000e-003**	**2.0000e-005**	**1.4300e-003**	**3.8000e-004**	**2.0000e-005**	**4.0000e-004**	**0.0000**	**4.2664**	**4.2664**	**2.7000e-004**	**0.0000**	**4.2732**

3.2 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.3100e-003	0.0000	1.3100e-003	1.4000e-004	0.0000	1.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.6100e-003	0.0567	0.0540	1.1000e-004		2.3700e-003	2.3700e-003		2.2400e-003	2.2400e-003	0.0000	9.1641	9.1641	2.1500e-003	0.0000	9.2179
Total	**5.6100e-003**	**0.0567**	**0.0540**	**1.1000e-004**	**1.3100e-003**	**2.3700e-003**	**3.6800e-003**	**1.4000e-004**	**2.2400e-003**	**2.3800e-003**	**0.0000**	**9.1641**	**9.1641**	**2.1500e-003**	**0.0000**	**9.2179**

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	2.8000e-004	9.0200e-003	3.1000e-003	4.0000e-005	9.2000e-004	2.0000e-005	9.4000e-004	2.5000e-004	2.0000e-005	2.7000e-004	0.0000	3.8620	3.8620	2.6000e-004	0.0000	3.8684
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	1.7000e-004	1.2000e-004	1.4100e-003	0.0000	4.8000e-004	0.0000	4.9000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4045	0.4045	1.0000e-005	0.0000	0.4047
Total	**4.5000e-004**	**9.1400e-003**	**4.5100e-003**	**4.0000e-005**	**1.4000e-003**	**2.0000e-005**	**1.4300e-003**	**3.8000e-004**	**2.0000e-005**	**4.0000e-004**	**0.0000**	**4.2664**	**4.2664**	**2.7000e-004**	**0.0000**	**4.2732**

3.3 Grading - 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					
Fugitive Dust					0.0207	0.0000	0.0207	0.0114	0.0000	0.0114	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0282	0.2445	0.3834	6.2000e-004		0.0120	0.0120		0.0113	0.0113	0.0000	53.7276	53.7276	0.0133	0.0000	54.0606
Total	**0.0282**	**0.2445**	**0.3834**	**6.2000e-004**	**0.0207**	**0.0120**	**0.0327**	**0.0114**	**0.0113**	**0.0227**	**0.0000**	**53.7276**	**53.7276**	**0.0133**	**0.0000**	**54.0606**

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	0.0161	0.5162	0.1773	2.2400e-003	0.0526	9.2000e-004	0.0536	0.0145	8.8000e-004	0.0153	0.0000	221.0339	221.0339	0.0148	0.0000	221.4041
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	1.0400e-003	7.5000e-004	8.8100e-003	3.0000e-005	3.0100e-003	2.0000e-005	3.0400e-003	8.0000e-004	2.0000e-005	8.2000e-004	0.0000	2.5279	2.5279	7.0000e-005	0.0000	2.5295
Total	**0.0172**	**0.5169**	**0.1861**	**2.2700e-003**	**0.0556**	**9.4000e-004**	**0.0566**	**0.0153**	**9.0000e-004**	**0.0162**	**0.0000**	**223.5618**	**223.5618**	**0.0149**	**0.0000**	**223.9337**

3.3 Grading - 2023

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					9.3200e-003	0.0000	9.3200e-003	5.1200e-003	0.0000	5.1200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0282	0.2445	0.3834	6.2000e-004		0.0120	0.0120		0.0113	0.0113	0.0000	53.7275	53.7275	0.0133	0.0000	54.0606
Total	**0.0282**	**0.2445**	**0.3834**	**6.2000e-004**	**9.3200e-003**	**0.0120**	**0.0213**	**5.1200e-003**	**0.0113**	**0.0164**	**0.0000**	**53.7275**	**53.7275**	**0.0133**	**0.0000**	**54.0606**

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	0.0161	0.5162	0.1773	2.2400e-003	0.0526	9.2000e-004	0.0536	0.0145	8.8000e-004	0.0153	0.0000	221.0339	221.0339	0.0148	0.0000	221.4041
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	1.0400e-003	7.5000e-004	8.8100e-003	3.0000e-005	3.0100e-003	2.0000e-005	3.0400e-003	8.0000e-004	2.0000e-005	8.2000e-004	0.0000	2.5279	2.5279	7.0000e-005	0.0000	2.5295
Total	**0.0172**	**0.5169**	**0.1861**	**2.2700e-003**	**0.0556**	**9.4000e-004**	**0.0566**	**0.0153**	**9.0000e-004**	**0.0162**	**0.0000**	**223.5618**	**223.5618**	**0.0149**	**0.0000**	**223.9337**

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	0.0189	0.2019	0.2503	4.0000e-004		9.1400e-003	9.1400e-003		8.4100e-003	8.4100e-003	0.0000	34.9764	34.9764	0.0113	0.0000	35.2592
Total	**0.0189**	**0.2019**	**0.2503**	**4.0000e-004**		**9.1400e-003**	**9.1400e-003**		**8.4100e-003**	**8.4100e-003**	**0.0000**	**34.9764**	**34.9764**	**0.0113**	**0.0000**	**35.2592**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2300e-003	0.0402	0.0129	1.4000e-004	3.5700e-003	5.0000e-005	3.6200e-003	1.0300e-003	4.0000e-005	1.0800e-003	0.0000	13.4199	13.4199	7.3000e-004	0.0000	13.4382
Worker	0.0111	7.9800e-003	0.0934	3.0000e-004	0.0320	2.5000e-004	0.0322	8.4900e-003	2.3000e-004	8.7200e-003	0.0000	26.8050	26.8050	6.9000e-004	0.0000	26.8223
Total	**0.0123**	**0.0482**	**0.1063**	**4.4000e-004**	**0.0355**	**3.0000e-004**	**0.0358**	**9.5200e-003**	**2.7000e-004**	**9.8000e-003**	**0.0000**	**40.2249**	**40.2249**	**1.4200e-003**	**0.0000**	**40.2605**

3.4 Building Construction - 2023

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	0.0189	0.2019	0.2503	4.0000e-004		9.1400e-003	9.1400e-003		8.4100e-003	8.4100e-003	0.0000	34.9764	34.9764	0.0113	0.0000	35.2592
Total	**0.0189**	**0.2019**	**0.2503**	**4.0000e-004**		**9.1400e-003**	**9.1400e-003**		**8.4100e-003**	**8.4100e-003**	**0.0000**	**34.9764**	**34.9764**	**0.0113**	**0.0000**	**35.2592**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2300e-003	0.0402	0.0129	1.4000e-004	3.5700e-003	5.0000e-005	3.6200e-003	1.0300e-003	4.0000e-005	1.0800e-003	0.0000	13.4199	13.4199	7.3000e-004	0.0000	13.4382
Worker	0.0111	7.9800e-003	0.0934	3.0000e-004	0.0320	2.5000e-004	0.0322	8.4900e-003	2.3000e-004	8.7200e-003	0.0000	26.8050	26.8050	6.9000e-004	0.0000	26.8223
Total	**0.0123**	**0.0482**	**0.1063**	**4.4000e-004**	**0.0355**	**3.0000e-004**	**0.0358**	**9.5200e-003**	**2.7000e-004**	**9.8000e-003**	**0.0000**	**40.2249**	**40.2249**	**1.4200e-003**	**0.0000**	**40.2605**

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	0.0870	0.9197	1.2105	1.9300e-003		0.0394	0.0394		0.0362	0.0362	0.0000	169.7450	169.7450	0.0549	0.0000	171.1175
Total	**0.0870**	**0.9197**	**1.2105**	**1.9300e-003**		**0.0394**	**0.0394**		**0.0362**	**0.0362**	**0.0000**	**169.7450**	**169.7450**	**0.0549**	**0.0000**	**171.1175**

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	5.8100e-003	0.1942	0.0606	6.7000e-004	0.0173	2.2000e-004	0.0176	5.0000e-003	2.1000e-004	5.2200e-003	0.0000	64.8519	64.8519	3.5000e-003	0.0000	64.9393
Worker	0.0508	0.0353	0.4221	1.3900e-003	0.1550	1.1900e-003	0.1562	0.0412	1.0900e-003	0.0423	0.0000	126.0216	126.0216	3.0700e-003	0.0000	126.0983
Total	**0.0567**	**0.2295**	**0.4827**	**2.0600e-003**	**0.1724**	**1.4100e-003**	**0.1738**	**0.0462**	**1.3000e-003**	**0.0475**	**0.0000**	**190.8735**	**190.8735**	**6.5700e-003**	**0.0000**	**191.0376**

3.4 Building Construction - 2024

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	0.0870	0.9197	1.2105	1.9300e-003		0.0394	0.0394		0.0362	0.0362	0.0000	169.7448	169.7448	0.0549	0.0000	171.1173
Total	**0.0870**	**0.9197**	**1.2105**	**1.9300e-003**		**0.0394**	**0.0394**		**0.0362**	**0.0362**	**0.0000**	**169.7448**	**169.7448**	**0.0549**	**0.0000**	**171.1173**

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	5.8100e-003	0.1942	0.0606	6.7000e-004	0.0173	2.2000e-004	0.0176	5.0000e-003	2.1000e-004	5.2200e-003	0.0000	64.8519	64.8519	3.5000e-003	0.0000	64.9393
Worker	0.0508	0.0353	0.4221	1.3900e-003	0.1550	1.1900e-003	0.1562	0.0412	1.0900e-003	0.0423	0.0000	126.0216	126.0216	3.0700e-003	0.0000	126.0983
Total	**0.0567**	**0.2295**	**0.4827**	**2.0600e-003**	**0.1724**	**1.4100e-003**	**0.1738**	**0.0462**	**1.3000e-003**	**0.0475**	**0.0000**	**190.8735**	**190.8735**	**6.5700e-003**	**0.0000**	**191.0376**

3.4 Building Construction - 2025

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	0.0183	0.1922	0.2713	4.4000e-004		7.6400e-003	7.6400e-003		7.0300e-003	7.0300e-003	0.0000	38.2408	38.2408	0.0124	0.0000	38.5499
Total	**0.0183**	**0.1922**	**0.2713**	**4.4000e-004**		**7.6400e-003**	**7.6400e-003**		**7.0300e-003**	**7.0300e-003**	**0.0000**	**38.2408**	**38.2408**	**0.0124**	**0.0000**	**38.5499**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2700e-003	0.0433	0.0133	1.5000e-004	3.9000e-003	5.0000e-005	3.9500e-003	1.1300e-003	5.0000e-005	1.1700e-003	0.0000	14.5245	14.5245	7.8000e-004	0.0000	14.5439
Worker	0.0109	7.2700e-003	0.0882	3.0000e-004	0.0349	2.6000e-004	0.0352	9.2700e-003	2.4000e-004	9.5100e-003	0.0000	27.2800	27.2800	6.3000e-004	0.0000	27.2958
Total	**0.0122**	**0.0506**	**0.1015**	**4.5000e-004**	**0.0388**	**3.1000e-004**	**0.0391**	**0.0104**	**2.9000e-004**	**0.0107**	**0.0000**	**41.8045**	**41.8045**	**1.4100e-003**	**0.0000**	**41.8397**

3.4 Building Construction - 2025

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	0.0183	0.1922	0.2713	4.4000e-004		7.6400e-003	7.6400e-003		7.0300e-003	7.0300e-003	0.0000	38.2407	38.2407	0.0124	0.0000	38.5499
Total	**0.0183**	**0.1922**	**0.2713**	**4.4000e-004**		**7.6400e-003**	**7.6400e-003**		**7.0300e-003**	**7.0300e-003**	**0.0000**	**38.2407**	**38.2407**	**0.0124**	**0.0000**	**38.5499**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2700e-003	0.0433	0.0133	1.5000e-004	3.9000e-003	5.0000e-005	3.9500e-003	1.1300e-003	5.0000e-005	1.1700e-003	0.0000	14.5245	14.5245	7.8000e-004	0.0000	14.5439
Worker	0.0109	7.2700e-003	0.0882	3.0000e-004	0.0349	2.6000e-004	0.0352	9.2700e-003	2.4000e-004	9.5100e-003	0.0000	27.2800	27.2800	6.3000e-004	0.0000	27.2958
Total	**0.0122**	**0.0506**	**0.1015**	**4.5000e-004**	**0.0388**	**3.1000e-004**	**0.0391**	**0.0104**	**2.9000e-004**	**0.0107**	**0.0000**	**41.8045**	**41.8045**	**1.4100e-003**	**0.0000**	**41.8397**

3.5 Architectural Coating - 2025

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	0.4106					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0360	0.2927	0.5093	8.2000e-004		0.0106	0.0106		0.0105	0.0105	0.0000	70.7511	70.7511	0.0108	0.0000	71.0211
Total	**0.4466**	**0.2927**	**0.5093**	**8.2000e-004**		**0.0106**	**0.0106**		**0.0105**	**0.0105**	**0.0000**	**70.7511**	**70.7511**	**0.0108**	**0.0000**	**71.0211**

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	3.3100e-003	2.2100e-003	0.0268	9.0000e-005	0.0106	8.0000e-005	0.0107	2.8200e-003	7.0000e-005	2.8900e-003	0.0000	8.2885	8.2885	1.9000e-004	0.0000	8.2933
Total	**3.3100e-003**	**2.2100e-003**	**0.0268**	**9.0000e-005**	**0.0106**	**8.0000e-005**	**0.0107**	**2.8200e-003**	**7.0000e-005**	**2.8900e-003**	**0.0000**	**8.2885**	**8.2885**	**1.9000e-004**	**0.0000**	**8.2933**

3.5 Architectural Coating - 2025

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	0.4106					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0360	0.2927	0.5093	8.2000e-004		0.0106	0.0106		0.0105	0.0105	0.0000	70.7510	70.7510	0.0108	0.0000	71.0210
Total	**0.4466**	**0.2927**	**0.5093**	**8.2000e-004**		**0.0106**	**0.0106**		**0.0105**	**0.0105**	**0.0000**	**70.7510**	**70.7510**	**0.0108**	**0.0000**	**71.0210**

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	3.3100e-003	2.2100e-003	0.0268	9.0000e-005	0.0106	8.0000e-005	0.0107	2.8200e-003	7.0000e-005	2.8900e-003	0.0000	8.2885	8.2885	1.9000e-004	0.0000	8.2933
Total	**3.3100e-003**	**2.2100e-003**	**0.0268**	**9.0000e-005**	**0.0106**	**8.0000e-005**	**0.0107**	**2.8200e-003**	**7.0000e-005**	**2.8900e-003**	**0.0000**	**8.2885**	**8.2885**	**1.9000e-004**	**0.0000**	**8.2933**

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	0.0761	0.3523	0.8627	3.3100e-003	0.2892	2.5800e-003	0.2918	0.0775	2.4000e-003	0.0799	0.0000	307.0803	307.0803	0.0150	0.0000	307.4553
Unmitigated	0.0761	0.3523	0.8627	3.3100e-003	0.2892	2.5800e-003	0.2918	0.0775	2.4000e-003	0.0799	0.0000	307.0803	307.0803	0.0150	0.0000	307.4553

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	373.24	358.36	328.60	762,067	762,067
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	373.24	358.36	328.60	762,067	762,067

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	5.74	0.00	0.00	100.00	0.00	0.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841
Enclosed Parking with Elevator	0.544880	0.044491	0.207704	0.117752	0.014693	0.006272	0.020732	0.032141	0.002572	0.001984	0.005239	0.000700	0.000841

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	418.4084	418.4084	9.8800e-003	2.0400e-003	419.2647
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	418.4084	418.4084	9.8800e-003	2.0400e-003	419.2647
NaturalGas Mitigated	6.1600e-003	0.0527	0.0224	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	60.9895	60.9895	1.1700e-003	1.1200e-003	61.3520
NaturalGas Unmitigated	6.1600e-003	0.0527	0.0224	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	60.9895	60.9895	1.1700e-003	1.1200e-003	61.3520

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.1429e+006	6.1600e-003	0.0527	0.0224	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	60.9895	60.9895	1.1700e-003	1.1200e-003	61.3520
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		**6.1600e-003**	**0.0527**	**0.0224**	**3.4000e-004**		**4.2600e-003**	**4.2600e-003**		**4.2600e-003**	**4.2600e-003**	**0.0000**	**60.9895**	**60.9895**	**1.1700e-003**	**1.1200e-003**	**61.3520**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.1429e+006	6.1600e-003	0.0527	0.0224	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	60.9895	60.9895	1.1700e-003	1.1200e-003	61.3520
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		**6.1600e-003**	**0.0527**	**0.0224**	**3.4000e-004**		**4.2600e-003**	**4.2600e-003**		**4.2600e-003**	**4.2600e-003**	**0.0000**	**60.9895**	**60.9895**	**1.1700e-003**	**1.1200e-003**	**61.3520**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	491050	273.4959	6.4600e-003	1.3400e-003	274.0557
Enclosed Parking with Elevator	260184	144.9125	3.4200e-003	7.1000e-004	145.2091
Total		**418.4084**	**9.8800e-003**	**2.0500e-003**	**419.2647**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	491050	273.4959	6.4600e-003	1.3400e-003	274.0557
Enclosed Parking with Elevator	260184	144.9125	3.4200e-003	7.1000e-004	145.2091
Total		**418.4084**	**9.8800e-003**	**2.0500e-003**	**419.2647**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	0.5495	0.0147	1.2790	7.0000e-005		7.0900e-003	7.0900e-003		7.0900e-003	7.0900e-003	0.0000	2.0916	2.0916	2.0100e-003	0.0000	2.1418
Unmitigated	0.5495	0.0147	1.2790	7.0000e-005		7.0900e-003	7.0900e-003		7.0900e-003	7.0900e-003	0.0000	2.0916	2.0916	2.0100e-003	0.0000	2.1418

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	0.0411					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4700					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0385	0.0147	1.2790	7.0000e-005		7.0900e-003	7.0900e-003		7.0900e-003	7.0900e-003	0.0000	2.0916	2.0916	2.0100e-003	0.0000	2.1418
Total	**0.5495**	**0.0147**	**1.2790**	**7.0000e-005**		**7.0900e-003**	**7.0900e-003**		**7.0900e-003**	**7.0900e-003**	**0.0000**	**2.0916**	**2.0916**	**2.0100e-003**	**0.0000**	**2.1418**

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	0.0411					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4700					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0385	0.0147	1.2790	7.0000e-005		7.0900e-003	7.0900e-003		7.0900e-003	7.0900e-003	0.0000	2.0916	2.0916	2.0100e-003	0.0000	2.1418
Total	**0.5495**	**0.0147**	**1.2790**	**7.0000e-005**		**7.0900e-003**	**7.0900e-003**		**7.0900e-003**	**7.0900e-003**	**0.0000**	**2.0916**	**2.0916**	**2.0100e-003**	**0.0000**	**2.1418**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	74.1369	0.2123	5.3300e-003	81.0315
Unmitigated	92.6712	0.2654	6.6600e-003	101.2894

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	8.0791 / 5.09335	92.6712	0.2654	6.6600e-003	101.2894
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**92.6712**	**0.2654**	**6.6600e-003**	**101.2894**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	6.46328 / 4.07468	74.1369	0.2123	5.3300e-003	81.0315
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**74.1369**	**0.2123**	**5.3300e-003**	**81.0315**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	5.7893	0.3421	0.0000	14.3428
Unmitigated	11.5786	0.6843	0.0000	28.6855

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	57.04	11.5786	0.6843	0.0000	28.6855
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**11.5786**	**0.6843**	**0.0000**	**28.6855**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	28.52	5.7893	0.3421	0.0000	14.3428
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**5.7893**	**0.3421**	**0.0000**	**14.3428**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
Total	**9.8500e-003**	**0.0440**	**0.0251**	**5.0000e-005**		**1.4500e-003**	**1.4500e-003**		**1.4500e-003**	**1.4500e-003**	**0.0000**	**4.5696**	**4.5696**	**6.4000e-004**	**0.0000**	**4.5856**

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	21.9480	0.0000	0.0000	21.9480

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	31	21.9480	0.0000	0.0000	21.9480
Total		**21.9480**	**0.0000**	**0.0000**	**21.9480**

TENTEN Hollywood Project - Combined Operational Emissions Only

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	278.00	Space	0.00	111,200.00	0
Apartments Mid Rise	169.00	Dwelling Unit	1.42	185,357.00	483

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

TENTEN Hollywood Project - Combined Operational Emissions Only - South Coast AQMD Air District, Annual

Project Characteristics - Combined operational emissions for Phase I and II. Ignore all construction emissions.

Land Use - Project Data per Site Plans (February 2020)

Construction Phase - IGNORE CONSTRUCTION EMISSIONS FOR OPERATIONAL EMISSIONS SCENARIO.

Vehicle Trips - Trip rates and VMT adjusted based on LADOT Calculations provided by LLG Traffic Consultants. Weekend trips prorated with adjusted weekday trip rate. Assumes 100% primary trips.

Woodstoves - No woodstoves or fireplaces proposed.

Energy Use -

Sequestration - 43 trees proposed on-site per LAMC

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

TENTEN Hollywood Project - Combined Operational Emissions Only - South Coast AQMD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	143.65	0.00
tblFireplaces	NumberNoFireplace	16.90	0.00
tblFireplaces	NumberWood	8.45	0.00
tblLandUse	LandUseSquareFeet	169,000.00	185,357.00
tblLandUse	LotAcreage	2.50	0.00
tblLandUse	LotAcreage	4.45	1.42
tblSequestration	NumberOfNewTrees	0.00	43.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	6.71
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	6.39	3.79
tblVehicleTrips	SU_TR	5.86	3.48
tblVehicleTrips	WD_TR	6.65	3.95
tblWoodstoves	NumberCatalytic	8.45	0.00
tblWoodstoves	NumberNoncatalytic	8.45	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2025	0.0644	0.4363	0.5757	1.5200e-003	0.0683	0.0135	0.0818	0.0183	0.0130	0.0313	0.0000	133.2522	133.2522	0.0122	0.0000	133.5581
2026	0.7257	0.8885	1.1622	3.0700e-003	0.1406	0.0276	0.1681	0.0377	0.0266	0.0642	0.0000	269.5784	269.5784	0.0247	0.0000	270.1965
Maximum	**0.7257**	**0.8885**	**1.1622**	**3.0700e-003**	**0.1406**	**0.0276**	**0.1681**	**0.0377**	**0.0266**	**0.0642**	**0.0000**	**269.5784**	**269.5784**	**0.0247**	**0.0000**	**270.1965**

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					
2025	0.0644	0.4363	0.5757	1.5200e-003	0.0683	0.0135	0.0818	0.0183	0.0130	0.0313	0.0000	133.2521	133.2521	0.0122	0.0000	133.5580
2026	0.7257	0.8885	1.1622	3.0700e-003	0.1406	0.0276	0.1681	0.0377	0.0266	0.0642	0.0000	269.5782	269.5782	0.0247	0.0000	270.1964
Maximum	**0.7257**	**0.8885**	**1.1622**	**3.0700e-003**	**0.1406**	**0.0276**	**0.1681**	**0.0377**	**0.0266**	**0.0642**	**0.0000**	**269.5782**	**269.5782**	**0.0247**	**0.0000**	**270.1964**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**10-1-2025**	**12-31-2025**	0.4992	0.4992
2	**1-1-2026**	**3-31-2026**	0.4858	0.4858
3	**4-1-2026**	**6-30-2026**	0.4888	0.4888
4	**7-1-2026**	**9-30-2026**	0.6404	0.6404
		Highest	0.6404	0.6404

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	0.7891	0.0201	1.7447	9.0000e-005		9.6700e-003	9.6700e-003		9.6700e-003	9.6700e-003	0.0000	2.8538	2.8538	2.7400e-003	0.0000	2.9224
Energy	8.4000e-003	0.0718	0.0305	4.6000e-004		5.8000e-003	5.8000e-003		5.8000e-003	5.8000e-003	0.0000	818.8053	818.8053	0.0190	5.1200e-003	820.8049
Mobile	0.1378	0.6950	1.6406	6.7500e-003	0.6053	4.9100e-003	0.6102	0.1622	4.5600e-003	0.1667	0.0000	625.6646	625.6646	0.0282	0.0000	626.3699
Stationary	0.0197	0.0881	0.0502	9.0000e-005		2.9000e-003	2.9000e-003		2.9000e-003	2.9000e-003	0.0000	9.1391	9.1391	1.2800e-003	0.0000	9.1712
Waste						0.0000	0.0000		0.0000	0.0000	15.7805	0.0000	15.7805	0.9326	0.0000	39.0956
Water						0.0000	0.0000		0.0000	0.0000	3.4933	122.8085	126.3018	0.3617	9.0700e-003	138.0477
Total	**0.9550**	**0.8749**	**3.4660**	**7.3900e-003**	**0.6053**	**0.0233**	**0.6286**	**0.1622**	**0.0229**	**0.1851**	**19.2738**	**1,579.2713**	**1,598.5451**	**1.3455**	**0.0142**	**1,636.4115**

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	0.7891	0.0201	1.7447	9.0000e-005		9.6700e-003	9.6700e-003		9.6700e-003	9.6700e-003	0.0000	2.8538	2.8538	2.7400e-003	0.0000	2.9224
Energy	8.4000e-003	0.0718	0.0305	4.6000e-004		5.8000e-003	5.8000e-003		5.8000e-003	5.8000e-003	0.0000	818.8053	818.8053	0.0190	5.1200e-003	820.8049
Mobile	0.1378	0.6950	1.6406	6.7500e-003	0.6053	4.9100e-003	0.6102	0.1622	4.5600e-003	0.1667	0.0000	625.6646	625.6646	0.0282	0.0000	626.3699
Stationary	0.0197	0.0881	0.0502	9.0000e-005		2.9000e-003	2.9000e-003		2.9000e-003	2.9000e-003	0.0000	9.1391	9.1391	1.2800e-003	0.0000	9.1712
Waste						0.0000	0.0000		0.0000	0.0000	7.8903	0.0000	7.8903	0.4663	0.0000	19.5478
Water						0.0000	0.0000		0.0000	0.0000	2.7946	98.2468	101.0415	0.2894	7.2600e-003	110.4381
Total	**0.9550**	**0.8749**	**3.4660**	**7.3900e-003**	**0.6053**	**0.0233**	**0.6286**	**0.1622**	**0.0229**	**0.1851**	**10.6849**	**1,554.7096**	**1,565.3945**	**0.8069**	**0.0124**	**1,589.2542**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**44.56**	**1.56**	**2.07**	**40.03**	**12.76**	**2.88**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	30.4440
Total	**30.4440**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	IGNORE Building Construction	Building Construction	10/1/2025	7/7/2026	5	200	
2	IGNORE Architectural Coating	Architectural Coating	7/8/2026	7/21/2026	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 375,348; Residential Outdoor: 125,116; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 6,672 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
IGNORE Building Construction	Cranes	1	6.00	231	0.29
IGNORE Building Construction	Forklifts	1	6.00	89	0.20
IGNORE Building Construction	Generator Sets	1	8.00	84	0.74
IGNORE Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
IGNORE Building Construction	Welders	3	8.00	46	0.45
IGNORE Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
IGNORE Building Construction	7	168.00	36.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
IGNORE Architectural Coating	1	34.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 IGNORE Building Construction - 2025

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	0.0437	0.3436	0.4105	7.3000e-004		0.0130	0.0130		0.0125	0.0125	0.0000	59.9386	59.9386	9.7900e-003	0.0000	60.1833
Total	**0.0437**	**0.3436**	**0.4105**	**7.3000e-004**		**0.0130**	**0.0130**		**0.0125**	**0.0125**	**0.0000**	**59.9386**	**59.9386**	**9.7900e-003**	**0.0000**	**60.1833**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2600e-003	0.0811	0.0228	2.8000e-004	7.4900e-003	9.0000e-005	7.5800e-003	2.1600e-003	9.0000e-005	2.2500e-003	0.0000	27.6282	27.6282	1.4900e-003	0.0000	27.6653
Worker	0.0184	0.0116	0.1425	5.0000e-004	0.0608	4.2000e-004	0.0612	0.0162	3.8000e-004	0.0165	0.0000	45.6854	45.6854	9.6000e-004	0.0000	45.7095
Total	**0.0207**	**0.0927**	**0.1652**	**7.8000e-004**	**0.0683**	**5.1000e-004**	**0.0688**	**0.0183**	**4.7000e-004**	**0.0188**	**0.0000**	**73.3136**	**73.3136**	**2.4500e-003**	**0.0000**	**73.3748**

3.2 IGNORE Building Construction - 2025

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	0.0437	0.3436	0.4105	7.3000e-004		0.0130	0.0130		0.0125	0.0125	0.0000	59.9386	59.9386	9.7900e-003	0.0000	60.1832
Total	**0.0437**	**0.3436**	**0.4105**	**7.3000e-004**		**0.0130**	**0.0130**		**0.0125**	**0.0125**	**0.0000**	**59.9386**	**59.9386**	**9.7900e-003**	**0.0000**	**60.1832**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2600e-003	0.0811	0.0228	2.8000e-004	7.4900e-003	9.0000e-005	7.5800e-003	2.1600e-003	9.0000e-005	2.2500e-003	0.0000	27.6282	27.6282	1.4900e-003	0.0000	27.6653
Worker	0.0184	0.0116	0.1425	5.0000e-004	0.0608	4.2000e-004	0.0612	0.0162	3.8000e-004	0.0165	0.0000	45.6854	45.6854	9.6000e-004	0.0000	45.7095
Total	**0.0207**	**0.0927**	**0.1652**	**7.8000e-004**	**0.0683**	**5.1000e-004**	**0.0688**	**0.0183**	**4.7000e-004**	**0.0188**	**0.0000**	**73.3136**	**73.3136**	**2.4500e-003**	**0.0000**	**73.3748**

3.2 IGNORE Building Construction - 2026

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	0.0888	0.6977	0.8334	1.4800e-003		0.0263	0.0263		0.0254	0.0254	0.0000	121.6936	121.6936	0.0199	0.0000	122.1903
Total	**0.0888**	**0.6977**	**0.8334**	**1.4800e-003**		**0.0263**	**0.0263**		**0.0254**	**0.0254**	**0.0000**	**121.6936**	**121.6936**	**0.0199**	**0.0000**	**122.1903**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.4800e-003	0.1631	0.0452	5.7000e-004	0.0152	1.8000e-004	0.0154	4.3900e-003	1.7000e-004	4.5600e-003	0.0000	55.7902	55.7902	2.9700e-003	0.0000	55.8644
Worker	0.0357	0.0217	0.2703	9.9000e-004	0.1235	8.2000e-004	0.1243	0.0328	7.5000e-004	0.0336	0.0000	89.4668	89.4668	1.7900e-003	0.0000	89.5116
Total	**0.0402**	**0.1848**	**0.3156**	**1.5600e-003**	**0.1387**	**1.0000e-003**	**0.1397**	**0.0372**	**9.2000e-004**	**0.0381**	**0.0000**	**145.2570**	**145.2570**	**4.7600e-003**	**0.0000**	**145.3759**

3.2 IGNORE Building Construction - 2026

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	0.0888	0.6977	0.8334	1.4800e-003		0.0263	0.0263		0.0254	0.0254	0.0000	121.6934	121.6934	0.0199	0.0000	122.1902
Total	**0.0888**	**0.6977**	**0.8334**	**1.4800e-003**		**0.0263**	**0.0263**		**0.0254**	**0.0254**	**0.0000**	**121.6934**	**121.6934**	**0.0199**	**0.0000**	**122.1902**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.4800e-003	0.1631	0.0452	5.7000e-004	0.0152	1.8000e-004	0.0154	4.3900e-003	1.7000e-004	4.5600e-003	0.0000	55.7902	55.7902	2.9700e-003	0.0000	55.8644
Worker	0.0357	0.0217	0.2703	9.9000e-004	0.1235	8.2000e-004	0.1243	0.0328	7.5000e-004	0.0336	0.0000	89.4668	89.4668	1.7900e-003	0.0000	89.5116
Total	**0.0402**	**0.1848**	**0.3156**	**1.5600e-003**	**0.1387**	**1.0000e-003**	**0.1397**	**0.0372**	**9.2000e-004**	**0.0381**	**0.0000**	**145.2570**	**145.2570**	**4.7600e-003**	**0.0000**	**145.3759**

3.3 IGNORE Architectural Coating - 2026

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	0.5954					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.5000e-004	5.7300e-003	9.0500e-003	1.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	**0.5962**	**5.7300e-003**	**9.0500e-003**	**1.0000e-005**		**2.6000e-004**	**2.6000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**1.2766**	**1.2766**	**7.0000e-005**	**0.0000**	**1.2784**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	3.3000e-004	4.0800e-003	1.0000e-005	1.8700e-003	1.0000e-005	1.8800e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.3512	1.3512	3.0000e-005	0.0000	1.3519
Total	**5.4000e-004**	**3.3000e-004**	**4.0800e-003**	**1.0000e-005**	**1.8700e-003**	**1.0000e-005**	**1.8800e-003**	**5.0000e-004**	**1.0000e-005**	**5.1000e-004**	**0.0000**	**1.3512**	**1.3512**	**3.0000e-005**	**0.0000**	**1.3519**

3.3 IGNORE Architectural Coating - 2026

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	0.5954					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.5000e-004	5.7300e-003	9.0500e-003	1.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	**0.5962**	**5.7300e-003**	**9.0500e-003**	**1.0000e-005**		**2.6000e-004**	**2.6000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**1.2766**	**1.2766**	**7.0000e-005**	**0.0000**	**1.2784**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	3.3000e-004	4.0800e-003	1.0000e-005	1.8700e-003	1.0000e-005	1.8800e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.3512	1.3512	3.0000e-005	0.0000	1.3519
Total	**5.4000e-004**	**3.3000e-004**	**4.0800e-003**	**1.0000e-005**	**1.8700e-003**	**1.0000e-005**	**1.8800e-003**	**5.0000e-004**	**1.0000e-005**	**5.1000e-004**	**0.0000**	**1.3512**	**1.3512**	**3.0000e-005**	**0.0000**	**1.3519**

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	0.1378	0.6950	1.6406	6.7500e-003	0.6053	4.9100e-003	0.6102	0.1622	4.5600e-003	0.1667	0.0000	625.6646	625.6646	0.0282	0.0000	626.3699
Unmitigated	0.1378	0.6950	1.6406	6.7500e-003	0.6053	4.9100e-003	0.6102	0.1622	4.5600e-003	0.1667	0.0000	625.6646	625.6646	0.0282	0.0000	626.3699

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	667.55	640.51	588.12	1,593,301	1,593,301
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	667.55	640.51	588.12	1,593,301	1,593,301

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	6.71	0.00	0.00	100.00	0.00	0.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Enclosed Parking with Elevator	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825

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	735.6824	735.6824	0.0174	3.5900e-003	737.1881
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	735.6824	735.6824	0.0174	3.5900e-003	737.1881
NaturalGas Mitigated	8.4000e-003	0.0718	0.0305	4.6000e-004		5.8000e-003	5.8000e-003		5.8000e-003	5.8000e-003	0.0000	83.1228	83.1228	1.5900e-003	1.5200e-003	83.6168
NaturalGas Unmitigated	8.4000e-003	0.0718	0.0305	4.6000e-004		5.8000e-003	5.8000e-003		5.8000e-003	5.8000e-003	0.0000	83.1228	83.1228	1.5900e-003	1.5200e-003	83.6168

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.55766e+006	8.4000e-003	0.0718	0.0305	4.6000e-004		5.8000e-003	5.8000e-003		5.8000e-003	5.8000e-003	0.0000	83.1228	83.1228	1.5900e-003	1.5200e-003	83.6168
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		**8.4000e-003**	**0.0718**	**0.0305**	**4.6000e-004**		**5.8000e-003**	**5.8000e-003**		**5.8000e-003**	**5.8000e-003**	**0.0000**	**83.1228**	**83.1228**	**1.5900e-003**	**1.5200e-003**	**83.6168**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.55766e+006	8.4000e-003	0.0718	0.0305	4.6000e-004		5.8000e-003	5.8000e-003		5.8000e-003	5.8000e-003	0.0000	83.1228	83.1228	1.5900e-003	1.5200e-003	83.6168
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		**8.4000e-003**	**0.0718**	**0.0305**	**4.6000e-004**		**5.8000e-003**	**5.8000e-003**		**5.8000e-003**	**5.8000e-003**	**0.0000**	**83.1228**	**83.1228**	**1.5900e-003**	**1.5200e-003**	**83.6168**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	669254	372.7485	8.8000e-003	1.8200e-003	373.5113
Enclosed Parking with Elevator	651632	362.9340	8.5700e-003	1.7700e-003	363.6767
Total		**735.6824**	**0.0174**	**3.5900e-003**	**737.1881**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	669254	372.7485	8.8000e-003	1.8200e-003	373.5113
Enclosed Parking with Elevator	651632	362.9340	8.5700e-003	1.7700e-003	363.6767
Total		**735.6824**	**0.0174**	**3.5900e-003**	**737.1881**

6.0 Area Detail

6.1 Mitigation Measures Area

TENTEN Hollywood Project - Combined Operational Emissions Only - South Coast AQMD Air District, Annual

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	0.7891	0.0201	1.7447	9.0000e-005		9.6700e-003	9.6700e-003		9.6700e-003	9.6700e-003	0.0000	2.8538	2.8538	2.7400e-003	0.0000	2.9224
Unmitigated	0.7891	0.0201	1.7447	9.0000e-005		9.6700e-003	9.6700e-003		9.6700e-003	9.6700e-003	0.0000	2.8538	2.8538	2.7400e-003	0.0000	2.9224

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	0.0595					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6770					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0526	0.0201	1.7447	9.0000e-005		9.6700e-003	9.6700e-003		9.6700e-003	9.6700e-003	0.0000	2.8538	2.8538	2.7400e-003	0.0000	2.9224
Total	**0.7891**	**0.0201**	**1.7447**	**9.0000e-005**		**9.6700e-003**	**9.6700e-003**		**9.6700e-003**	**9.6700e-003**	**0.0000**	**2.8538**	**2.8538**	**2.7400e-003**	**0.0000**	**2.9224**

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	0.0595					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6770					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0526	0.0201	1.7447	9.0000e-005		9.6700e-003	9.6700e-003		9.6700e-003	9.6700e-003	0.0000	2.8538	2.8538	2.7400e-003	0.0000	2.9224
Total	**0.7891**	**0.0201**	**1.7447**	**9.0000e-005**		**9.6700e-003**	**9.6700e-003**		**9.6700e-003**	**9.6700e-003**	**0.0000**	**2.8538**	**2.8538**	**2.7400e-003**	**0.0000**	**2.9224**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	101.0415	0.2894	7.2600e-003	110.4381
Unmitigated	126.3018	0.3617	9.0700e-003	138.0477

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	11.011 / 6.94174	126.3018	0.3617	9.0700e-003	138.0477
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**126.3018**	**0.3617**	**9.0700e-003**	**138.0477**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	8.80882 / 5.55339	101.0415	0.2894	7.2600e-003	110.4381
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**101.0415**	**0.2894**	**7.2600e-003**	**110.4381**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.8903	0.4663	0.0000	19.5478
Unmitigated	15.7805	0.9326	0.0000	39.0956

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	77.74	15.7805	0.9326	0.0000	39.0956
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**15.7805**	**0.9326**	**0.0000**	**39.0956**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	38.87	7.8903	0.4663	0.0000	19.5478
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**7.8903**	**0.4663**	**0.0000**	**19.5478**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	2	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	0.0197	0.0881	0.0502	9.0000e-005		2.9000e-003	2.9000e-003		2.9000e-003	2.9000e-003	0.0000	9.1391	9.1391	1.2800e-003	0.0000	9.1712
Total	**0.0197**	**0.0881**	**0.0502**	**9.0000e-005**		**2.9000e-003**	**2.9000e-003**		**2.9000e-003**	**2.9000e-003**	**0.0000**	**9.1391**	**9.1391**	**1.2800e-003**	**0.0000**	**9.1712**

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	30.4440	0.0000	0.0000	30.4440

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	43	30.4440	0.0000	0.0000	30.4440
Total		**30.4440**	**0.0000**	**0.0000**	**30.4440**

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ATTACHMENT 7

Public Services, Utilities Letters, and
Cultural Records Search

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August 1, 2019

Elise Lorenzana-Cronkite
Parker Environmental Consultants
23822 Valencia Boulevard, Suite 301
Valencia, CA 91355

Dear Ms. Lorenzana-Cronkite,

Subject: Los Angeles Department of Water and Power
Water and Electricity Connection Services Request
Gower and Lexington Residential Project

The Los Angeles Department of Water and Power (LADWP) is in receipt of your letter dated July 18, 2019 requesting LADWP's ability to provide water and electric services for the Gower and Lexington Residential Project (Project) (Thomas Brothers Maps, Page 593, F5).

The Project is the Gower and Lexington Residential Project and is located at 6118-6124 W. Lexington Avenue, 1121-1127 N. Gower Street, and 1124-1150 N. Lodi Place, Los Angeles, CA 90021. The Project Site is located on the southeast corner of Lexington Avenue and Lodi Place with some portions of the Project Site fronting Gower Street within the City of Los Angeles. The Project Site is generally bound by N. Lodi Place to the west; W. Lexington Avenue to the north; a production studio and N. Gower Street to the east; and commercial office and retail buildings to the south of the Project Site.

The Project Site totals approximately 58,305 square feet of lot area (1.34 acres) and is currently developed with paved surface parking lots. The Proposed Project includes the clearing of the surface parking lots. The Proposed Project consists of two multi-family residential buildings, a five-story building and a six story building. Three levels of subterranean parking would be provided in both residential buildings. The Proposed Project would provide a total of 330 parking spaces which would also provide parking for the adjacent commercial building.

We are providing information for consideration and incorporation into the planning, design, and development efforts for the proposed Project. Regarding water needs for the proposed Project, this letter does not constitute a response to a Water Supply Assessment (WSA) pursuant to California State Water Code Sections 10910-10915 for development projects to determine the availability of long-term water supply. Depending on the Project scope, a WSA by the water supply agency may need to be requested by the California

Environmental Quality Act (CEQA) Lead Agency and completed prior to issuing a draft Negative Declaration or draft Environmental Impact Report (EIR).

If a Lead Agency determines that the proposed Project parameters (e.g., development details such as type, square footage, anticipated water demand, population increase, etc.) are such that they are subject to state law requiring a WSA, a separate request must be made in writing and sent to:

Mr. Richard Harasick
Senior Assistant General Manager – Water System
Los Angeles Department of Water and Power
111 North Hope Street, Room 1455
Los Angeles, CA 90012

If you have any further questions regarding the water supply assessment process, please contact Mr. Delon Kwan, at (213) 367-2166 or by e-mail at Delon.Kwan@ladwp.com,

Below you will find some information about water needs.

Water Needs

As the Project proceeds further in the design phase, we recommend the Project applicant or designated Project Management Engineer contact Mr. Hugo Torres at (213) 367-2130 or by e-mail at Hugo.Torres@ladwp.com to make arrangements for water supply service needs.

The following responses are provided regarding impacts to water service.

1. Please describe sizes and capacities of existing water mains that would serve the project site and the surrounding area (e.g. along _____). Please include a map illustrating your description.

   Existing water mains are:
   - **6 inch AC in Lexington Avenue**
   - **24 inch CI in Gower Street**
   - **4 inch CI in Lodi Place**
   - **16 inch CI in Santa Monica Boulevard**

   as shown on the enclosed water service map 144, 146-189.

2. Are there any existing water service problems/deficiencies in the project area?

There are no known water service problems/deficiencies.

3. If water service problems/deficiencies exist, how would they affect the proposed project, and how would you suggest those effects be mitigated by the project developer?

   There are no known water service problems/deficiencies.

4. Would there be a disruption in water service in the project area when "hooking-up" the proposed project? If so, about how long would the disruption last?

   Water services are usually "hot-tapped" so as to avoid any disruptions in water services. Disruptions to the property are controlled by the Developer in that they will "hook-up" to our meter after the service is installed.

   "Hooking-up" rarely results in disruption in water service within the proposed project. In special instances, where the main needs to be isolated in order to install the service, a typical disruption may last for a few hours.

5. Would the LADWP be able to accommodate the proposed project's demand for water service with the existing infrastructure in the project area?

   If the proposed Project is within the City's General Plan and the R3 Zone's allowable use and area limits, LADWP should be able to provide the domestic needs of the project from the existing water system. LADWP cannot determine the impact on the existing water system until the proposed water demands and fire demands of the project are known. Once a determination of the water and fire demands have been made, LADWP will assess the need for additional facilities, if needed.

6. If the answer to question five is "no", what new infrastructure or upgrades to infrastructure would be needed to meet the proposed project's demand for water?

   If the proposed Project is within the City's General Plan and the R3 Zone's allowable use and area limits, LADWP should be able to provide the domestic needs of the project from the existing water system. LADWP cannot determine the impact on the existing water system until the proposed water demands and fire demands of the project are known. Once a determination of the water and fire demands have been made, LADWP will assess the need for additional facilities, if needed.

7. Would the LADWP be able to accommodate the proposed project's demand for water service with existing water supplies?

   The LADWP works closely with the City of Los Angeles, Department of City Planning to develop and update our Urban Water Management Plan (UWMP) every five years. The UWMP is the planning document for future water demands given certain growth projections for population and land use in the City. The UWMP identifies short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years over a 20-year horizon. The City's water demand projection in the UWMP was developed based on the Regional Transportation Plan (RTP) demographic projection by the Southern California Association of Governments (SCAG).

   Please refer to the following for a link to the 2015 UWMP:
   http://www.ladwp.com/2015uwmp

   In general, projects that conform to the demographic projection from the RTP by SCAG and are currently located in the City's service area are considered to have been included in LADWP's water supply planning efforts; therefore, projected water supplies would meet projected demands.

   The proposed Project may be required to comply with the California Water Code Sections 10910-10915, in accordance with adopted legislation (SB 901, SB 610, and SB 221) for a Water Supply Assessment (WSA). The CEQA lead agency, not LADWP, determines whether or not the proposed project parameters are subject to state law requiring a WSA, and a separate request must be made by the lead agency in writing and sent to LADWP.

8. Would the water pressure and supply in the project area be adequate to meet the Los Angeles Fire Department's fire flow and residual water pressure requirements with implementation of the proposed project?

   The private engineer shall request from the Los Angeles Fire Department (LAFD) the required fire flow requirements for the Project. Please contact the Hydrant and Access Unit of the Los Angeles Fire Department at (213)482-6543. The LADWP will then determine whether the existing system is capable of meeting these requirements. Water main replacement may be required if fire flow requirements cannot be met.

   The water pressure and water supply in the Project area met the Los Angeles Department of Building and Safety (LADBS) and LAFD requirements at the time it was constructed. However, with implementation of the proposed

Project, upgrades to the existing water system may be required to meet the current LADBS and LAFD requirements for specific projects.

To determine the residual pressure, applicant/owner must apply for a Service Advisory Request (SAR/Fire Flow Report). The applicant/owner must apply for a SAR. Based on the fire service demand, existing water facilities may need to be upgraded. Applications and information can be found on our website at:

https://www.ladwp.com/ladwp/faces/wcnav_externalId/p-cs-highlow-wtr-presur?_adf.ctrl-state=pqgxj3f5_4&_afrLoop=4787844851411 73&_afrWindowMode=0&_afrWindowId=10562js7xn_71#%40%3F_afrWindowId%3D10562js7xn_71%26_afrLoop%3D4787844851411 73%26_afrWindowMode%3D0%26_adf.ctrl-state%3D10562js7xn_95

9. In order to predict the proposed project's future consumption of water, please provide us with you recommended rates.
    - Land Use: ___ gallons/ dwelling unit (DU)/day

For estimated a project's indoor water demand, we use applicable sewer generation factors (sgf). Please refer to the current factors at the following link: http://www.lacitysan.org/fmd/pdf/sfcfeerates.pdf or contact the LADWP Water Resources' Development group for a copy of the factors. A copy has also been enclosed.

For outdoor (landscape) water demand, we use California Code of Regulation Title 23. Division 2. Chapter 2.7. Model Water Efficient Landscape Ordinance. Please refer to the following link: http://www.water.ca.gov/wateruseefficiency/landscapeordinance/

If the proposed project scope includes cooling tower(s), consult a mechanical engineer to estimate the cooling water demand.

Applicants are encouraged to commit to water conservation measures that are beyond the current codes and ordinances, to lower the net additional water demand for the proposed project.

Power Needs

It should be noted that the Project Applicant may be financially responsible for some of infrastructure improvements (e.g., installation of electric power facilities or service connections) necessary to serve the proposed Project.

As the Project proceeds further, please contact one of our Engineering Offices, as listed on Pages 1-4 of the Electric Service Requirements (available on-line at www.ladwp.com) for dealing with power services and infrastructure needs.

1. Please describe the sizes and voltages of existing electrical distribution lines that would serve the Project site and the surrounding area (e.g., along _____). Please include a map illustrating your description.

   - **There are three underground 4.8kV circuits that run adjacent to the project site along Santa Monica Blvd.**
   - **There are two overhead 4.8kV circuits that run adjacent to the project site along El Centro Ave, Lexington Ave, and Lodi Pl.**
   - **There are two overhead 34.5kV circuits that run adjacent to the project site along Santa Monica Blvd.**

   LADWP does not release/provide electrical distribution maps.

2. Are there any existing electricity service problems/deficiencies in the project area?

   No; however, the cumulative effect of this and other new and added loads in the area may require near term and/or future additions to distribution system capacity. The project would require on-site transformation facility.

3. If electricity service problems/deficiencies exist, how would they affect the proposed project, and how would you suggest those effects be mitigated by the project developer?

   This cannot be answered without review of the Project developer's electrical drawings and load schedules. However, the cumulative effects of this and other Projects in the area will require the LADWP to construct additional distribution facilities in the future. This Project will require on-site transformation and may require underground line extension on public streets.

4. Would there be a disruption in electrical service in the project area when "hooking-up" the proposed project? If so, about how long would the disruption last?

This cannot be answered without determining the method and voltage of service. If the connection of the project necessitates a disruption, certain procedures and processes will be followed to limit the disruption to a small area.

5. Would the LADWP be able to accommodate the proposed project's demand for electricity service with the existing infrastructure in the project area?

   This cannot be answered without review of the Project developer's electrical drawings and load schedules. However, the cumulative effects of this and other Projects in the area will require the LADWP to construct additional distribution facilities in the future.

6. If the answer to question five is "no", what new infrastructure would be needed to meet the proposed project's demand for electricity?

   This Project will require on-site transformation and may require underground line extension on public streets.

7. Would the LADWP be able to accommodate the proposed project's demand for electricity with existing electricity supplies?

   Electric Service is available and will be provided in accordance with the LADWP's Rules Governing Water and Electric Service (available on-line at https://www.ladwp.com under Commercial/Customer Service/Electrical Services/Codes & Specifications). The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirement for this proposed Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system.

   LADWP's load growth forecast incorporates construction activity and is built into the commercial floor space model; the McGraw Hill Construction report identifies all large projects. In planning sufficient future resources, LADWP's

Power Integrated Resource Plan incorporates the estimated power requirement for the proposed Project through the load forecast input and has planned sufficient resources to supply the electricity needs.

8. In order to assess the proposed project's future consumption of electricity, please provide us with your recommended rates.
    - Land Use: _____ Kilowatt-hour/unit/year

LADWP does not provide consumption rates.

Water Conservation

LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed. The LADWP website contains a current list of the available rebates and incentive programs, including the performance based Custom Water Conservation Technical Assistance Program (WCTAP, https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-w-cstm-wtr-prjct-tap?_adf.ctrl-state=h8fsat92s_4&_afrLoop=3392823718109) for commercial, industrial, institutional and multi-family residential customers up to $250,000 for the installation of pre-approved equipment which demonstrates water savings. Mr. Mark Gentili is the Water Conservation Program Manager and can be reached at (213) 367-8556 or by e-mail at Mark.Gentili@ladwp.com. See the following link for LADWP water conservation rebate information on our website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation

Energy Efficiency

LADWP suggests consideration and incorporation of energy- efficient design measures (enclosed) for building new commercial and/or remodeling existing facilities. Implementation of applicable measures would exceed Title 24 energy efficiency requirements. LADWP continues to offer a number of energy efficiency programs to reduce peak electrical demand and energy costs. For further information please contact Ms. Lucia Alvelais, Utility Services Manager, at (213) 367-4939 or by e-mail at Lucia.Alvelais@ladwp.com. See the following link for LADWP energy efficiency rebate information on our website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-energyefficiencyandrebates

Solar Energy

Solar power is a renewable, nonpolluting energy source that can help reduce our dependence on fossil fuels. Mr. Arash Saidi is the Solar Energy Program Manager and can be reached at (213) 367-4886 or by e-mail at Arash.Saidi@ladwp.com.

For more information about the Solar Programs, please visit the LADWP website: www.ladwp.com/solar or www.ladwp.com/fit regarding the Feed-In Tariff Program. To begin the process of integrating a net-metered solar system, please visit this website: www.ladwp.com/NEM.

For more information on other rebates and programs, please visit the LADWP website:https://www.ladwp.com/ladwp/faces/ladwp/commercial/c-savemoney/c-sm-rebatesandprograms

Electric Vehicle Transportation

LADWP is encouraging the installation of convenient electric vehicle (EV) charging stations for the home, workplace, and public charging to support the adoption of EVs in the City of Los Angeles. Mr. Yamen Nanne is the Electric Vehicle Program Manager and can be reached at (213) 367-2585 or via email at Yamen.Nanne@ladwp.com.

For more information on LADWP EV discount rates and charging incentives for residential and business customers, please visit the website: www.ladwp.com/ev. If you would like a Customer Service Representative to answer your questions or review your account and help you decide on the best option, please call us at 1-866-484-0433 or email us at PluginLA@ladwp.com.

Please include LADWP in your mailing list and address it to the attention of Mr. Charles C. Holloway in Room 1044 for review of the environmental document for the proposed Project.

Mr. Charles C. Holloway
Manager of Environmental Planning and Assessment
Los Angeles Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, CA 90012

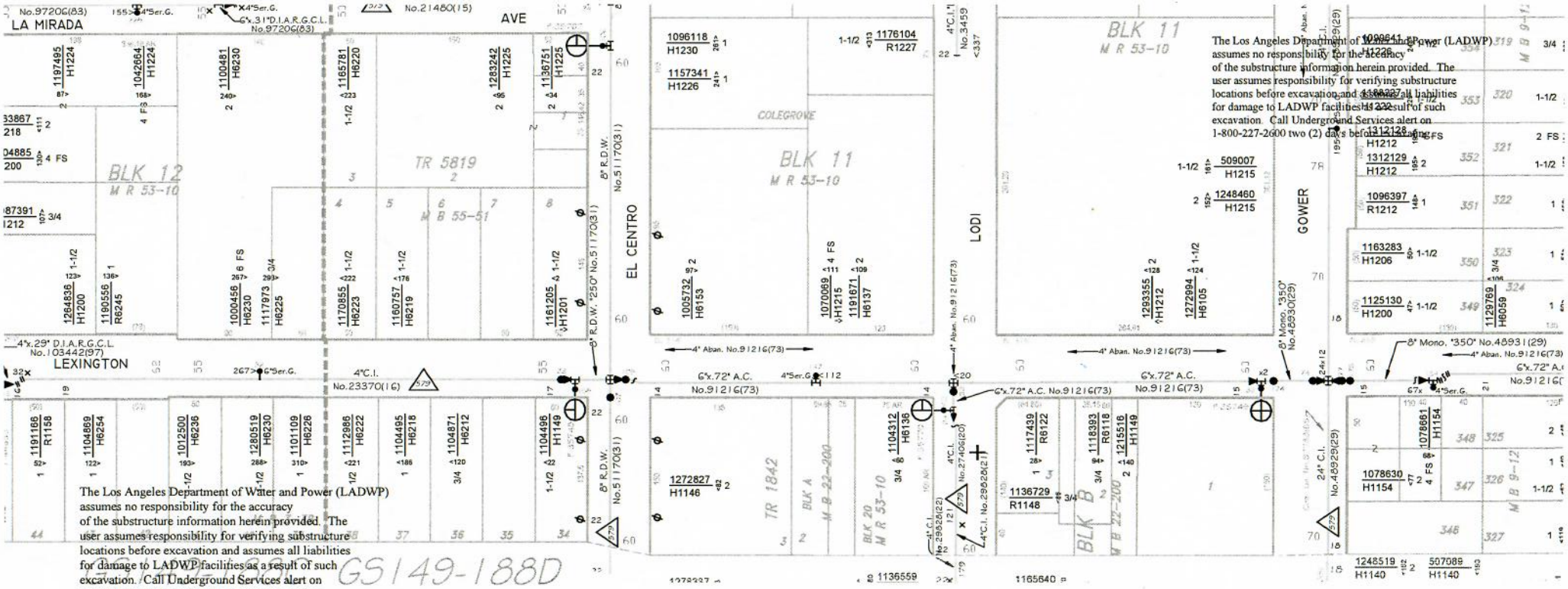
If there are any additional questions on this utility services request, please contact Ms. Kathryn Laudeman, of the Environmental Assessment Group at, (213) 367-6376.

Sincerely,

Charles C. Holloway

Charles C. Holloway
Manager of Environmental Planning and Assessment

KL:th
Enclosures



The Los Angeles Department of Water and Power (LADWP) assumes no responsibility for the accuracy of the substructure information herein provided. The user assumes responsibility for verifying substructure locations before excavation and assumes all liabilities for damage to LADWP facilities as a result of such excavation. Call Underground Services alert on 1-800-227-2600 two (2) days before excavating.

The Los Angeles Department of Water and Power (LADWP) assumes no responsibility for the accuracy of the substructure information herein provided. The user assumes responsibility for verifying substructure locations before excavation and assumes all liabilities for damage to LADWP facilities as a result of such excavation. Call Underground Services alert on 1-800-227-2600 two (2) days before excavating.

GS149-188D

LADWP WATER & ENERGY CONSERVATION MEASURES

IMPACT ON THE WATER SYSTEM

If the estimated water requirements for the proposed project can be served by existing water mains in the adjacent street(s), water service will be provided routinely in accordance with the Los Angeles Department of Water and Power's (LADWP) Rules and Regulations (available on-line at www.ladwp.com under Commercial/Customer Service/Water Services under the title, Rules Governing Water & Electric Service. If the estimated water requirements are greater than the available capacity of the existing distribution facilities, special arrangements must be made with the LADWP to enlarge the supply line(s). Supply main enlargement will cause short-term impacts on the environment due to construction activities.

In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth in water demand. Together with local groundwater sources, the City operates the Los Angeles-Owens River Aqueduct and purchases water from the Metropolitan Water District of Southern California. These three sources, along with recycled water, will supply the City's water needs for many years to come.

Statewide drought conditions in the mid-1970s and late 1980s dramatically illustrated the need for water conservation in periods of water shortage. However, water should be conserved in Southern California even in years of normal climate because efficient use of water allows increased water storage for use in dry years as well as making water available for beneficial environmental uses. In addition, electrical energy is required to treat and deliver all water supplies to the City and the rest of Southern California. Conserving water contributes to statewide energy conservation efforts. Practicing water conservation also results in decreased customer operating costs.

WATER CONSERVATION

LADWP assists residential, commercial, and industrial customers in their efforts to conserve water. Below is a list of some of the water conservation requirements in Los Angeles for new construction and when fixtures are replaced in existing buildings. Also included are further voluntary recommendations to save water.

1. High efficiency water closets, high efficiency urinals, water-saving showerheads, and low flow faucets must be installed in new constructions and may be retrofitted in existing buildings. The flow rates of new plumbing fixtures must comply with the most stringent of the following: Los Angeles City Ordinance No. 180822 (http://clkrep.lacity.org/onlinedocs/2009/09-0510_ord_180822.pdf), the 2014 Los Angeles Plumbing Code and the 2013 California Green Building Standards Code (CALGreen), the 2014 Los Angeles Green Building Code.

2. New installations of air conditioning systems that utilize evaporative cooling (i.e. employ cooling towers) shall operate at a minimum of 5.5 cycles of concentration. Single pass cooling systems are prohibited in most cases.

3. Energy Star rated dishwashers must be installed for new construction and when replacing existing units in most cases. Water conserving clothes washers are available from many manufacturers and should be selected. Water saved by these appliances also saves energy in that the water used by these appliances is typically heated.

4. The design of the hot water plumbing system should be such that it minimizes the delivery time for hot water. This may be accomplished through the use of a demand type or a timed and temperature control type hot water recirculation system, point-of-use water heaters, and/or a parallel piping system which all help reduce the pipe length between the fixture and the point of supply of the hot water.

5. Landscape areas utilize a significant volume of the water delivered by LADWP and represent a great potential for water conservation. The State adopted landscape regulations for landscape areas over 2,500 square feet that apply for new constructions and when existing landscapes are renovated. These regulations are addressed by Los Angeles City Ordinance No. 170978 and the City of Los Angeles Irrigation Guidelines (http://cityplanning.lacity.org/Forms_Procedures/2405.pdf) and require submittal of a landscape document package prepared and signed by a licensed professional architect, engineer or contractor to the Department of Building and Safety for review. Please contact the Los Angeles City Planning Department for further information.

6. The landscape irrigation system should be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns must be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) should water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone).

7. Automatic irrigation timers should be set to irrigate landscapes during early morning or late evening hours to reduce water losses from evaporation. Adjust irrigation run times for all zones seasonally, reducing watering times and frequency in the cooler months (fall, winter, spring). Adjust sprinkler timer run times to avoid water runoff, especially when irrigating sloped property.

8. The City of Los Angeles has enacted legislation to address the water supply shortages caused by the recent statewide drought. Los Angeles City Ordinance No. 181288 (http://clkrep.lacity.org/onlinedocs/2009/09-0369-s9_ord_181288.pdf) also known as the Emergency Water Conservation Plan imposes phased water rationing during drought conditions and imposes penalties

for users that do not comply. When water rationing is in effect, landscape irrigation is prohibited between the hours of 9:00 AM and 4:00 PM. Specific watering days and maximum irrigation rates are also defined in this ordinance. When water rationing is in effect, it can be extremely difficult to establish certain types of new landscapes. The landscape architect must take this into consideration in selecting the plant type and the landscape design.

9. Selection of drought-tolerant, low water consuming plant varieties should be used to reduce irrigation water consumption. For a list of plant varieties with their irrigation requirements, refer to the State Guide for Landscape Irrigation which can be found at, (http://www.water.ca.gov/pubs/planning/guide_to_estimating_irrigation_water_needs_of_landscape_plantings_in_ca/wucols.pdf), or consult a landscape architect.

10. Graywater and other alternate water source systems are now addressed in the California Plumbing Code for residential and non-residential buildings. Graywater is semi clean wastewater generated and collected on-site by the building's plumbing system from showers, bathtubs, bathroom sinks and clothes washers but does not include wastewater from toilets, dishwashers or kitchen sinks. The collected graywater is then reused on-site for various beneficial uses. The Plumbing Code addresses the proper collection, handling, treatment and use of Alternate Water Sources.

    The use of graywater reduces the demand for potable water. Please see the attached link for information regarding the installation graywater systems in Los Angeles for residential properties: http://www.ladwp.com under Residential/Go Green.

11. The City continues to expand its purple pipe distribution system of recycled water. The availability of recycled water should be investigated as a source to irrigate large landscaped areas and for toilet and urinal flushing.

LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed. The LADWP website contains a current list of the available rebates and incentive programs, including the performance based Custom Water Conservation Technical Assistance Program (TAP). Mr. Mark Gentili is the Water Conservation Program Manager and can be reached at (213) 367-8556 or by e-mail at Mark.Gentili@ladwp.com. See the following link for LADWP water conservation rebate information on our website:
https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation

COMMERCIAL ENERGY EFFICIENCY MEASURES

During the design process, the applicant should consult with the Los Angeles Department of Water and Power, Conservation and Sustainability Programs Section,

regarding possible energy efficiency measures. The Conservation and Sustainability Programs Section encourages customers to consider design alternatives and information to maximize the efficiency of the building envelope, heating, ventilation, and air conditioning, building lighting, water heating, and building mechanical systems. The applicant shall incorporate measures to meet or, if possible, exceed minimum energy efficiency standards for: (1) Title 24, Part 6 of the California Code of Regulations (Title 24); (2) California Green Building Standards Code (CALGreen); (3) Los Angeles Green Building Code. In addition to energy efficiency technical assistance, the LADWP may offer financial incentives for energy designs that exceed minimum energy efficiency standards.

1. Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the Title 24.

2. Install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces which provides the following:

    - A variable air-volume system which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;

    - A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;

    - Sequentially staged operation of air-conditioning equipment in accordance with building demands; and

    - The isolation of air conditioning to any selected floor or floors.

3. Consider the applicability of the use of thermal energy storage to handle cooling loads.

4. Cascade ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.

5. Recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.

6. Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

7. Ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, design building

entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.

8. Building commissioning should be completed prior to issuance of the certificate of occupancy to verify that the building systems components meet the project requirements.

9. Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and, thus, increase lighting efficiency.

10. Use a white reflective material for roofing meeting California standards for reflectivity and emissivity to reject heat. The Los Angeles Municipal Code now mandates cool roof materials for all new and complete replacement roofs installed in the City of Los Angeles.

11. Install thermal insulation in walls and ceilings, which exceeds requirements established by Title 24.

12. Design window systems to reduce thermal gain and loss, thus, reducing cooling loads during warm weather and heating loads during cool weather.

13. Install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.

14. Install LED lamps or fixtures, which give the highest light output per watt of electricity consumed, for all street and parking lot lighting to reduce electricity consumption. Install an astronomical time switch control to meet your projects design needs.

15. Install automatic daylighting controls and dimmable electronic ballasts, to light fixtures near windows and skylights, to maximize the use of natural daylight available and reduce artificial lighting load.

16. Install occupant-controlled thermostats to permit individual adjustment of heating, and cooling to avoid unnecessary energy consumption.

17. Install a lighting control system to automatically control interior and exterior lights in public areas and will also energize emergency egress lights when an emergency occurs.

18. Control mechanical systems (HVAC and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

LADWP WATER & ENERGY CONSERVATION MEASURES

19. Incorporate windowless walls or passive solar inset of windows into the project for appropriate exposures.

20. Design project to focus pedestrian activity within sheltered outdoor areas.

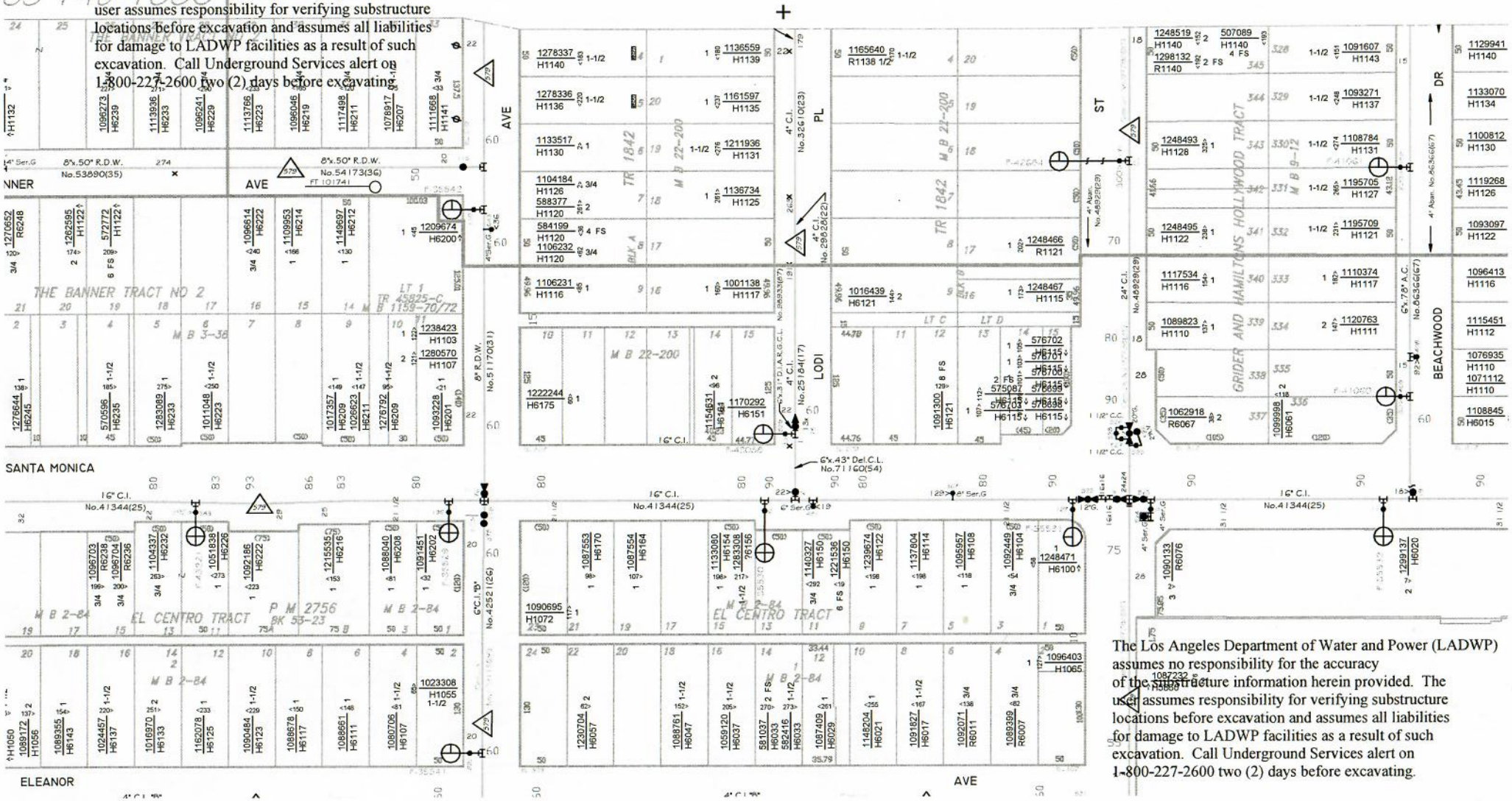
21. Install individual occupant sensors indoors, where appropriate, to automatically turn lights off when an area is vacated.

22. Install the manufacturers recommended lamp and ballast combination for all fluorescent light fixtures to provide the most efficient light output. Use reflectors to direct maximum levels of light to work surfaces.

For additional information concerning these conservation measures, please contact Ms. Lucia Alvelais, Utility Services Manager, at (213) 367-4939. Also, please visit the Los Angeles Department of Building and Safety's website for information on CALGreen and the Los Angeles Green Building Code (http://ladbs.org/LADBSWeb/green-bldg.jsf). Additional water and energy code compliance tips as well as various useful Green Building links are available on the LADWP website at the following location: http://www.ladwp.com under Commercial/Go Green.

W&P ConsrvtnMeasures v.10302015

The Los Angeles Department of Water and Power (LADWP) assumes no responsibility for the accuracy of the substructure information herein provided. The user assumes responsibility for verifying substructure locations before excavation and assumes all liabilities for damage to LADWP facilities as a result of such excavation. Call Underground Services alert on 1-800-227-2600 two (2) days before excavating.



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SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
1	Acupuncture Office/Clinic	120/1,000 Gr SF	265	275
2	Arcade - Video Games	50/1,000 Gr SF	265	275
3	Auditorium (a)	3/Seat	265	275
4	Auto Parking (a)	20/1,000 Gr SF	265	275
5	Auto Mfg., Service Maintenance (b)	Actual	1,260	1,165
6	Bakery	280/1,000 Gr SF	3,020	2,540
7	Bank: Headquarters	120/1,000 Gr SF	265	275
8	Bank: Branch	50/1,000 Gr SF	265	275
9	Ballroom	350/1,000 Gr SF	265	275
10	Banquet Room	350/1,000 Gr SF	265	275
11	Bar: Cocktail, Fixed Set (a) (c)	15/Seat	265	275
12	Bar: Juice, No Baking Facilities (d)	720/1,000 Gr SF	265	275
13	Bar: Juice, with Baking Facilities (d)	720/1,000 Gr SF	265	275
14	Bar: Cocktail, Public Table Area (c)	720/1,000 Gr SF	265	275
15	Barber Shop	120/1,000 Gr SF	265	275
16	Barber Shop (s)	15/Stall	265	275
17	Beauty Parlor	425/1,000 Gr SF	265	275
18	Beauty Parlor (s)	50/Stall	265	275
19	Bldg. Const/Field Office (e)	120/Office	265	275
20	Bowling Alley: Alley, Lanes & Lobby Area	50/1,000 Gr SF	265	275
21	Bowling Facility: Arcade/Bar/Restaurant/Dancing	Total	Average	Average
22	Cafeteria: Fixed Seat	30/Seat	1,000	600
23	Car Wash: Automatic (b)	Actual	265	285
24	Car Wash: Coin Operated Bays (b)	Actual	265	285
25	Car Wash: Hand Wash (b)	Actual	265	285
26	Car Wash: Counter & Sales Area	50/1,000 Gr SF	265	275
27	Chapel: Fixed Seat	3/Seat	265	275
28	Chiropractic Office	120/1,000 Gr SF	265	275
29	Church: Fixed Seat	3/Seat	265	275
30	Church School: Day Care/Elem	9/Occupant	265	275
31	Church School: One Day Use (s)	9/Occupant	265	275
32	Cocktail Lounge: Fixed Seat (f)	15/Seat	265	275
33	Coffee House: No Food Preparation (d)	720/1,000 Gr SF	265	275
34	Coffee House: Pastry Baking Only (d)	720/1,000 Gr SF	265	275
35	Coffee House: Serves Prepared Food (d)	25/Seat	1,000	600
36	Cold Storage: No Sales (g)	30/1,000 Gr SF	265	275
37	Cold Storage: Retail Sales (g)	50/1,000 Gr SF	265	275
38	Comfort Station: Public	80/Fixture	265	275
39	Commercial Use (a)	50/1,000 Gr SF	265	275

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
40	Community Center	3/Occupant	265	275
41	Conference Room of Office Bldg.	120/1,000 Gr SF	265	275
42	Counseling Center (h)	120/1,000 Gr SF	265	275
43	Credit Union	120/1,000 Gr SF	265	275
44	Dairy	Average Flow	1,510	325
45	Dairy: Barn	Average Flow	1,510	325
46	Dairy: Retail Area	50/1,000 Gr SF	265	275
47	Dancing Area (of Bars or Nightclub) (c)	350/1,000 Gr SF	265	275
48	Dance Studio (i)	50/1,000 Gr SF	265	275
49	Dental Office/Clinic	250/1,000 Gr SF	265	275
50	Doughnut Shop	280/1,000 Gr SF	1,000	600
51	Drug Rehabilitation Center (h)	120/1,000 Gr SF	265	275
52	Equipment Booth	30/1,000 Gr SF	265	275
53	Film Processing (Retail)	50/1,000 Gr SF	265	275
54	Film Processing (Industrial)	Actual	265	275
55	Food Processing Plant (b)	Actual	2,210	1,450
56	Gas Station: Self Service	100/W.C.	265	275
57	Gas Station: Four Bays Max	430/Station	1,950	1,175
58	Golf Course Facility: Lobby/Office/Restaurant/Bar	Total	700	450
59	Gymnasium: Basketball, Volleyball (k)	200/1,000 Gr SF	265	275
60	Hanger (Aircraft)	50/1,000 Gr SF	265	275
61	Health Club/Spa (k)	650/1,000 Gr SF	265	275
62	Homeless Shelter	70/Bed	265	275
63	Hospital	70/Bed	820	1,230
64	Hospital: Convalescent (a)	70/Bed	265	275
65	Hospital: Animal	300/1,000 Gr SF	820	1,230
66	Hospital: Psychiatric	70/Bed	265	275
67	Hospital: Surgical (a)	360/Bed	265	275
68	Hotel: Use Guest Rooms Only (a)	120/Room	265	275
69	Jail	85/Inmate	265	275
70	Kennel: Dog Kennel/Open	100/1,000 Gr SF	265	275
71	Laboratory: Commercial	250/1,000 Gr SF	265	275
72	Laboratory: Industrial	Actual	265	275
73	Laundromat	185/Machine	550	370
74	Library: Public Area	50/1,000 Gr SF	265	275
75	Library: Stacks, Storage	30/1,000 Gr SF	265	275
76	Lobby of Retail Area (l)	50/1,000 Gr SF	265	275
77	Lodge Hall	3/Seat	265	275
78	Lounge (l)	50/1,000 Gr SF	265	275

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
79	Machine Shop (No Industrial Waste Permit Required) (b)	50/1,000 Gr SF	265	275
80	Machine Shop (Industrial)	Actual	265	275
81	Mfg or Industrial Facility (No IW Permit Required) (b)	50/1,000 Gr SF	265	275
82	Mfg or Industrial Facility (Industrial)	Actual	265	275
83	Massage Parlor	250/1,000 Gr SF	265	275
84	Medical Building (a)	225/1,000 Gr SF	265	275
85	Medical: Lab in Hospital	250/1,000 Gr SF	340	275
86	Medical Office/Clinic	250/1,000 Gr SF	265	275
87	Mini-Mall (No Food)	50/1,000 Gr SF	265	275
88	Mortuary: Chapel	3/Seat	265	275
89	Mortuary: Embalming	300/1,000 Gr SF	800	800
90	Mortuary: Living Area	50/1,000 Gr SF	265	275
91	Motel: Use Guest Room Only (a)	120/Room	265	275
92	Museum: All Area	30/1,000 Gr SF	265	275
93	Museum: Office Over 15%	120/1,000 Gr SF	265	275
94	Museum: Sales Area	50/1,000 Gr SF	265	275
95	Office Building (a)	120/1,000 Gr SF	265	275
96	Office Bldg w/Cooling Tower	170/1,000 Gr SF	265	275
97	Plating Plant (No IW Permit Required) (b)	50/1,000 Gr SF	265	275
98	Plating Plant (Industrial) (b)	Actual	265	275
99	Pool Hall (No Alcohol)	50/1,000 Gr SF	265	275
100	Post Office: Full Service (m)	120/1,000 Gr SF	265	275
101	Post Office: Private Mail Box Rental	50/1,000 Gr SF	265	275
102	Prisons	175/Inmate	265	275
103	Residential Dorm: College or Residential (n)	70/Student	265	275
104	Residential: Boarding House	70/Bed	265	275
105	Residential: Apt - Bachelor (a)	75/DU	265	275
106	Residential: Apt - 1 BDR (a) (o)	110/DU	265	275
107	Residential: Apt - 2 BDR (a) (o)	150/DU	265	275
108	Residential: Apt - 3 BDR (a) (o)	190/DU	265	275
109	Residential: Apt - >3 BDR (o)	40/BDR	265	275
110	Residential: Condo - 1 BDR (o)	110/DU	265	275
111	Residential: Condo - 2 BDR (o)	150/DU	265	275
112	Residential: Condo - 3 BDR (o)	190/DU	265	275
113	Residential: Condo - >3 BDR (o)	40/BDR	265	275
114	Residential: Duplex/Townhouse - 1 BR (o)	110/DU	265	275
115	Residential: Duplex/Townhouse - 2 BR (o)	150/DU	265	275
116	Residential: Duplex/Townhouse - 3 BR (o)	190/DU	265	275
117	Residential: Duplex/Townhouse - >3 BR (o)	40/BDR	265	275

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
118	Residential: SFD - 1 BR (o)	140/DU	265	275
119	Residential: SFD - 2 BR (o)	185/DU	265	275
120	Residential: SFD - 3 BR (o)	230/DU	265	275
121	Residential: SFD - >3 BR (o)	45/BDR	265	275
122	Residential Room Addition: Bedroom (o)	45/BDR	265	275
123	Residential Room Conversion: Into a Bedroom (o)	45/BDR	265	275
124	Residential: Mobile Home	Same as Apt	265	275
125	Residential: Artist (2/3 Area)	75/DU	265	275
126	Residential: Artist Residence	75/DU	265	275
127	Residential: Guest Home w/ Kitchen	Same as Apt	265	275
128	Residential: Guest Home w/o Kitchen	45/BDR	265	275
129	Rest Home	70/Bed	555	490
130	Restaurant: Drive-In	50/Stall	1000	600
131	Restaurant: Drive-In Seating Area	25/Seat	1000	600
132	Restaurant: Fast Food Indoor Seat	25/Seat	1000	600
133	Restaurant: Fast Food Outdoor Seat	25/Seat	1000	600
134	Restaurant: Full Service Indoor Seat (a)	30/Seat	1000	600
135	Restaurant: Full Service Outdoor Seat	30/Seat	1000	600
136	Restaurant: Take Out	300/1,000 Gr SF	1000	600
137	Retail Area (greater than 100,000 SF)	50/1,000 Gr SF	265	275
138	Retail Area (less than 100,000 SF)	25/1,000 Gr SF	265	275
139	Rifle Range: Shooting Stalls/Lanes, Lobby	50/1,000 Gr SF	265	275
140	Rifle Range Facility: Bar/Restaurant	Total	Average	Average
141	School: Arts/Dancing/Music (i)	11/Student	265	275
142	School: Elementary/Jr. High (a) (p)	9/Student	265	275
143	School: High School (a) (p)	11/Student	265	275
144	School: Kindergarten (s)	9/Student	265	275
145	School: Martial Arts (i)	9/Student	265	275
146	School: Nursery-Day Care (p)	9/Child	265	275
147	School: Special Class (p)	9/Student	265	275
148	School: Trade or Vocational (p)	11/Student	265	275
149	School: Training (p)	11/Student	265	275
150	School: University/College (a) (p)	16/Student	265	275
151	School: Dormitory (a) (n)	70/Student	265	275
152	School: Stadium, Pavilion	3/Seat	265	275
153	Spa/Jacuzzi (Commercial with backwash filters)	Total	265	275
154	Storage: Building/Warehouse	30/1,000 Gr SF	265	275
155	Storage: Self-Storage Bldg	30/1,000 Gr SF	265	275
156	Store: Ice Cream/Yogurt	25/1,000 Gr SF	1000	600

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
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Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
157	Store: Retail (l)	50/1,000 Gr SF	265	275
158	Studio: Film/TV - Audience Viewing Room (q)	3/Seat	265	275
159	Studio: Film/TV - Regular Use Indoor Filming Area (q)	50/1,000 Gr SF	265	275
160	Studio: Film/TV - Ind. Use Film Process/Machine Shop (q)	50/1,000 Gr SF	265	275
161	Studio: Film/TV - Ind. Use Film Process/Machine Shop	Total	265	275
162	Studio: Recording	50/1,000 Gr SF	265	275
163	Swimming Pool (Commercial with backwash filters)	Total	265	275
164	Tanning Salon: Independent, No Shower (r)	50/1,000 Gr SF	265	275
165	Tanning Salon: Within a Health Spa/Club	640/1,000 Gr SF	265	275
166	Theater: Drive-In	6/Vehicle	265	275
167	Theater: Live/Music/Opera	3/Seat	265	275
168	Theater: Cinema	3/Seat	265	275
169	Tract: Commercial/Residential	1/Acre	265	275
170	Trailer: Const/Field Office (e)	120/Office	265	275
171	Veterinary Clinic/Office	250/1,000 Gr SF	265	275
172	Warehouse	30/1,000 Gr SF	265	275
173	Warehouse w/ Office	Total	265	275
174	Waste Dump: Recreational	400/Station	2650	2750
175	Wine Tasting Room: Kitchen	200/1,000 Gr SF	265	275
176	Wine Tasting Room: All Area	50/1,000 Gr SF	265	275

FOOTNOTES TO SGFs TABLE

(a) SFC rates for these facilities have historically been published in SFC ordinances.

(b) Bureau of Sanitation will determine the flow based on the information given by applicants for facilities with industrial discharge. The flow will be redetermined by Sanitation inspectors annually based on water bills. If the actual flow exceeds the previous year's determined flow, the applicants will be charged for the difference.
If this type of facility is exempt from an industrial discharge permit, only the domestic SFC will be assessed.

(c) The SFC for a bar shall be the sum of SFC's for all areas based on the SGF for each area (ex. fixed seat area, public table area, dancing area).

(d) The determination of SGF for juice bars and coffee houses previously depended on the extent of the actual food preparation in house, not by the types of food provided. Food is assumed to be prepared offsite and as such, the three prior subcategories have been consolidated.

1) SGF for no pastry baking and no food preparation is 720 gpd/1000 gr.sq.ft.
2) SGF for pastry baking only and no food preparation is 720 gpd/1000 gr.sq.ft.
3) SGF for complete food preparation is 25 gpd/seat, the same as a fast food restaurant.

Juice bars and coffee houses do not serve any alcoholic drinks.

(e) Building construction includes trailers, field offices, etc.

(f) Cocktail lounge usually does not serve prepared food.

(g) Cold storage facilities are categorized as follow:

1) No Sales - the cold storage facility is used only for temporary storage, no selling is involved. For example, cold storage facilities at the harbor temporarily store seafood until it is distributed.
2) Cold storage w/ retail sales - the primary function of this facility is to support the wholesale/retail operation of a store, such as supermarket freezers, refrigerators, etc.

(h) Counseling centers include marriage counseling centers, alcohol/drug rehabilitation /dependency centers, nutrition centers, diet centers, etc.

(i) Part-time basis schools or dance studios should be charged as retail area - 50 gpd /1000 gr.sq.ft. Full-time basis schools should be charged by the number of students.

(j) Domestic waste is estimated at 50 gpd/1,000 square feet in addition to total process flow.

(k) Bureau of Sanitation will determine if an industrial permit is needed for health spas. The first year flow is based on 650 gpd/1000 gr.sq.ft., and the Sanitation inspectors will redetermine the flow annually based on water bill from the previous year. The applicants are responsible for paying the difference of SFC.

Health club/spa includes lobby area, workout floors, aerobic rooms, swimming pools, Jacuzzi, sauna, locker rooms, showers, and restrooms. If a health club/spa has a gymnasium type of facility, this portion should be charged separately at the gymnasium SFC rate.

Gymnasiums include basketball court, volleyball court, and any other large open space with low occupancy density.

(l) Lobby of retail includes lounges, holding rooms, or waiting area, etc.

(m) Full service post offices include U.S. Postal Service, UPS, Federal Express, DHL, and etc.

(n) The SGF for a college dormitory based on student capacity also includes the SGF for the dormitory cafeterias.

(o) A bedroom is defined as an enclosed subdivision with 50 sq.ft. or more floor area in a residential building commonly used for sleeping purpose, and is partitioned off to form a habitable room.

(p) The SGF for schools based on the student capacity, covers the following facilities:

1) classrooms and lecture halls
2) professors' offices
3) administration offices
4) laboratories for classes or research
5) libraries
6) bookstores
7) student/professor lounges
8) school cafeterias
9) warehouses and storage areas
10) auditoriums
11) gymnasiums
12) restrooms

It does not include water used by schools for swimming pools. When a school files an application for addition of any of the foregoing facilities, the student population will be reassessed and the total gpd for the new facility will be based on the number of students increased since the last SFC was paid or when the City implemented the SFC for the first time. The SFC for any school facility (ex. stadium, dormitory, etc.) not listed above, will be based on the designated SGF for that category.

(q) The SFC for a TV or motion picture studio shall be the sum of SFC's for different facilities in the studio, based on the SGF for each facility. A studio may include one or more of the following facilities: audience viewing room, filming room, film processing, storage area, etc.

(r) No independent tanning salons with shower were encountered during 1996 survey.

(s) Alternative basis of charge for City's consideration. The prior square footage basis is also presented should the City decide to continue charging on that basis.

CITY OF LOS ANGELES
CALIFORNIA

WASTEWATER ENGINEERING SERVICES DIVISION
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210
WWW.LACITYSAN.ORG

July 30, 2019

Ms. Elise Lorenzana, Senior Environmental Planner
Parker Environmental Consultants
23822 Valencia Boulevard, Suite 301
Valencia, CA 91355

Dear Ms. Lorenzana,

GOWER AND LEXINGTON PROJECT - REQUEST FOR WASTEWATER SERVICE INFORMATION

This is in response to your July 18, 2019 letter requesting a review of your proposed residenial project located at 6118-6124 W Lexington Avenue, 1121-1127 N Gower Street, and 1124-1150 N Lodi Place, Los Angeles, CA 90021. The project will consist of residential units. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Proposed			
Residential: Studio	75 GPD/UNIT	5 UNITS	375
Residential: 1 BDRM	110 GPD/UNIT	114 UNITS	12,540
Residential: 2 BDRMS	150 GPD/UNIT	50 UNITS	6,000
Pool	7.48 Gal/ 1 CU.FT	2,500 CU.FT	18,700
Total			**37,615**

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Lodi Pl. The sewage from the existing 8-inch line feeds into a 12-inch line on Santa Monica Blvd before discharging into a 45-inch sewer line on Willoughby Ave. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 8-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Lodi Pl.	*	397,199 GPD
12	Santa Monica Blvd.	41	956,178 GPD
45	Willoughby Ave.	41	24.88 MGD

* No gauging available

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. Any sewer ejector shall be reviewed by LASAN staff prior to City of Los Angeles Department of Building and Safety (LADBS) approval. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the project.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA Sanitation, Watershed Protection Program (WPP) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

In accordance with the Municipal Separate Storm Sewer (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2012-0175, NPDES No. CAS004001) and the City of Los Angeles Stormwater and Urban Runoff Pollution Control requirements (Chapter VI, Article 4.4, of the Los Angeles Municipal Code), the Project shall comply with all mandatory provisions to the Stormwater Pollution Control Measures for Development Planning (LID Ordinance) and as it may be subsequently amended or modified. Prior to issuance of grading or building permits, the Applicant shall submit a LID Plan to the City of Los Angeles, LA Sanitation, Watershed Protection Division (WPD), for review and approval. The LID Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lacitysan.org. It is advised that input regarding LID requirements be received in the early phases of the project from WPD's plan-checking staff.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-away to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements. Green Street standard plans can be found at: www.eng2.lacity.org/techdocs/stdplans/

CONSTRUCTION REQUIREMENTS

All construction sites are required to implement a minimum set of BMPs for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. Additionally, construction sites that disturb more than one-acre of land are subject to the NPDES Construction General Permit issued by the State of California, and are required to prepare, submit, and implement the Storm Water Pollution Prevention Plan (SWPPP).

If there are questions regarding the stormwater requirements, please call WPP's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3rd Fl, Station 18.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may

be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of $1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact LA Sanitation Solid Resources Recycling hotline 213-922-8300.

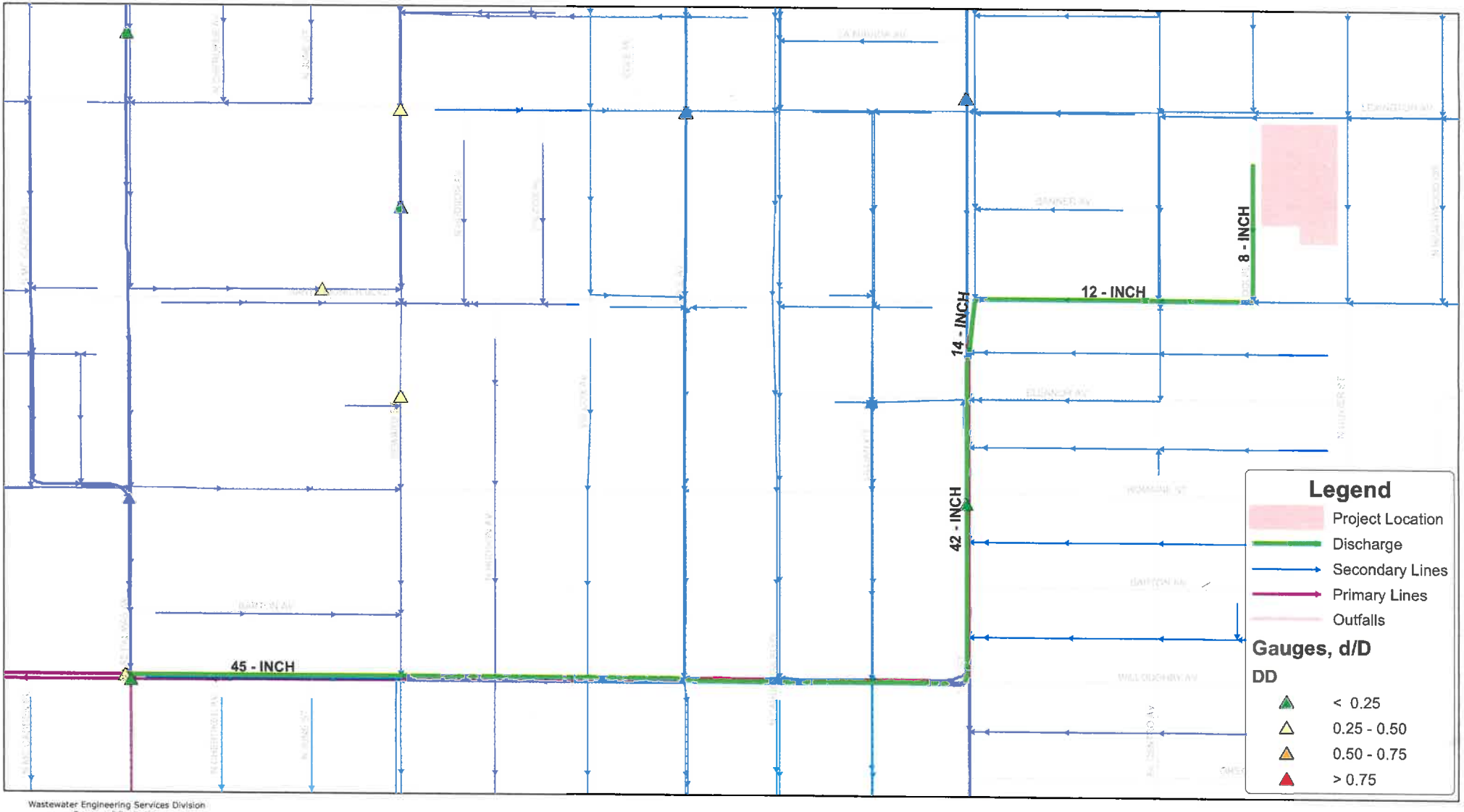
Sincerely,

Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

AP/CD: sa

Attachment: Figure 1 - Sewer Map

c: Kosta Kaporis, LASAN
Cyrous Gilani, LASAN
Christopher DeMonbrun, LASAN



Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 1
Gower and Lexington Project
Sewer Map

N
W
E
S

0 125 250 500 750 1,000
Feet

LOS ANGELES POLICE DEPARTMENT

MICHEL R. MOORE
Chief of Police

ERIC GARCETTI
Mayor

P. O. Box 30158
Los Angeles, CA 90030
Telephone: (213) 486-6000
TDD: (877) 275-5273
Ref #:14.7

August 5, 2019

Elise Lorenzana-Cronkrite
Senior Environmental Planner
Parker Environmental Consultants
23822 Valencia Boulevard, Suite 301
Santa Clarita, CA 91355

Dear Elise Lorenzana-Cronkrite:

The proposed Gower and Lexington Residential Project located at 6118-6124 W. Lexington Ave, 1121-1127 N. Gower St and 1124-1150 N. Lodi Pl. (Parcel numbers 5534-008-016 and 5534-008-017 in Reporting District 0666), falls within the geographical boundaries of the Los Angeles Police Department's Hollywood Division. A project of this size could have a minor impact on police services in the Hollywood Area. The Department is available to advise you on crime prevention features appropriate for the design of the property in this project. The Department strongly recommends that the developers contact Community Outreach and Development Division, Crime Prevention Through Environmental Design Officer, James Nichols at (213) 486-6000.

Upon completion of the project, you are encouraged to provide the Hollywood Area Commanding Officer (located at the LAPD Hollywood Police station, 1358 Wilcox Ave Hollywood CA. 90028) with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Should you have any questions, please contact Officer James Nichols, Community Outreach and Development Division, at (213) 486-6000.

Respectfully,

MICHEL R. MOORE
Chief of Police

Aaron Ponce

AARON C. PONCE, Captain
Commanding Officer
Community Outreach and Development Division

Enclosure

The project sites are approximately 0.7 miles at 4 minutes for the Lexington address, 0.8 miles at 4 minutes for the Gower St address and 0.8 miles at 4 minutes for the Lodi Place address, from the Hollywood Division Police Station, located in RD 0668, Phone 323-972-2971. These arrival times are considered featuring light traffic delays.

Hollywood's Geographic Area is approximately 17.2 square miles and consists of 35 Reporting Districts. The service boundaries for Hollywood Area are as follows: Mulholland Drive, Griffith Park boundary to the North, Los Angeles City boundary, Fountain Avenue, Willoughby Avenue, Melrose Avenue to the South, Griffith Park boundary, Normandie Avenue to the East and Los Angeles City boundary, City of West Hollywood to the West.

Hollywood Division has approximately 352 sworn personnel and 32 civilian support staff assigned. Hollywood is a culturally diverse community with a population of 300,000 people. The officer to resident ratio is; 1 officer to every 852 residents. Additionally, there are many special service teams available within the LAPD to supplement the Hollywood area.

Hollywood Station's emergency response system is directly linked to the Los Angeles Police Departments', Communications Division, Dispatch Center. Communication Division has the responsibility to staff and answer telephone calls for service on a 24- hour basis. This includes 911 emergency calls (police, fire and medical). Communication Divisions' main protocol is to handle and dispatch police calls for service in the City of Los Angeles.

According to the City's Computer Statistics (CompStats) report, the average police response time to emergency calls located in the Hollywood area during 2018 was 3.3 minutes. The average response time for non-emergency calls for service in the Hollywood area during 2018 was 29.6 minutes.

Crime statistics for Hollywood Area:

CRIMES	YTD 2018	YTD 2017	YDT 2016
HOMICIDE	8	2	7
RAPE	68	96	83
ROBBERY	553	536	553
AGGRAVATED ASSAULT	746	713	547
BURGLARY	528	481	580
MOTOR VEHICLE THEFT	506	576	652
BURGLARY FROM MOTOR VEHICLE	1851	2033	1568
PERSONAL / OTHER THEFT	2087	2033	1868

Prepared by:

James Nichols
Los Angeles Police Department
Community Outreach and Development Division
213-486-6000

LOS ANGELES UNIFIED SCHOOL DISTRICT

Facilities Services Division

DATE: August 14, 2019

TO: Elise Lorenzana-Cronkrite
23822 Valencia Boulevard, Suite 301
Santa Clarita, CA 91355

FROM: Rena Perez, Director
Master Planning & Demographics

SUBJECT: Environmental Impact Report Information Requested for: ***GOWER AND LEXINGTON RESIDENTIAL PROJECT,*** *6118-6124 West Lexington Avenue, 1121-1127 North Gower Street, and 1124-1150 North Lodi Place, Los Angeles, CA* ***90038****. The project is planned to construct 169 residential units:5 Studios, 38 1-bedroom, 76 1-bedroom plus den, 49 2-bedroom and 1 2-bedroom plus den.*

Included please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools and programs serving the project address. This report contains the most recent data available on operating capacities and enrollments, and is designed to address any questions pertaining to overcrowding and factors related to school capacity. All schools operate on single track calendar.

Please note that no new school construction is planned and the data in this report *already take into account*: portable classrooms on site, additions being built onto existing schools, student permits and transfers, programs serving choice areas, and any other operational activities or educational programming affecting the operating capacities and enrollments among LAUSD schools.

Additional information on LAUSD's Capital Improvement programs can be found on the Facilities Services Division main webpage at http://www.laschools.org/new-site/. Listings of residential schools and other programs serving the project can be found using LAUSD's Residential School Finder at http://rsi.lausd.net/ResidentSchoolIdentifier/.

The Developer Fee Justification Study with student generation rates can be found online at https://achieve.lausd.net/domain/921.

MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS

Questions: 1 & 2 Please see LAUSD Schools Enrollments and Capacities Report details;

Question: 3 Please contact the LAUSD Developer Fee Program Office (DFPO) at (213) 241-0715 if more information regarding fees and student generation rates is needed.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT
2. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT
   Boundary descriptions for existing schools identified as serving the proposed project

Sincerely,

Rena Perez, Director

Los Angeles Unified School District - Facilities Services Division: School Management Services, Master Planning and Demographics
333 S. Beaudry Ave., 23rd Floor, Los Angeles, CA 90017
Telephone (213) 241-8044 ● Fax (213) 241-2077

PROJECT SERVED: GOWER AND LEXINGTON RESIDENTIAL PROJECT, 6118-6124 West Lexington Avenue, 1121-1127 North Gower Street, and 1124-1150 North Lodi Place, Los Angeles, CA 90038. The project is planned to construct 169 residential units:5 Studios, 38 1-bedroom, 76 1-bedroom plus den, 49 2-bedroom and 1 2-bedroom plus den.

SCHOOL YEAR: 2017-2018

1	2	3	4	5	6	7	8	9	10
Cost Center Code	School Name	Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
1654901	Hollywood PC	126	189	122	(63)	**Yes**	146	(20)	**Yes**
1753401	Vine St El	524	493	460	31	**No**	374	150	**No**
1822601	Le Conte MS	601	1099	836	(498)	**Yes**	1015	(414)	**Yes**
1869301	Hollywood SH	1510	1234	1535	276	**No**	1127	383	**No**

Schools Planned to Relieve Known Overcrowding

NONE

see next page

NOTES:

[1] School's ID code.

[2] School's name

[3] School's operating capacity. The maximum number of students the school can serve with the school's classroom utilization. Excludes capacity allocated to charter co-locations. Includes capacity for magnet programs.

[4] The total number of students living in the school's attendance area and who are eligible to attend the school at the start of the reported school year, plus students enrolled at any on-site magnet centers.

[5] The number of students actually attending the school at the start of the reported school year, including magnet students.

[6] Reported school year seating overage or (shortage): equal to (capacity) - (resident enrollment).

[7] Reported school year overcrowding status of school. The school is overcrowded if any of these conditions exist:
-There is a seating shortage.
-There is a seating overage of LESS THAN or EQUAL TO a margin of 20 seats.

[8] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school as of the start of the school year. Includes magnet students.

[9] Projected seating overage or (shortage): equal to (capacity) - (projected enrollment).

[10] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
-There is a seating shortage in the future.
-There is a seating overage of LESS THAN or EQUAL TO a margin of 20 seats in the future.

° Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected data not reported.

* Enrollment is by application only.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 6549 COST CENTER: 1654901

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR HOLLYWOOD PRIMARY CENTER EFFECTIVE JULY 1, 2005 (NAME CHANGE 6-28-2005) (UPDATED 7-1-2006; 7-1-2007).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2005 (name change 6-28-2005; updated 7-1-2006). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 3)

FOUNTAIN AVENUE * BRONSON AVENUE (BOTH SIDES) * SANTA MONICA BOULEVARD * GOWER STREET * ROMAINE STREET (BOTH SIDES) * VINE STREET.

OPTIONAL: HOLLYWOOD PRIMARY CENTER AND GRANT SCHOOL

SUNSET BOULEVARD * BRONSON AVENUE (BOTH SIDES) TO FOUNTAIN AVENUE * BRONSON AVENUE * FOUNTAIN AVENUE * VINE STREET.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
School
Pupil Statistics
Transportation Branch
Master Planning and Demographics
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 7534 COST CENTER: 1753401

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR VINE STREET SCHOOL EFFECTIVE JULY 1, 2013.

The area described below has been approved as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective July 1, 2009 (updated 7-1-2010).

This is an official copy for your file.

(GRADES K - 5)

FOUNTAIN AVENUE * VINE STREET * ROMAINE STREET (BOTH SIDES EXCLUDED) * GOWER STREET * MELROSE AVENUE * HIGHLAND AVENUE * OAKWOOD AVENUE * LA BREA AVENUE * SANTA MONICA BOULEVARD * HIGHLAND AVENUE.

(GRADES K - 6)

OAKWOOD AVENUE * HIGHLAND AVENUE * BEVERLY BOULEVARD * LA BREA AVENUE.

(GRADES 4 - 5)

SANTA MONICA BOULEVARD * GOWER STREET * ROMAINE STREET (BOTH SIDES) * VINE STREET.

(GRADES 4 - 6)

FOUNTAIN AVENUE * BRONSON AVENUE (BOTH SIDES) * SANTA MONICA BOULEVARD * VINE STREET.

OPTIONAL: VINE STREET ELEMENTARY AND BANCROFT MIDDLE SCHOOLS

(GRADE 6)

FOUNTAIN AVENUE * VINE STREET * SANTA MONICA BOULEVARD * GOWER STREET * MELROSE AVENUE * HIGHLAND AVENUE * OAKWOOD AVENUE * LA BREA AVENUE * SANTA MONICA BOULEVARD * HIGHLAND AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8226 **COST CENTER:** 1822601

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR JOSEPH LE CONTE MIDDLE SCHOOL EFFECTIVE JULY 1, 2008 (UPDATED 7-1-2010).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2008. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6 - 8)

SANTA MONICA BOULEVARD * BRONSON AVENUE (BOTH SIDES EXCLUDED) * FOUNTAIN AVENUE * WESTERN AVENUE * SUNSET BOULEVARD * KINGSLEY DRIVE (BOTH SIDES) * FOUNTAIN AVENUE * KINGSLEY DRIVE (BOTH SIDES) * SANTA MONICA BOULEVARD * KINGSLEY DRIVE (BOTH SIDES) * HOLLYWOOD FREEWAY * NORMANDIE AVENUE * MELROSE AVENUE * WESTERN AVENUE * BEVERLY BOULEVARD * BEACHWOOD DRIVE * MELROSE AVENUE * GOWER STREET.

(GRADES 7 – 8)

LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * RIVERSIDE DRIVE TO ZOO DRIVE * LINE SOUTHERLY FROM RIVERSIDE DRIVE AT ZOO DRIVE TO VERMONT AVENUE AT THE SOUTH BOUNDARY OF GRIFFITH PARK * GRIFFITH PARK BOUNDARY * FERN DELL DRIVE (BOTH SIDES) * LOS FELIZ BOULEVARD TO LAUGHLIN PARK DRIVE * LOS FELIZ BOULEVARD (BOTH SIDES EXCLUDED) * DE MILLE DRIVE (BOTH SIDES EXCLUDED) * KINGSLEY DRIVE AND EXTENSION * HOLLYWOOD BOULEVARD * NORMANDIE AVENUE * SUNSET BOULEVARD * EDGEMONT STREET * MONROE STREET * ALEXANDRIA AVENUE * MONROE STREET AND EXTENSION EXCLUDING 773 NORTH ALEXANDRIA AVENUE AND 826 NORTH MARIPOSA AVENUE * NORMANDIE AVENUE * HOLLYWOOD FREEWAY * KINGSLEY DRIVE (BOTH SIDES EXCLUDED) * SANTA MONICA BOULEVARD * KINGSLEY DRIVE (BOTH SIDES EXCLUDED) * FOUNTAIN AVENUE * KINGSLEY DRIVE (BOTH SIDES EXCLUDED) * SUNSET BOULEVARD * WESTERN AVENUE * FOUNTAIN AVENUE * BRONSON AVENUE (BOTH SIDES) * SANTA MONICA BOULEVARD * VINE STREET * HOLLYWOOD BOULEVARD * CAHUENGA BOULEVARD * HOLLYWOOD FREEWAY TO VINE STREET * A LINE NORTHERLY THROUGH THE HOLLYWOOD RESERVOIR TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY AT THE TERMINUS OF CALIFORNIA STREET.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: JAMES SOHN, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 8693 COST CENTER: 1869301

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR HOLLYWOOD HIGH SCHOOL EFFECTIVE JULY 1, 2008 (UPDATED 7-1-2009).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2008. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 – 12)

A LINE FROM MULHOLLAND DRIVE AND FLOYE DRIVE WEST OF MULTIVIEW DRIVE THROUGH THE INTERSECTION OF FREDONIA DRIVE AND CAHUENGA BOULEVARD TO THE LOS ANGELES RIVER AT FORMAN AVENUE * LOS ANGELES RIVER * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * RIVERSIDE DRIVE TO ZOO DRIVE * LINE SOUTHERLY FROM RIVERSIDE DRIVE AT ZOO DRIVE TO VERMONT AVENUE AT THE SOUTH BOUNDARY OF GRIFFITH PARK * GRIFFITH PARK BOUNDARY * FERN DELL DRIVE (BOTH SIDES) * LOS FELIZ BOULEVARD TO LAUGHLIN PARK DRIVE * LOS FELIZ BOULEVARD (BOTH SIDES EXCLUDED) * DE MILLE DRIVE (BOTH SIDES EXCLUDED) * KINGSLEY DRIVE AND EXTENSION * HOLLYWOOD BOULEVARD * SERRANO AVENUE * CARLTON WAY AND EXTENSION * GORDON STREET * SUNSET BOULEVARD * GORDON STREET * SANTA MONICA BOULEVARD * GREENACRE AVENUE * FOUNTAIN AVENUE * FULLER AVENUE * SUNSET BOULEVARD * VISTA STREET * HAWTHORN AVENUE * VISTA STREET * RUNYON CANYON ROAD * MULHOLLAND DRIVE..

OPTIONAL: HOLLYWOOD AND FAIRFAX HIGH SCHOOLS

MULHOLLAND DRIVE * LAUREL CANYON BOULEVARD (BOTH SIDES EXCLUDED, INCLUDING LAUREL CANYON PLACE, AMOR ROAD, CORNETT DRIVE, AND ELRITA DRIVE) TO THE INTERSECTION OF ELRITA DRIVE AND LAUREL CANYON BOULEVARD * LAUREL CANYON BOULEVARD TO WILLOW GLEN ROAD * A LINE EASTERLY AND NORTHERLY FROM LAUREL CANYON BOULEVARD AT WILLOW GLEN ROAD (EXCLUDING WILLOW GLEN ROAD, THAMES STREET, AND LEICESTER DRIVE) TO THE INTERSECTION OF WOODSTOCK ROAD AND MOUNT OLYMPUS DRIVE * WOODSTOCK ROAD (BOTH SIDES EXCLUDED) TO THE INTERSECTION OF WOODSTOCK ROAD AND WILLOW GLEN ROAD * A LINE NORTHERLY, EXCLUDING BOTH SIDES OF WOODSTOCK ROAD, ADA STREET, AND CARDWELL PLACE, TO AND EXCLUDING 7800 AND 7801 WOODROW WILSON DRIVE * A LINE EASTERLY INCLUDING BOTH SIDES OF WOODROW WILSON DRIVE AND ITS CONTRIBUTING STREETS * NICHOLS CANYON ROAD (BOTH SIDES) * A LINE WESTERLY THROUGH AND INCLUDING 3050 AND 3051 CHANDELLE ROAD AND NORTH OF BRIAR SUMMIT DRIVE TO AND INCLUDING 7950 MULHOLLAND DRIVE * MULHOLLAND DRIVE * RUNYON CANYON ROAD * VISTA STREET * HAWTHORN AVENUE * VISTA STREET * SUNSET BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * A LINE NORTHERLY EAST OF MEREDITH PLACE, ALTO CEDRO DRIVE, BRIARCREST ROAD AND BRIARCREST LANE TO AND EXCLUDING 8600 MULHOLLAND DRIVE.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

May 30, 2019

Jim Ries
Craig Lawson & Co., LLC
3221 Hutchison Avenue, Suite D
Los Angeles, CA 90034

EARLY CONSULTATION MEETING VERIFICATION (1121-1149 North Gower Street)

Dear Applicant:

Los Angeles Municipal Code Section 12.33 C.1 requires that applicants participate in an early consultation with the Department of Recreation and Parks staff, and Department of City Planning staff, in advance of submitting a tract map application for a project of more than 50 residential dwelling units. The purpose of this early consultation is to discuss whether the City may require a land dedication for the project and/or to discuss credits available to the applicant, if any.

Los Angeles Municipal Code Section 12.33 D.1 requires the Department of Recreation and Parks provide written verification of this early consultation to the project applicant within ten (10) business days of the meeting. Written verification of the early consultation is required before the Department of City Planning may accept an application for a tentative tract map that is subject to the requirements of Los Angeles Municipal Code Section 12.33 D.1.

This letter serves as verification that, on **May 30, 2019**, the applicant/representative of a proposed residential project located at **1121-1149 North Gower Street** participated in an early consultation meeting with the Department of Recreation and Parks.

As currently conceptualized, the project at **1121-1149 North Gower Street** proposes the construction of 169 Dwelling Units on land currently occupied by surface parking. The project seeks a Density Bonus and will provide 11% of base density (14 units) as affordable units. This project is located in the Hollywood area of Los Angeles.

Pursuant to Los Angeles Municipal Code Section 12.33 D, residential subdivision projects with more than 50 residential dwelling units may be required by the City to dedicate land, or pay a fee in-lieu, or provide a combination of land dedication and in-lieu fee payment for the purpose of acquiring, expanding and improving park and recreational facilities for new residents. The amount of land to be dedicated is calculated pursuant to the formula detailed in Los Angeles Municipal Code Section 12.33 D.2. Based on the project description above, and the formula detailed in Los Angeles Municipal Code Section 12.33 D.2, the project at **1121-1149**

Staff highlighted in the meeting the nearby Recreation Center is built out so they will focus on requiring fees and not land dedication.

North Gower Street may be required by the City to dedicate a maximum of **1.22** acres of land to the City for park and recreational purposes. Per Los Angeles Municipal Code Section 12.33 D.3, a project that is required to make a land dedication to the City may make said land dedication, or any portion thereof, either on-site or off-site of the project location. Any off-site land dedication must be located within a certain radius of the project site.

Following the submission of Tract Map Application for this project to the City, the Advisory Agency will distribute a notification to the Department requesting the Department provide its report and recommendations on the project. Once the Department receives said notification, the Department will prepare a report, with its recommendations for how the project should be required to meet its obligations under Los Angeles Municipal Code Section 12.33 (either though a dedication of park land or the payment of fees in lieu). That report will then be submitted to the Board of Recreation and Park Commissioners for their review and approval. Meetings of the Board of Recreation and Park Commissioners are regularly scheduled and are open to the public (http://www.laparks.org/commission). Once the Board of Recreation and Park Commissioners has approved a recommendation for the project, the Department will prepare and submit its report and recommendations on the project to the Advisory Agency.

If you have any questions or comments regarding this information, please feel free to contact Darryl Ford, of my staff, at (213) 202-2682, at your convenience.

Sincerely,

MICHAEL A. SHULL
General Manager

CATHIE M. SANTO DOMINGO, P.E.
Acting Assistant General Manager

MAS/CSD:wc

Cc: Reading file

South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395
California Historical Resources Information System
Los Angeles, Orange, Ventura and San Bernardino Counties
sccic@fullerton.edu

5/29/2019 SCCIC File #: 20267.6218

Elise Lorenzana
Parker Environmental Consultants
23822 Valencia Boulevard, Suite 301
Valencia, CA 91355

Re: Record Search Results for the Gower and Lexington Residential Project

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Hollywood, CA USGS 7.5' quadrangle. The following summary reflects the results of the records search for the project area and a ½-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Historic Properties Directory (HPD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings were reviewed for the above referenced project site and a ¼-mile radius. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

RECORDS SEARCH RESULTS SUMMARY

Archaeological Resources* (*see note below)	Within project area: 0 Within ½-mile radius: 0
Built-Environment Resources	Within project area: 0 Within ½-mile radius: 3
Reports and Studies	Within project area: 1 Within ½-mile radius: 29
OHP Historic Properties Directory (HPD)	Within project area: 0 Within ¼-mile radius: 256
California Points of Historical Interest (SPHI)	Within project area: 0 Within ¼-mile radius: 0
California Historical Landmarks (SHL)	Within project area: 0 Within ¼-mile radius: 0
California Register of Historical Resources (CAL REG)	Within project area: 0 Within ¼-mile radius: 50

National Register of Historic Places (NRHP)	Within project area: 0 Within ¼-mile radius: 19
City of Los Angeles Historic-Cultural Monuments (LAHCM)	Within project area: 0 Within ¼-mile radius: 3

HISTORIC MAP REVIEW - Santa Monica, CA (1902, 1921) 15' USGS historic map indicates that in 1902 there was no visible development within the project area. There were several roads, several buildings and one intermittent creek within the project search radius which was located within the historic place name of Colegrove. In 1921, there was still no visible development within the project area. There was an increase in visible development within the project search radius which included a dense network of new roads and buildings. The intermittent stream was no longer visible and the historic place names of Colegrove and Hollywood were located nearby.

RECOMMENDATIONS

The project area is potentially sensitive for archaeological resources. Because most of the project area is obscured by paving or structures, an archaeological survey is not likely to result in the observation of surface artifacts. Therefore, it is recommended that a qualified archaeologist be retained to monitor all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until the archaeological consultant can assess the find and make recommendations. Excavation of potential cultural resources should not be attempted by project personnel. It is also recommended that the Native American Heritage Commission be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area. The NAHC may also refer you to local tribes with particular knowledge of potential sensitivity. The NAHC and local tribes may offer additional recommendations to what is provided here and may also request an archaeological monitor. Finally, if the built-environment resources on the property are 45 years or older, a qualified architectural historian should be retained to study the property and make recommendations regarding those structures. For your convenience, you may find a professional consultant**at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

**The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm. Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Stacy St. James

Stacy St. James Digitally signed by Stacy St. James Date: 2019.05.29 14:04:13 -07'00'

Isabela Kott
GIS Technician/Staff Researcher

Enclosures:

(X) Invoice #20267.6218

*=When we report that no archaeological resources are recorded in your project area or within a specified radius around the project area; that does not necessarily mean that nothing is there. It may simply mean that the area has not yet been studied and that no information regarding the archaeological sensitivity of the property is available. The reported records search result does not preclude the possibility that surface or buried artifacts may be found during a survey of the property or ground-disturbing activities.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

NATURAL HISTORY MUSEUM
LOS ANGELES COUNTY

Vertebrate Paleontology Section
Telephone: (213) 763-3325

e-mail: smcleod@nhm.org

5 June 2019

Parker Environmental Consultants
23822 Valencia Boulevard, Suite 301
Valencia, CA 91355

Attn: Elise Lorenzana, Associate Environmental Planner

re: Paleontological resources for the proposed Gower and Lexington Residential Project, in the City of Los Angeles, Los Angeles County, project area

Dear Elise:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for the proposed Gower and Lexington Residential Project, in the City of Los Angeles, Los Angeles County, project area as outlined on the portion of the Hollywood USGS topographic quadrangle map that you sent to me via e-mail on 22 May 2019. We do not have any vertebrate fossil localities that lie directly within the proposed project boundaries, but we do have localities nearby from the same sedimentary deposits that occur at depth in the proposed project area.

Surface deposits throughout the entire proposed project area consist of soil on top of older Quaternary Alluvium, derived as alluvial fan deposits from the Hollywood Hills immediately to the north. The uppermost layers of these deposits in this vicinity typically do not contain significant fossil vertebrate remains. Just to the northeast of the proposed project area east of the Hollywood Freeway (Highway 101), however, we have four vertebrate fossil localities, LACM 6297-6300, collected from these late Pleistocene deposits at depths between 47 and 80 feet below the surface along Hollywood Boulevard between the Hollywood Freeway (Highway 101) and Western Avenue during excavations for the Metrorail Red Line tunnels and stations. Fossil specimens of horse, *Equus*, bison, *Bison*, camel, *Camelops*, and mastodon, *Mammut americanum,* were recovered from these localities.

Further afield, especially to the south-southwest near the Rancho La Brea asphalt deposits in the Hancock Park region, fossil vertebrates have been recovered at shallower depths. Our closest vertebrate fossil locality in these older Quaternary sediments at shallow depth though is LACM 5845, southeast of the proposed project area near the intersection of Western Avenue and Council Street, that produced a specimen of fossil mastodon, Mammutidae, at a depth of only 5-6 feet below the surface. To the southeast of the proposed project area, east-northeast of locality LACM 5845 at about the intersection of Madison Avenue and Middlebury Street, our vertebrate fossil locality LACM 3250 produced a fossil specimen of mammoth, *Mammuthus*, at a depth of about eight feet below street level. To the southwest of the proposed project area, near the intersection of Sierra Bonita Avenue and Oakwood Avenue, our vertebrate fossil locality LACM 3371 produced specimens of fossil bison, *Bison antiquus*, at a depth of 12 feet below the surface.

Very shallow excavations in the older Quaternary Alluvium exposed throughout the proposed project area are unlikely to uncover significant vertebrate fossils. Deeper excavations that extend down into older deposits, however, however, may well encounter significant vertebrate fossil remains. Any substantial excavations in the proposed project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Also, sediment samples should be collected and processed to determine the small fossil potential in the proposed project area. Any fossils collected should be placed in an accredited scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

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ATTACHMENT 8

McKinley & Associates
Arborist Report, 1149 Gower Street,
Los Angeles, California
April 24, 2020.

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McKinley & Associates (818) 240-1358

Arborist Report

1149 Gower Street
Los Angeles, California

Prepared for:

Macrocons Inc.
1010 Wilshire Blvd., Suite 100
Los Angeles, CA 90017

Prepared by:

William R. McKinley, Consulting Arborist
American Society of Consulting Arborists
Certified Arborist #WE-4578A
International Society of Arboriculture
1734 Del Valle Avenue
Glendale, CA 91208

Email: william@mckinleyarborists.com
Inspection Date: April 24, 2020

Arborists and Environmental Consultants

McKinley & Associates (818) 240-1358

April 24, 2020

Macrocons Inc.
1010 Wilshire Blvd., Suite 100
Los Angeles, CA 90017

Dear Macrocons Inc.:

RE: **TREE REPORT** – 1149 Gower Street, Los Angeles, California
Proposed New Building Addition Construction
City of Los Angeles Tree Ordinance No. 177404

PROJECT LOCATION

The subject property is located on a Hollywood Production Center lot in a mixed use commercial and multi-family residential area in Hollywood in the City of Los Angeles. The property is near the intersection of Santa Monica Blvd. and Gower Street. The property is just north of Santa Monica Blvd. and is bordered by Gower Street on the east, Lexington Avenue on the north and Lodi Place on the west. There is a large commercial building close to Gower Street bordered by large parking lot areas on the west and south sides. The property can be reached from downtown Los Angeles by taking the Hollywood 101 Freeway north and by exiting at Santa Monica Blvd. Turn left and proceed west on Santa Monica Blvd. until you reach Gower Street. Turn right and go north on Gower Street. The subject property will be on the left or west side of Gower Street. Refer to the attached photos and for site access (See Thomas Guide, Page 593, F-5).

BACKGROUND

The subject property as previously mentioned has an existing commercial building and large surface parking areas. The Site Plan indicates that there will be additional buildings and offices constructed on the west side where there is currently a surface asphalt parking lot and on the south side where a smaller surface asphalt parking lot area currently being used. The asphalt parking lot areas will have to undergo demolition prior to constructing these new building addition areas. The proposed site modifications will require 25 mature trees to be removed. The trees proposed to be removed include 22 private trees. They include Tree #29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57. There are also 3 Street Trees which must be removed. Tree #27 and Tree #28 growing along Lexington Avenue must be removed due to building excavation and shoring requirements. Tree #44 is a Street Tree located in the public right-of-way along Lodi Place. This City Street Tree location conflicts with the proposed location of the new driveway entrance along Lodi Street. The proposed removal of the 3 City Street Trees will require a Street Tree Removal Permit. A Street Tree Removal Permit Application must be filled out and submitted along with 3 copies of this Arborist Report to the City of Los Angeles, Public Works Department, Urban Forestry Department. Replacement tree planting will be discussed in the Tree Preservation Section at the end of this Arborist Report.

D & G Horticulture

April 25, 2020

City of Los Angeles
Public Works Department
Urban Forestry, Sub-Division Section
1149 South Broadway, Suite 400
Los Angeles, CA 90015

Dear Urban Forester:

Please be advised that as an Agricultural Pest Control Adviser and an I.S.A. Certified Arborist, I have reviewed the Arborist Report prepared by William R. McKinley, McKinley & Associates while at the property located at 1149 Gower Street, Los Angeles, California. The tree and site information contained within the report is accurate. I concur with the findings in his report.

I have worked with Mr. McKinley for several years and I know him to be an honest, ethical person and a highly skilled and qualified Consulting Arborist. I am therefore recommending that this Arborist Report be accepted and approved.

Attached is a copy of my Agricultural Pest Control Adviser License card and a copy of my I.S.A. Certified Arborist card. If you have any further questions, please feel free to contact me on my cell phone at (818) 858-5077.

Yours truly,

Dennis Gaudenti
Licensed Agricultural Pest Control Adviser
#PCA 70750
Certified Arborist #WE1159A
International Society of Arboriculture

ISA Credentialed

Dennis Gaudenti
WE-1159A

Expiration

ISA Certified Arborist®	30 Jun 2020
ISA Tree Risk Assessment Qualified	9 Dec 2021

International Society of Arboriculture

---

dpr

DEPARTMENT OF PESTICIDE REGULATION
LICENSING/CERTIFICATION PROGRAM

PCA

AGRICULTURAL PEST CONTROL ADVISER LICENSE

LICENSE #: 70750
Categories: ABCDEFG

EXPIRES: 12/31/2020
Issued: 1/7/2019

DENNIS A GAUDENTI
9241 DORRINGTON PL
ARLETA, CA,91331

This License must be shown to any representative of the Director or Commissioner upon request.

McKinley & Associates (818) 240-1358

TREE REPORT-TABLE OF CONTENTS

Project Address: 1149 Gower Street, Los Angeles
Applicant: Macrocons Inc.
Proposed Activity: New Building Addition Construction
Lot Area: 103,062 S.F.; Existing Bldg. Area: 37,030 S.F.
New Bldg. Area: 38,427 S.F.; Total Bldg. Area: 75,457 S.F.

This report is broken down into several subsections, which include:

1. Tree location map transposed onto the site plan showing the location of the trees and a number assigned to each tree.

2. Summary of Field Inspection with information regarding Native Trees:
   A. Form (Tree Number corresponding to the number on the tree location map, species of tree and size)
   B. Physical condition
   C. Recommended treatment
   D. Rating: Tree vigor is rated alphabetically (Example: a. Excellent, b. Good, c. Fair, d. Poor, e. Nearly Dead, f. Dead.

3. Summary of Data-Native Trees (Refer to Table 1) A summary of impacts in terms of trees present, trees impacted and trees to be removed.

4. Schedule of Proposed Native Tree Removals (Refer to Table 2)

5. Summary of Field Inspection (Non-Native Trees)

6. Summary of Data-Non-Native Trees (Refer to Table 3)

7. Schedule of Proposed Removals-Non-Native Trees (Refer to Table 4)

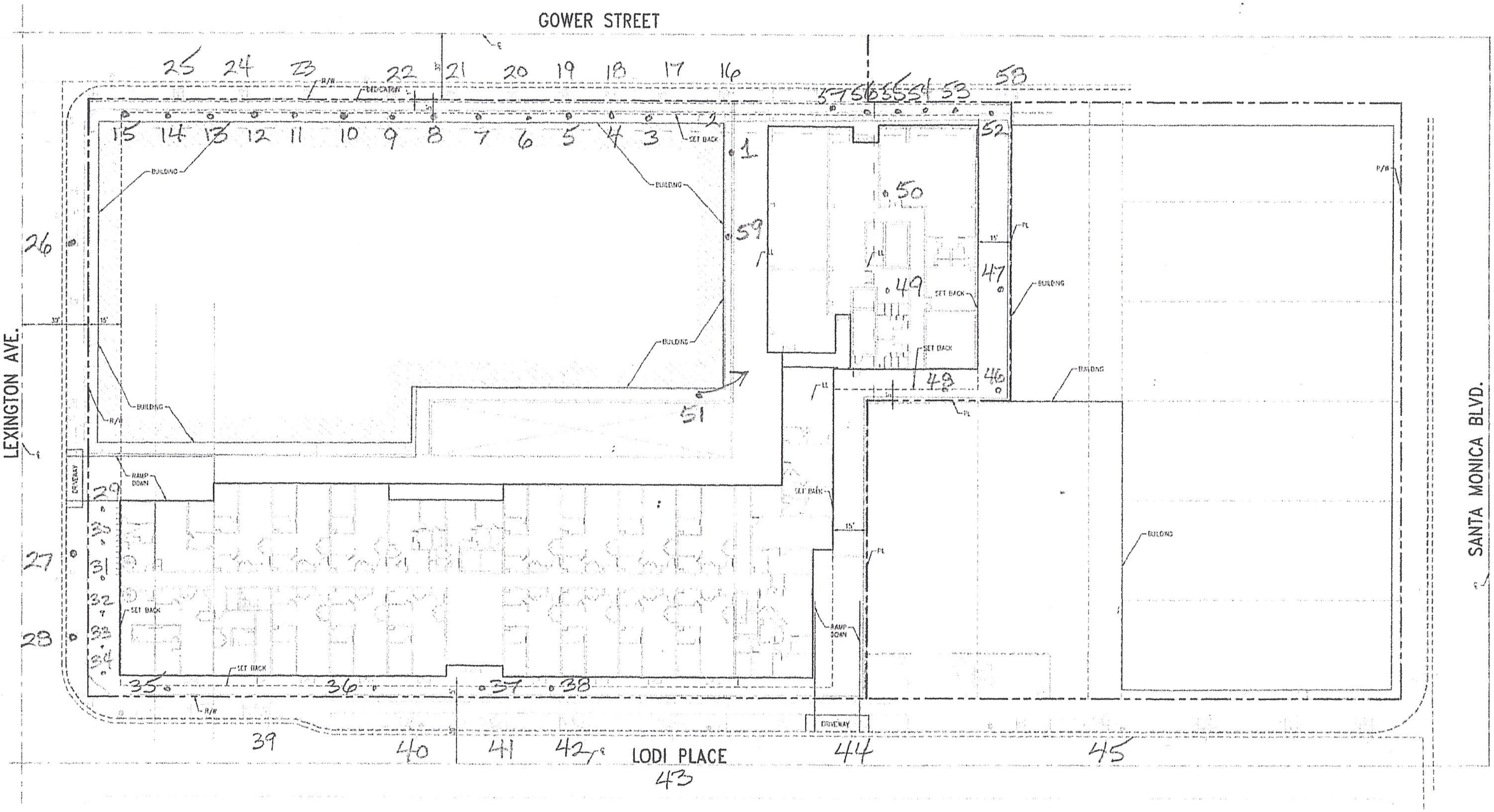
8. Tree List and description of location and condition

9. Tree Preservation Plan
   A. Control of diseases and pests
   B. Protection of trees during grading and construction
   C. Method and frequency of pruning
   D. Special instructions on watering
   E. Grading restrictions near the drip line
   F. Tree Preservation Measures

10. Photographs

11. Curriculum Vitae

SITEPLAN
1149 GOWER ST., LOS ANGELES, CA



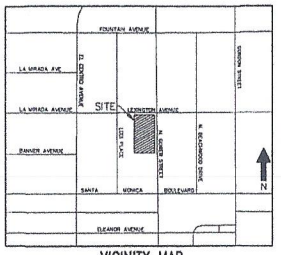
UNIT MIX:

UNIT TYPE	TOTAL UNITS
STUDIO	5
1-BDRM	151
2-BDRM	25
TOTAL	181

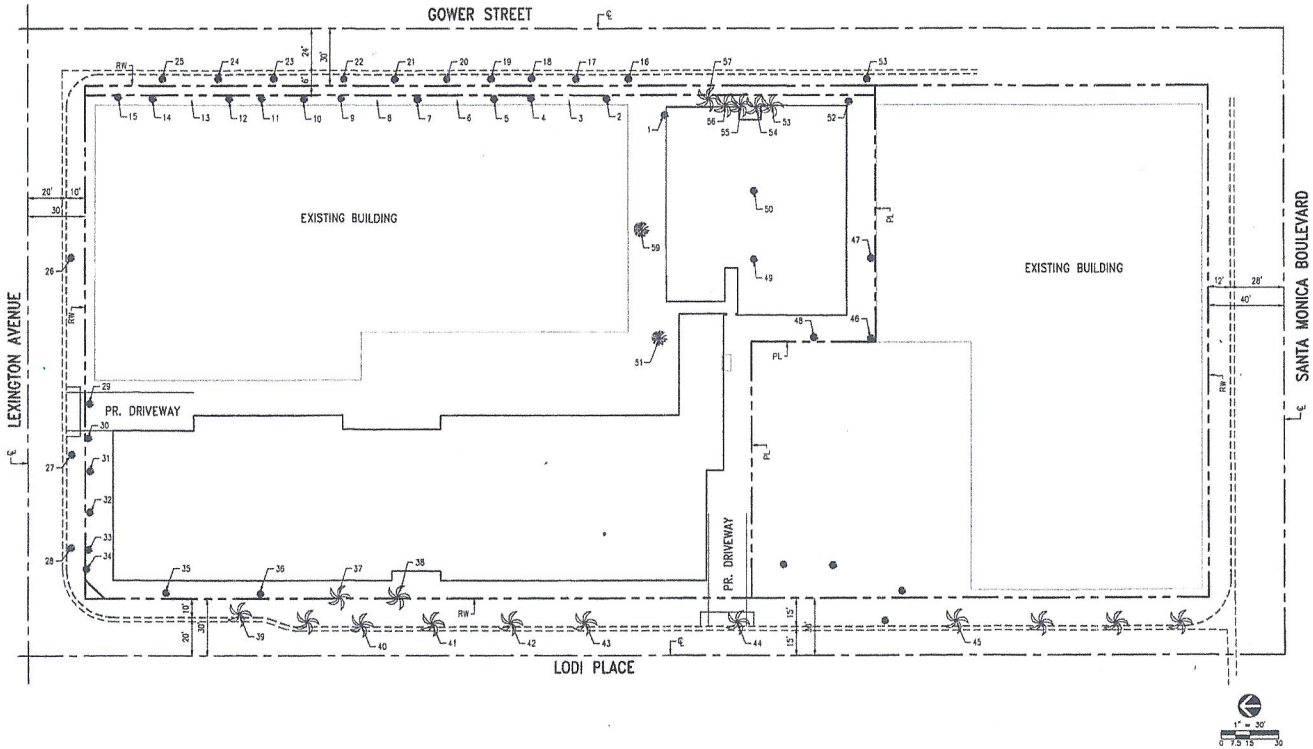
PLAN PREPARED BY:
MFKessler
ONE VENTURE, SUITE 130
IRVINE, CA 92618
(949) 331-5330
MFKESSLER.COM

CITY OF LOS ANGELES	SHEET
SITEPLAN	1 OF 1
1149 GOWER, LOS ANGELES, CA	

EXISTING TREE EXHIBIT
1149 GOWER STREET



VICINITY MAP
N.T.S.



PLAN PREPARED BY:
MFKessler
Civil Engineering Land Planning Surveying
ONE VENTURE, SUITE 130
IRVINE, CA 92618
(949) 339-5330
MFKESSLER.COM

CITY OF LOS ANGELES

EXISTING TREE EXHIBIT

1149 GOWER, LOS ANGELES, CA

SHEET
1 OF 1

SUMMARY OF FIELD INSPECTION NATIVE TREES
1149 GOWER STREET, LOS ANGELES

Form			SIZE			PHYSICAL CONDITION																	TREATMENT							RATING			REMARKS
Tree number	Quercus agrifolia	Other Native Tree Species	Trunk Diameter (inches") 4.5 Ft Above Base	Height (feet')	Spread (feet')	Heritage Tree	Overhead Utility Wires	Co-Dominant Stems/Trunks	Included Bark Tissue	Narrow Crotches/Weak Structure	Heart Rot Decay/Cavities	Raised Crown-Lower Limbs Cut	Crowded by nearby trees	Epicormic/Sucker Growth	Branch Dieback/Dead Wood	Insect Activity-Presence	Diseased	Multiple Stems/Weak Structure	Leaning/Asymmetrical Crown	Hardscape within Root Zone	Sapsucker damage-stems, etc.	Sparse or Thinning Crown	Structural Prune-Safety	Remove Deadwood	Raise Canopy	Insect Treatment	Disease Treatment	Mulch & Water Dripline	Remove	Health	Aesthetics & Conformity	Balance	
																																	No native tree species exist!

RATING CODE

A = EXCELLENT
B = GOOD
C = FAIR
D = POOR
E = NEARLY DEAD
F = DEAD

*SEE PHOTO
R = Remove
I = Impacted
T = Transplantable
NT = Not Transplantable
BMC = Below main crotch

1149 Gower Street, Los Angeles

Table 1: Summary of Data (Native trees)

Total number of Native trees on map.....0

Total number of dead Native trees at site.....0

Total number of Native trees to be removed (Not including dead trees, Including Native where natural grade within drip line is changed).....0

Total number of Native trees, not removed, to be impacted by construction, encroachment into drip lines.....0

Total number of Native trees not dead, not removed, and/or where natural grade is unchanged.....0

Table 2: Schedule of Proposed Removals (Native trees)

Tree No.	Species	Condition Rating	General Location	Reason for Removal

No Oak, Bay, Sycamore or Southern California Black Walnut trees exist on or near the subject property. No native trees will be impacted or removed!

CONDITION RATING CODE:

A = Excellent

B = Good

C = Fair

D = Poor

F = Dead

SUMMARY OF FIELD INSPECTION NON-NATIVE TREES
1149 GOWER STREET, LOS ANGELES

Form						PHYSICAL CONDITION																	TREATMENT							RATING			RATING CODE
			SIZE																														
Tree number	Syagrus romanzoffiana	Other Non-Native Tree Species	Trunk Diameter (inches") 4.5 Ft Above Base	Height (feet')	Spread (feet')	Street Tree	Overhead Utility Wires	Co-Dominant Stems/Trunks	Included Bark Tissue	Narrow Crotches/Weak Structure	Heart Rot Decay/Cavities	Raised Crown-Lower Limbs Cut	Crowded by nearby trees	Epicormic/Sucker Growth	Branch Dieback/Dead Wood	Insect Activity-Presence	Diseased	Multiple Stems/Weak Structure	Leaning/Asymmetrical Crown	Hardscape within Root Zone	Sapsucker damage-stems, etc.	Sparse or Thinning Crown	Preserve and Protect Tree	Remove Deadwood	Raise Canopy	Insect Treatment	Disease Treatment	Mulch & Water Dripline	Remove-Conflict w/New Building	Health	Aesthetics & Conformity	Balance	A = EXCELLENT B = GOOD C = FAIR D = POOR E = NEARLY DEAD F = DEAD *SEE PHOTO R = Remove I = Impacted T = Transplantable NT = Not Transplantable BMC = Below main crotch
																																	REMARKS
1		x	14	30	14							x								x			x							C+	C+	C+	Melaleuca quinquenervia
2	x		8	35	14							x								x			x							B	B	B	Syagrus romanzoffiana
3	x		8	35	14							x								x			x							B	B	B	Syagrus romanzoffiana
4	x		10	40	14							x								x			x							B	B	B	Syagrus romanzoffiana
5	x		9	35	14							x								x			x							B	B	B	Syagrus romanzoffiana
6	x		7	35	14							x								x			x							B	B	B	Syagrus romanzoffiana
7	x		7	35	14							x								x			x							B	B	B	Syagrus romanzoffiana
8	x		10	40	14							x								x			x							B	B	B	Syagrus romanzoffiana
9	x		9	40	14							x								x			x							B	B	B	Syagrus romanzoffiana
10	x		7	30	14							x								x			x							B	B	B	Syagrus romanzoffiana
11	x		9	40	14							x								x			x							B	B	B	Syagrus romanzoffiana
12	x		9	35	14							x								x			x							B	B	B	Syagrus romanzoffiana
13	x		9	40	14							x								x			x							B	B	B	Syagrus romanzoffiana
14	x		10	40	14							x								x			x							B	B	B	Syagrus romanzoffiana
15	x		9	40	14							x								x			x							B	B	B	Syagrus romanzoffiana
16		x	7	17	18	x						x								x			x							C+	C+	C+	Lagerstroemia indica
17		x	7	25	26	x						x								x			x							C+	C+	C+	Lagerstroemia indica
18		x	6	17	12	x						x								x			x							C	C	C	Lagerstroemia indica
19		x	7	20	18	x						x								x			x							C+	C+	C+	Lagerstroemia indica
20		x	6	20	14	x						x								x			x							C-	C-	C-	Lagerstroemia indica
21		x	6	17	18	x						x								x			x							C	C	C	Lagerstroemia indica
22		x	6	17	16	x						x								x			x							C+	C+	C+	Lagerstroemia indica
23		x	7	25	18	x						x								x			x							C-	C-	C-	Lagerstroemia indica
24		x	10	40	22	x						x								x			x							B	B	B	Lagerstroemia indica
25		x	8	35	20	x						x								x			x							C+	C+	C+	Lagerstroemia indica
26		x	10	25	12	x						x								x			x							C-	C-	C-	Callistemon viminalis
27		x	8	25	9	x						x								x									x	D+	D+	D+	Callistemon viminalis
28		x	9	25	15	x						x								x									x	D+	D+	D+	Callistemon viminalis
29		x	16	45	20							x								x									x	C+	C+	C+	Liquidambar styraciflua
30		x	12	25	12							x								x									x	C-	C-	C-	Callistemon viminalis

SUMMARY OF FIELD INSPECTION NON-NATIVE TREES
1149 GOWER STREET, LOS ANGELES

Form						PHYSICAL CONDITION																TREATMENT							RATING			RATING CODE
			SIZE																													A = EXCELLENT B = GOOD C = FAIR D = POOR E = NEARLY DEAD F = DEAD *SEE PHOTO R = Remove I = Impacted T = Transplantable NT = Not Transplantable BMC = Below main crotch
Tree number	Syagrus romanzoffiana	Other Non-Native Tree Species	Trunk Diameter (inches") 4.5 Ft Above Base	Height (feet')	Spread (feet')	Street Tree	Overhead Utility Wires	Co-Dominant Stems/Trunks	Included Bark Tissue	Narrow Crotches/Weak Structure	Heart Rot Decay/Cavities	Raised Crown-Lower Limbs Cut	Crowded by nearby trees	Epicormic/Sucker Growth	Branch Dieback/Dead Wood	Insect Activity-Presence	Diseased	Multiple Stems/Weak Structure	Leaning/Asymmetrical Crown	Hardscape within Root Zone	Sapsucker damage-stems, etc.	Sparse or Thinning Crown	Preserve and Protect Tree	Remove Deadwood	Raise Canopy	Insect Treatment	Disease Treatment	Mulch & Water Dripline	Remove-Conflict w/New Building	Health	Aesthetics & Conformity	Balance	REMARKS
31		x	11	14	10							x								x									x	C	C	C	Callistemon viminalis
32		x	12	16	10							x								x									x	C	C	C	Callistemon viminalis
33		x	13	25	20							x								x									x	C-	C-	C-	Callistemon viminalis
34		x	10	25	12							x								x									x	D+	D+	D+	Callistemon viminalis
35	x		9	15	14							x								x									x	B	B	B	Syagrus romanzoffiana
36		x	15	40	20							x								x									x	C+	C+	C+	Liquidambar styraciflua
37		x	20	50	10							x								x									x	B	B	B	Washingtonia robusta
38		x	18	50	10							x								x									x	B	B	B	Washingtonia robusta
39		x	10	45	10	x						x								x			x							C-	C-	C-	Washingtonia robusta
40		x	16	90	10	x						x								x			x							B-	B-	B-	Washingtonia robusta
41		x	16	90	10	x						x								x			x							B-	B-	B-	Washingtonia robusta
42		x	16	90	10	x						x								x			x							B-	B-	B-	Washingtonia robusta
43		x	16	90	10	x						x								x			x							B-	B-	B-	Washingtonia robusta
44		x	16	90	10	x						x								x									x	B-	B-	B-	Washingtonia robusta;Driveway!
45		x	17	90	10	x						x								x			x							B-	B-	B-	Washingtonia robusta
46		x	12	25	24							x								x									x	C	C	C	Liquidambar styraciflua
47	x		11	35	22							x								x									x	C-	C-	C-	Syagrus romanzoffiana
48		x	14	25	22							x								x									x	C-	C-	C-	Liquidambar styraciflua
49		x	16	35	26							x								x									x	C+	C+	C+	Melaleuca quinquenervia
50		x	25	35	18							x								x									x	C+	C+	C+	Melaleuca quinquenervia
51		x	17	30	22							x								x									x	C-	C-	C-	Liquidambar styraciflua
52		x	13	35	26							x								x									x	C+	C+	C+	Cupaniopsis anacardioides
53	x		12	35	20							x								x									x	C-	C-	C-	Syagrus romanzoffiana
54	x		12	35	20							x								x									x	C-	C-	C-	Syagrus romanzoffiana
55	x		11	35	20							x								x									x	C-	C-	C-	Syagrus romanzoffiana
56	x		11	35	20							x								x									x	C-	C-	C-	Syagrus romanzoffiana
57		x	16	55	12							x								x									x	C	C	C	Washingtonia robusta
58		x	7	20	16	x						x								x			x							C-	C-	C-	Lagerstroemia indica
59		x	6,12,20	30	10							x								x			x							C+	C+	C+	Melaleuca quinquenervia

1149 Gower Street, Los Angeles

Table 3: Summary of Data (Non-Native Trees)

Total number of Non-Native tree species on map.....59

Total number of Non-Native tree species to be removed.....25

Total number of Non-Native tree species to be preserved.....34

Table 4: Schedule of Proposed Removals (Non-Native Trees)

Tree No.	Species	Condition Rating	General Location	Reason for Removal
27	Callistemon viminalis	D+	Lexington Ave.	Excavation new bldg.
28	Callistemon viminalis	D+	Lexington Ave.	Excavation new bldg.
29	Liquidambar styraciflua	C+	Northwest Side	Excavation new bldg.
30	Callistemon viminalis	C-	Northwest Side	Excavation new bldg.
31	Callistemon viminalis	C	Northwest Side	Excavation new bldg.
32	Callistemon viminalis	C	Northwest Side	Excavation new bldg.
33	Callistemon viminalis	C-	Northwest Side	Excavation new bldg.
34	Callistemon viminalis	D+	Northwest Side	Excavation new bldg.
35	Syagrus romanzoffiana	B	Northwest Side	Excavation new bldg.
36	Liquidambar styraciflua	C+	West Side	Excavation new bldg.
37	Washingtonia robusta	B	West Side	Excavation new bldg.
38	Washingtonia robusta	B	West Side	Excavation new bldg.
44	Washingtonia robusta	B-	Lodi Place	New driveway
46	Liquidambar styraciflua	C	S. P-Lot	Excavation new bldg.
47	Syagrus romanzoffiana	C-	S. P-Lot	Excavation new bldg.
48	Liquidambar styraciflua	C-	S. P-Lot	Excavation new bldg.
49	Melaleuca quinquenervia	C+	S. P-Lot	New Bldg. Footprint
50	Melaleuca quinquenervia	C+	S. P-Lot	New Bldg. Footprint
51	Liquidambar styraciflua	C-	S. P-Lot	Excavation new bldg.
52	Cupaniopsis anacardioides	C+	S. P-Lot	Excavation new bldg.
53	Syagrus romanzoffiana	C-	S. P-Lot	Excavation new bldg.
54	Syagrus romanzoffiana	C-	S. P-Lot	Excavation new bldg.
55	Syagrus romanzoffiana	C-	S. P-Lot	Excavation new bldg.
56	Syagrus romanzoffiana	C-	S. P-Lot	Excavation new bldg.
57	Washingtonia robusta	C	S. P-Lot	Excavation new bldg.

CONDITION RATING CODE:

A = Excellent

B = Good

C = Fair

D = Poor

F = Dead

McKinley & Associates (818) 240-1358

Tree List & Descriptions
1149 Gower Street, Los Angeles

Tree #	Species	Common Name	D.B.H.	Spread	Height	Rating
1	Melaleuca quinquenervia	Paper Bark Tea Tree	14"	14'	30'	C+
2	Syagrus romanzoffiana	Queen Palm	8"	14'	35'	B
3	Syagrus romanzoffiana	Queen Palm	8"	14'	35'	B
4	Syagrus romanzoffiana	Queen Palm	10"	14'	40'	B
5	Syagrus romanzoffiana	Queen Palm	9"	14'	35'	B
6	Syagrus romanzoffiana	Queen Palm	7"	14'	35'	B
7	Syagrus romanzoffiana	Queen Palm	7"	14'	35'	B
8	Syagrus romanzoffiana	Queen Palm	10"	14'	40'	B
9	Syagrus romanzoffiana	Queen Palm	9"	14'	40'	B
10	Syagrus romanzoffiana	Queen Palm	7"	14'	30'	B
11	Syagrus romanzoffiana	Queen Palm	9"	14'	40'	B
12	Syagrus romanzoffiana	Queen Palm	9"	14'	35'	B
13	Syagrus romanzoffiana	Queen Palm	9"	14'	40'	B
14	Syagrus romanzoffiana	Queen Palm	10"	14'	40'	B
15	Syagrus romanzoffiana	Queen Palm	9"	14'	40'	B
16	Lagerstroemia indica	Crape Myrtle	7"	18'	17'	C+
17	Lagerstroemia indica	Crape Myrtle	7"	26'	25'	C+
18	Lagerstroemia indica	Crape Myrtle	6"	12'	17'	C
19	Lagerstroemia indica	Crape Myrtle	7"	18'	20'	C+
20	Lagerstroemia indica	Crape Myrtle	6"	14'	20'	C-
21	Lagerstroemia indica	Crape Myrtle	6"	18'	17'	C
22	Lagerstroemia indica	Crape Myrtle	6"	16'	17'	C+
23	Lagerstroemia indica	Crape Myrtle	7"	18'	25'	C-
24	Lagerstroemia indica	Crape Myrtle	10"	22'	40'	B
25	Lagerstroemia indica	Crape Myrtle	8"	20'	35'	C+
26	Callistemon viminalis	Weeping Bottlebrush	10"	12'	25'	C-
27	Callistemon viminalis	Weeping Bottlebrush	8"	9'	25'	D+
28	Callistemon viminalis	Weeping Bottlebrush	9"	15'	25'	D+
29	Liquidambar styraciflua	Liquidambar	16"	20'	45'	C+
30	Callistemon viminalis	Weeping Bottlebrush	12"	12'	25'	C-
31	Callistemon viminalis	Weeping Bottlebrush	11"	10'	14'	C
32	Callistemon viminalis	Weeping Bottlebrush	12"	10'	16'	C
33	Callistemon viminalis	Weeping Bottlebrush	13"	20'	25'	C-
34	Callistemon viminalis	Weeping Bottlebrush	10"	12'	25'	D+
35	Syagrus romanzoffiana	Queen Palm	9"	14'	15'	B
36	Liquidambar styraciflua	Liquidambar	15"	20'	40'	C+
37	Washingtonia robusta	Mexican Fan Palm	20"	10'	50'	B
38	Washingtonia robusta	Mexican Fan Palm	18"	10'	50'	B
39	Washingtonia robusta	Mexican Fan Palm	10"	10'	45'	C-
40	Washingtonia robusta	Mexican Fan Palm	16"	10'	90'	B-
41	Washingtonia robusta	Mexican Fan Palm	16"	10'	90'	B-
42	Washingtonia robusta	Mexican Fan Palm	16"	10'	90'	B-
43	Washingtonia robusta	Mexican Fan Palm	16"	10'	90'	B-
44	Washingtonia robusta	Mexican Fan Palm	16"	10'	90'	B-
45	Washingtonia robusta	Mexican Fan Palm	17"	10'	90'	B-

Tree #	Species	Common Name	D.B.H.	Spread	Height	Rating
46	Liquidambar styraciflua	Liquidambar	12"	24'	25'	C
47	Syagrus romanzoffiana	Queen Palm	11"	22'	35'	C-
48	Liquidambar styraciflua	Liquidambar	14"	22'	25'	C-
49	Melaleuca quinquenervia	Paper Bark Tea Tree	16"	26'	35'	C+
50	Melaleuca quinquenervia	Paper Bark Tea Tree	25"	18'	35'	C+
51	Liquidambar styraciflua	Liquidambar	17"	22'	30'	C-
52	Cupaniopsis anacardioides	Carrotwood	13"	26'	35'	C+
53	Syagrus romanzoffiana	Queen Palm	12"	20'	35'	C-
54	Syagrus romanzoffiana	Queen Palm	12"	20'	35'	C-
55	Syagrus romanzoffiana	Queen Palm	11"	20'	35'	C-
56	Syagrus romanzoffiana	Queen Palm	11"	20'	35'	C-
57	Washingtonia robusta	Mexican Fan Palm	16"	12'	55'	C
58	Lagerstroemia indica	Crape Myrtle	7"	16'	20'	C-
59	Melaleuca quinquenervia	Paper Bark Tea Tree	6,12,20"	10'	30'	C+

TREE PRESERVATION PLAN
1149 Gower Street, Los Angeles, California
City of Los Angeles Tree Ordinance No. 177404

Recommendation
The following steps are recommended for tree preservation and tree mitigation:

A. Control of Diseases and Pests
Trees are largely affected by their environment. Competition with nearby trees and vegetation for water, nutrients, sunlight, space, drought, flooding, drainage, grading, soil compaction, root damage, limb failure, excessive pruning, etc. are just some of the factors which can impact the health of a tree. When trees are stressed due to environmental influences, their natural defenses are weakened. Trees can produce chemical odors when stressed which have been documented to attract insects. Stressed trees are also a suitable host for root fungi infection such as Armillaria sp. or Oak Root Fungus. Unsupervised construction activity can lead to soil compaction and poor drainage, which can cause an infection of Phytophthora sp. Root Rot. Oak Root Fungus, if identified in its early stages can be controlled by performing a root crown excavation and exposing the buttress roots to sunlight and by avoiding watering the last 10 feet of the tree. Phytophthora Root Rot can be controlled chemically through the use of Subdue® and similar soil drenches. Aerifying the soil and adjusting and minimizing excess irrigation is also beneficial.

B. Protection of Trees During Grading and Construction
Grading and excavating for building footings will be necessary. Heavy equipment will be operating on this site. It is essential that care be taken during construction to protect all tree parts including but not limited to roots, bark, trunk, branches and leaves of trees targeted for preservation. It will be necessary to install protective fencing at the drip line or as far as possible from the trunks of the trees during initial demolition and grading operations. Drip line shall be defined as the point where the branches terminate. In cases where work encroaches within the drip line, the fences will have to be adjusted. The work within the drip line should be performed by hand under the supervision of a Certified Arborist.

C. Method and Frequency of Pruning
All trees have the potential to grow beyond their ability to support themselves and a trunk, limb or branch may fail or break, if the tree is not pruned to provide weight reduction and thinned to reduce wind resistance. Trees, which are near high traffic areas with the potential for damage to persons and property, must be maintained at a regular interval for safety. Crown thinning, dead wood removal and removal of crossing, rubbing branches and weak branch attachments and structural pruning should be performed where possible during the proper season. It is important to know the species of trees and their individual pruning requirements. Pruning the trees at the correct time of year will assist in preventing disease and insect infestation.

D. Special Instructions on Watering

There are no native, protected trees growing on or near this site however even exotic non-native tree species can be susceptible to root diseases. It is important to avoid watering the trunk and the last five feet of all trees to be preserved. Excessive moisture and watering this area can lead to Oak Root Fungus or Phytophthora Root Rot. Placing a soaker hose at the drip line of the trees to be preserved and applying water over a 24 hour period, one to two times per month, during the months of June through November and during periods of heat and drought can reduce stress where the normal irrigation system has been damaged or interrupted during construction.

E. Grading Restrictions Near the Drip Line

Grading, adding or removing of soil is never recommended within the root zone of a tree targeted for preservation. If possible grading activity should take place five feet outside the drip line of all trees to be preserved. Adding soil depletes oxygen and can create poor drainage and excessive moisture problems for the tree. This can lead to Oak Root Fungus and or Phytophthora Root Rot. Removing soil in this critical area promotes root cutting and or exposure and threatens the potential stability of the tree. Root cutting should not take place closer than 3 times the trunk diameter as measured at Diameter Breast Height or D.B.H.

F. Mitigation /Tree Preservation Measures

1) The proposed construction of the new office buildings will take place near many of the existing private trees as well as the Street Trees bordering this site. A free standing T-Panel 6 foot high chain-link fence should be placed as far away from the trunks of the trees targeted for preservation to protect the tree trunks and roots from injury. Orange plastic fencing should be attached to the chain-link fences. The placement of the fences shall be approved by a Certified Arborist or the designated representative of the City of Los Angeles.

2) Protective fencing shall remain around the trees. This fencing shall be maintained in a vertical position throughout the construction period and shall not be removed or relocated without written authorization from the City and any relocation of the protective fences shall be done under the supervision of a Certified Arborist.

3) Prohibit dumping of all paints, solvents, stucco, cement, concrete, mortar, excess soil and other foreign materials within the area defined as five feet beyond the drip line of the trees to be preserved.

4) Avoid grading (cutting or adding soil), storage of vehicles and building materials within the area defined as five feet beyond the drip line or the farthest point possible from the trunks of the trees to be preserved.

5) Minimize trenching or continuous digging for utilities, plumbing or electrical or footings and foundations within the area defined as five feet beyond the drip line of trees to be preserved. Such footings or foundations must be hand-dug and minimize cutting of large roots two inches diameter and larger.

6) Roots, which are encountered during excavation, should be avoided if possible. Roots, which are cut, torn or damaged, must be pruned back to the side of the excavation with a clean, sharp pruning tool. Root ends must be kept moist. Where possible cover the root ends with moist burlap or cloth until back-fill can occur. Water exposed root ends 2 to 3 times per day until back-fill can occur to prevent the root ends from drying out.

7) Pruning of tree branches should be done under the supervision of a Certified Arborist. Pruning may be necessary to provide clearance around the building additions. Pruning should attempt to eliminate dead wood, enhance the structure, eliminate defects and provide clearance. In general, the goal is to avoid unnecessary cuts over 2 inches in diameter and not remove more than 25% of a tree's foliage at one-time. Tree pruning must conform to Best Management Practices and ANSI A-300 Pruning Standards.

8) Timing of pruning is very important. It is important to know the pruning requirements of the trees. A Certified Arborist can assist you with identifying trees and their individual needs. Pruning the trees at the correct time of year prevents disease and insect infestation.

9) Irrigation and landscape plans and installation must be reviewed and approved by a licensed Landscape Architect or Certified Arborist to ensure that the trees requirements are met. Irrigation trenching should be avoided or minimized within the dripline of mature trees to be preserved. Surface mounted drip or soaker hose type irrigation is preferable within the driplines Mulch or wood chips or shavings should be applied at a depth of 2 to 4 inches under the drip lines of trees.

10) The Planning Department requires a 1:1 replacement tree ratio for mature trees 8 inches in diameter or greater. In this case 22-24 inch-box size replacement trees must be planted. The Public Works, Urban Forestry Department requires 2-24 inch-box size Street Trees to be planted for each Street Tree removed. In this case 6-24 inch-box size Street Trees must be planted. A permit is required to remove the Street Trees. Building footing excavation and shoring is the primary reason for most of the required tree removals. The new replacement trees must be shown on the landscape plan.

11) A Certified Arborist should be retained to supervise and monitor the condition of the Oak trees during construction.

Summary/Conclusion

In summary, after viewing the property, inspecting the trees and analyzing the plans, it appears that no native, Oak, Bay, Sycamore or Southern California Black Walnut trees exist on or near the subject property. There are a total of 59 mature trees growing on the subject property or on the adjacent public right-of-way areas. The proposed building addition project will require the removal of 22 existing private trees identified as Tree #29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56 and 57. The majority of the mature trees which must be removed are just outside the proposed building footprint areas however the necessary site demolition and new building excavation for the new building foundations will be too close to these trees and will result in severe root loss and tree death. These private trees are mature and are over 8 inches in diameter and therefore they must be replaced with 22-24 inch-box size trees on the site. The removal of 3 Street Trees will require 6-24 inch-box size Street Trees to be planted. Street Tree #27 and #28 must be removed due to building excavation and shoring. Tree #44 must be removed due to a conflict with the proposed new driveway. A Street Tree Removal Permit must be obtained from the City of Los Angeles, Public Works Department, Urban Forestry Section prior to removing Tree #27, 28 and 44. If the permit is approved the City will specify the replacement tree planting conditions on the permit. All replacement trees must be identified on the landscape plan. A 24" x 36" size site plan and landscape plan must be folded and inserted into each copy of the Arborist Report. You are required to submit 3 copies of this Arborist Report along with the Street Tree Removal Permit to City of Los Angeles, Urban Forestry. A Certified Arborist should be retained to supervise and monitor the remaining trees to be preserved. If the above stated mitigation measures are complied with during construction then the remaining trees can be preserved and they will continue to contribute to the beauty of the subject property and the surrounding area for many years to come.

Thank you for the opportunity to serve you to meet your arboricultural and environmental needs. If you have any further questions, please feel free to contact me during the day on my business cell phone at (818) 426-2432 or you may leave a message on my office phone at (818) 240-1358.

Yours truly,

William R. McKinley

William R. McKinley, Consulting Arborist
American Society of Consulting Arborists
Certified Arborist #WE-4578A
International Society of Arboriculture

Curriculum Vitae

WILLIAM R. MCKINLEY – MCKINLEY & ASSOCIATES
1734 Del Valle Ave. Email: william@mckinleyarborists.com Work (818) 426-2432
Glendale, CA 91208 Website: http://www.mckinleyarborists.com/ Home (818) 240-1358

SUMMARY of QUALIFICATIONS

Practicing Consulting Arborist. Member of American Society of Consulting Arborists (ASCA). Certified Arborist, International Society of Arboriculture since September 30, 1999. I.S.A. Arborist #WE-4578A. Recognized Oak Tree Expert throughout Southern California. Prepare arborist reports for developers, homeowners and attorneys. Assess the landscape value of trees. Assess and identify hazardous trees in the landscape. Provided hillside and Oak Woodland landscape and irrigation recommendations. Provide expert witness testimony on arboriculture related cases. Public speaker and presenter at community service group meetings, homeowner's association meetings and speaker at professional seminars and conferences. Presenter at Trees, People and Our Urban Environment Seminar, March 2002. Arbor Day Guest Speaker, City of Glendale, March 2005. Tree City USA Award Presenter – Glendale Arbor Day 2010, Tree City USA Award Presenter –Glendale Arbor Day 2012, Arbor Day Guest Speaker, Glendale, March 2014.

FULL TIME EMPLOYMENT HISTORY

City of Glendale, Parks, Recreation & Community Services

Park Services Manager-Contract Administration 2001-present

Performs contract administration for Park Services Section. Manage grounds maintenance for sports fields, community buildings, parks, medians, and historic areas. Administers the City's landscape maintenance contract. Writes contract specifications. Administers the bidding process. Awards contracts to successful bidders. Conducts construction meetings and oversees the construction and inspection for these projects. Performs and assumes all former duties and responsibilities under the former Administrative Analyst position. Writes arborist reports. Hazardous tree assessment. Serves as expert witness in tree related cases.

Administrative Analyst 1988-2001

Administer landscape maintenance contract for medians, reservoirs, pump houses and misc. areas. Administer and supervise the Division's Work Management System involving the scheduling and tracking of work and performance of over 50 full-time employees. Supervise one part-time data entry employee and supervise and coordinate with the California Conservation Corps, Boy Scouts and other community service volunteers in the parks. Supervise, monitor and report water and utility usage in the parks. Administer and supervise all tree planting projects and programs including the Arbor Day and Urban Forest Donation programs. Assist with budget preparation and acquisition of capital equipment. Prepare Capital Improvement Project specifications and assist with administering contracts. Administer the City of Glendale's Indigenous Oak Tree Ordinance. Coordinate with Planning, Permit Services, Engineering, Building, Neighborhood Services and Fire Department to insure the care and protection of trees, both during and after construction. Review grading, construction, landscape and irrigation plans. Modify and approve plans as necessary to protect indigenous trees. Perform field inspections on hazardous trees and make recommendations to park staff and the public. Serve as code enforcement officer and paralegal during Administrative Office Hearings regarding Indigenous Oak Tree Ordinance. Perform tree and landscape appraisals. Served as special show and marketing consultant to the Glendale Rose Pruning and Garden Show Committee.

Assistant Planner-Parks 1983-1988

Assisted in park inventory development and implementation of the Work Management System. Served as guest speaker at the National Parks and Recreation Conference on the subject of computers and their role in park maintenance. Supervised the Capital Improvement Project Construction at Pacific Park and Brand Park. Coordinated with and supervised California Conservation Corps. Crews in planting, staking and tying hundreds of trees as part of the Arbor Day Program. Served as Arbor Day Co-Chairman, Glendale Rose Pruning & Garden Show Co-Chairman and President of Glendale Beautiful. Served as Ways and Means Chairman C.P.R.S. District XIV.

EDUCATION

1983	California Polytechnic University, Pomona Bachelor of Science Degree, Park Administration Graduated Magna Cum Laude, Grade Point Average: 3.57
1983-Present	CEU's-University of California, Landscape Contract Maintenance, Hazardous Tree Identification & Assessment, Specimen Tree Appraisal, Advanced Tree Appraisal Theory and Practice, Tree and Landscape Liability – Trees and the Law, Oak Tree Symposium Graduate, Knowledge of oak tree physiology and native plant habitat, ASCA 2007 Consulting Academy, National Arbor Day Foundation Graduate, Symposiums: Construction Around Trees; Trees and the Law, Recognized Tree Expert; City of Los Angles, County of Los Angeles, City of Pasadena, City of La Canada Flintridge, City of Burbank, City of Calabasas, County of Ventura, City of Santa Clarita.

HONORS & ACTIVITIES

1999 - Present - Certified Arborist-International Society of Arboriculture
1996-1999 - Secretary/Treasurer, C.P.R.S. Park Operations Section
1994-1995 - President, C.P.R.S. District XIV
1994-1995 - Treasurer, Glendale Beautification Advisory Council
1992-1994 - Treasurer, C.P.R.S. District XIV
1993, 1994, 1995 C.P.R.S. Park Operations Scholarship
First, Second and Third Year Graduate, Pacific Southwest Maintenance Mgmt. School
1988-1990 – President, Glendale Beautiful
1980, 1981 - Twice placed on Dean's Honor List
1982 - Who's Who in American Colleges and Universities
1978 - Recipient of Wayne Striker Memorial Scholarship
1975 - Awarded Eagle Scout Rank, Boy Scouts of America
Member - American Society of Consulting Arborists (ASCA)
Member - International Society of Arboriculture
Member - Western Chapter, International Society of Arboriculture
Member – Glendale Beautiful
Past Member - National Arbor Day Foundation
Past Member - California Oak Foundation

REFERENCES

Randall S. Stamen, Attorney/Arborist	(951) 787-9788
Susan & Gary Sims, Sims Tree Specialists	(951) 685-6662
Peter & Diana Harnisch, Harnisch Tree Care	(626) 444-7997

PROFESSIONAL SERVICE FEE

Site Inspection	-	$100.00 per hour
Consultation	-	$125.00 per hour
Arborist Report	-	$150.00 per hour
Public Hearing	-	$200.00 per hour
Arbitration	-	$225.00 per hour
Deposition	-	$250.00 per hour
Court Witness	-	$350.00 per hour

ATTACHMENT 9

Cultural Resources Technical Report
1149 Gower Street, Los Angeles, CA
June 2021

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Cultural Resources Technical Appendix
1149 Gower Street, Los Angeles, CA

June 2021

Table of Contents

I. INTRODUCTION AND EXECUTIVE SUMMARY

This technical report evaluates potential impacts of the proposed residential development located at 1149 Gower Street (Assessor Parcel Number 5534-008-016, hereinafter "project site" or "subject property") on historical resources. The project site is located in the Hollywood neighborhood of Los Angeles and is bounded on the north by Lexington Avenue, the east by Gower Street, the south by Santa Monica Boulevard, and the west by Lodi Place (Maps 1-4). 1149 Gower Street is developed with one commercial building completed in 1949 as an office building for Pacific Telephone and Telegraph Company. The subject property has not been individually identified in any historic resources survey. Specifically, it was not identified in the most recent historic resources survey prepared for the CRA/LA, a Designated Local Authority, dated January 2020 (2020 CRA Survey). The proposed project includes construction of two multi-family residential buildings, five- and six-stories high with three levels of below grade parking wrapping the existing buildings on two sides, constructed in the location of the existing surface parking lot.

This technical report considers direct and indirect impacts of the proposed development on historical resources. Following a discussion of the regulatory setting, including a summary of historic preservation law and policies at the federal, state and local levels, this technical report provides a historic resource assessment of the one building at the subject property to determine if it is historical resources under the California Environmental Quality Act (CEQA). The report evaluates that building for historic and architectural significance for potential eligibility for listing in the National Register of Historic Resources (National Register), California Register of Historical Resources (California Register), and as a City of Los Angeles Historic Cultural Monument (HCM), both individually as well as part of any potential historic district. Evaluation is based on eligibility criteria developed for SurveyLA and the 2020 CRA survey. The report then identifies a study area around the subject property, locating adjacent and nearby historical resources in order to assess potential direct and indirect impacts of the proposed project.

The report concludes that there are no historical resources at the project site; the one building at the subject property does not appear eligible for listing in the National or California Registers nor does it appear eligible for designation as a local HCM. While the report identifies several historical resources within the defined study area, it concludes that the proposed project will not pose an indirect impact to any of those identified historical resources.

This report was prepared by Jenna Snow and Kathryn McGee. Qualifications are included in Attachment H.

II. METHODOLOGY

Ms. Snow and Ms. McGee visited the site May 21, 2021. Research was primarily conducted in May through June 2021 and included the following primary resources:

Building Permits: Building permits are available online through the City of Los Angeles Department of Building and Safety. Available permit data is listed in Attachment F of this report.

Sanborn Maps: Historic Sanborn fire insurance maps depict early building footprints, land uses, and property addresses. A Sanborn map report for the subject property was ordered from Environmental Data Resources, Inc. (EDR) and relevant maps are included in the attachments to this report. Coverage is available for the 1950s through 1970.

Historic Photographs: Historic photograph databases available online through the Los Angeles Public Library, University of Southern California, California State Library, and the Huntington Library were searched for historic photographs of the subject property and surrounding buildings. No historic photographs were found in any of those archives. One historic image of the building at the subject property was found in an article in the *Hollywood Citizen-News*.

Aerial Photographs: Historic aerial photographs also show early building footprints and patterns of urban development. The University of California, Santa Barbara has an online historic photograph archive, which was searched. Coverage is available in 1960 and 1971. The relevant photos are included in the attachments to this report.

Owner Information: The history of property owners is extrapolated from building permits available online through the City of Los Angeles Department of Building and Safety. Relevant data is referenced in this report.

Primary sources not consulted due to restrictions imposed by the Covid-19 Pandemic include the following:

UCLA Air Photo Archives: While UCSB has digitized their collection of aerial photographs, those at UCLA are not digitized and tend to be closer to the ground and taken at an oblique angle thereby affording greater detail of buildings.

Secondary sources consulted include historic contexts presented in the following reports:

Architectural Resources Group, GPA Consulting, Historic Resources Group, "Historic Resources Survey Report: Hollywood Redevelopment Plan Area," prepared for CRA/LA, a Designated Local Authority, January 2020.

Daniel Prosser, *Los Angeles Citywide Historic Context Statement, Context: Public and Private Institutional Development, 1950-1980; Theme: Telephone History and Development, 1881-1974*, City of Los Angeles, Department of City Planning, Office of Historic Resources, April 2018.

III. REGULATORY SETTING

Federal

National Register of Historic Places

The National Register of Historic Places is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and indicate what properties should be considered for protection from destruction or impairment,"[1] Administered by the National Park Service, the National Register is the nation's official list of historic and cultural resources worthy of preservation. Properties listed in the National Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. Resources are eligible for the National Register if they meet one or more of the following criteria for significance:

A) are associated with events that have made a significant contribution to the broad patterns of our history; or
B) are associated with the lives of significant persons in our past; or
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 history or prehistory.[2]

Once a resource has been determined to satisfy one of the above criteria, then it must be assessed for "integrity."[3] Integrity refers to the ability of a property to convey its significance. Evaluation of integrity is based on "an understanding of a property's physical features and how they relate to its significance." The National Register recognizes seven aspects or qualities of integrity: location, design, setting, materials, workmanship, feeling, and association. To retain integrity, a property must possess several, and usually most, of these aspects.

Relationship to Project

The subject property is not listed in the National Register and for the reasons stated below, is not eligible for listing in the National Register. The subject property is located in a dense urban environment with a variety of historic buildings in the vicinity, including buildings listed in the National Register. The YWCA Hollywood Studio Club, located at 1215 Lodi Place, was listed in the National Register in 1980 and Hollywood Memorial Park was listed in the National Register in 1999. Several other properties nearby the subject property have been identified as appearing eligible for listing in the National Register.

State

California Register

Based substantially on the National Register, the California Register is "an authoritative guide… used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected."[4] For a property to be eligible for

[1] National Register Bulletin #16A: *How to Complete the National Register Registration Form* (National Park Service, 1997).
[2] National Register Bulletin #15, *How to Apply the National Register Criteria for Evaluation* (National Park Service, 1990, revised 2002).
[3] National Register Bulletin #15, *How to Apply the National Register Criteria for Evaluation* (National Park Service, 1990, revised 2002).
[4] California Public Resources Code §5024.1(a), <http://codes.lp.findlaw.com/cacode/PRC/1/d5/1/2/s5024.1>.

listing in the California Register, it must be found by the State Historical Resources Commission to be significant under at least one of the following four criteria:

1) is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; or
2) is associated with the lives of persons important in our past; or
3) 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
4) has yielded, or may be likely to yield, information important in prehistory or history.

Also included in the California Register are properties which have been formally determined eligible for listing in, or are listed in the National Register; are registered State Historical Landmark Number 770, and all consecutively numbered landmarks above Number 770; and Points of Historical Interest, which have been reviewed and recommended to the State Historical Resources Commission for listing.

Relationship to Project
Similar to the National Register, the subject property is not listed in the California Register and for the reasons stated below, is not eligible for listing in the California Register. This report identifies several historical resources adjacent and nearby the project site that are listed in or eligible for listing in the California Register including the YWCA Hollywood Studio Club and Hollywood Memorial Park, both of which are listed in the California Register.

California Environmental Quality Act (CEQA)
The purpose of CEQA is to evaluate whether a proposed project may have an adverse effect on the environment and, if so, if that effect can be reduced or eliminated by pursuing an alternative course of action or through mitigation. The *Guidelines for California Environmental Quality Act* (CEQA Guidelines) are the regulations that govern the implementation of CEQA. The CEQA Guidelines are codified in the California Code of Regulations (CCR), Title 14, Chapter 3, § 15000 et seq. and are binding on state and local public agencies. The basic goal of CEQA is to develop and maintain a high-quality environment now and in the future.

CEQA defines a historical resource as:

> a resource listed in, or determined eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources..., or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant (California Public Resources Code, PRC §21084.1).

Relationship to Project
Although this report does not find the building at the subject property to be a historical resource under CEQA, there are several buildings adjacent and nearby the project site that are historical resources, including the YWCA Hollywood Studio Building, 6121 Santa Monica Boulevard, and Hollywood Memorial Park.

Local

City of Los Angeles Historic Cultural Monument

§22.171.7 of Los Angeles Administrative Code defines criteria for designation of a Historic-Cultural Monument (HCM). For ease in applying local eligibility, the following numbers are assigned to the criteria, which align, to a large degree, with National and California Register criteria. Resources eligible for HCM designation are:

1) Historic structures or sites in which the broad cultural, economic or social history of the nation, state or community is reflected and exemplified; identified with important events in the main currents of national, state, or local history; or
2) Historic structures or sites identified with personages in the main currents of national, state or local history; or
3) Historic structures or sites which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction or a notable work of a master builder, designer, or architect whose individual genius influenced his age.

While National and California register criteria apply to individual sites as well as districts, local historic district criteria are contained in separate legislation. According to §12.20.3 of the Los Angeles Municipal Code, which became effective on May 12, 2004, a Historic Preservation Overlay Zone (HPOZ) "is any area of the City of Los Angeles containing buildings, structures, landscaping, natural features or lots having historic, architectural, cultural or aesthetic significance and designated as a Historic Preservation Overlay Zone." Contributing resources must meet at least one of the following criteria:

1. adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time
2. owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city
3. retaining the building, structure, landscaping, or natural feature, would contribute to the preservation and protection of an historic place or area of historic interest in the City.

Relationship to Project

Like the National and California Registers, the building at the subject property is not a local HCM, nor is it eligible to be designated as an HCM. Furthermore, the subject property is not located within an HPOZ nor is it in an area eligible as a potential HPOZ. This report identifies several buildings adjacent and nearby the project site that are 45 years of age or older, including a designated HCM; the YWCA Hollywood Studio Club is HCM #175.

2020 CRA Survey

In January 2020, a historic resources survey of the Hollywood Redevelopment Project area was completed, updating three previous historic resource surveys that had been undertaken from the 1980s-2010. While not formerly part of SurveyLA, a multi-year citywide survey undertaken by the City of Los Angeles' Office of Historic Resources, the 2020 CRA Survey used much of the methodology of SurveyLA, including an updated historic context statement that is organized by broad contexts and then divided into themes and subthemes. Property types are identified for each theme or subtheme with established eligibility criteria. Eligibility criteria established by SurveyLA provided some consistency between surveys.

Relationship to Project

The 2020 CRA Survey only identified those properties that appeared eligible for designation. While the building at the subject property was not identified in the 2020 CRA Survey as eligible for designation, several nearby properties were identified as eligible for designation, notably the adjacent property, the YWCA Hollywood Studio Building at 6121 Santa Monica Boulevard.

IV. IDENTIFICATION OF HISTORICAL RESOURCES

Subject Properties Historic Resource Assessment

The subject property contains one building fronting Gower Street, surrounded on two sides by a surface parking lot (see Maps 1-4). The following includes a description of the existing building, including current conditions, history of construction and alterations.

Physical Description

Setting

The subject property is located on the west side of Gower Street, immediately north of its intersection with Santa Monica Boulevard, at the boundary of the CRA Hollywood Redevelopment Project Area. The subject property is located approximately one block south from Sunset Gower Studios, which extends to Gower Street and Fountain Avenue. Santa Monica Boulevard is a major arterial street lined by commercial properties, as well as industrial properties associated with the motion picture industry. The subject property is primarily surrounded by residential properties, both single- and multi-family, from a variety of different decades.

The one building at the subject property is placed close to the north and east property lines at Lexington Avenue and Gower Street, respectively, with little space between the building and the sidewalk. A driveway is located along Gower Street, south of the building. A tall metal fence lines the sidewalk along Gower Street and a portion of the subject property along Lexington Avenue. Queen palm trees are planted in regular intervals close to the building, inside the fence, along Gower Street. Ivy is also planted in the narrow space between the building and the fence, which grows on the ground floor of the building. Street trees are planted in wells at regular intervals along the sidewalk, mostly obscuring the building from view from the street through a screen of foliage. Low shrubs and ivy continue close to the building along Lexington Avenue. However, the ivy has been maintained below first floor windows. There are no queen palm trees along the north elevation of the property and few street trees along the sidewalk, allowing for greater visibility of the building along the north elevation.

A chain link fence topped by razor wire is placed on a low brick walk along the north elevation adjacent to the surface parking lot. Low shrubs and an occasional tree are carefully manicured between the brick wall and sidewalk. A surface parking is located west and south of the one building. Two additional driveways off of Lodi Place provide access to the surface parking lot. Regularly spaced street trees along Lodi Place include tall, Mexican fan palms. An additional chain link fence separates low shrubs placed between the brick wall and sidewalk along the west property line.

There is minimal landscaping within the surface parking lot save for a pair of eucalyptus trees planted south of the building. Another mature eucalyptus tree is located in a planter immediately adjacent to the building.

Exterior (Figures 1-12)

Designed in the Mid-Century Modern style, the building is L-shaped in plan with exterior walls of brick. It has a flat roof with a raised parapet. Fenestration is arranged in ribbons at the first and second floors on all elevations. Windows generally consist of multi-light, steel sash arranged in trios and quads, with most sash incorporating a column of four lights with a fixed upper sash, a central awning sash, and fixed lower sash. Continuous eyebrow canopies unify windows at each floor.

The primary entrance faces south. The south elevation is six bays wide. The main entrance is positioned in the east half of the first floor and covered by a canopy stretching the width of the

three east-most bays. Placed above grade, concrete steps lead to a landing that runs the width of the canopy. The steps are bordered by a low concrete wall with an aluminum railing above. A concrete wall also defines a rectangular planter that sits against the elevation, just west of the main entrance, and contains the aforementioned mature eucalyptus tree. The main entrance consists of a contemporary aluminum storefront system with a pair of glazed doors. Secondary metal entrance doors are placed in the bays to the east and west. The remaining bays of the first and second floors are defined by rows of steel sash windows.

The east elevation, facing Gower Street, is about fifteen bays wide and similarly defined by rows of steel sash windows at the first and second floors. The north elevation, facing Lexington Avenue, is seven bays wide, also defined by rows of steel sash at the first and second floors. At the first floor, the west-most bays have a row of small rectangular windows positioned high on the wall. The west elevation fronts the surface parking lot. The north half of the elevation steps out to the west. Near the center of the elevation, a secondary entrance and small, fenced patio is covered by a contemporary canopy. Steel sash windows on the west elevation vary in size, with some windows, especially in the north half of the elevation, only a quarter or half the height of the other windows.

Signage includes tenant signage advertising the "Hollywood Production Center," with banner signs on the east elevation, on the gate running along the east elevation, wall signs on the north and south elevations near the parapet, and freestanding monument signage in the southwest corner of the parking lot.

Interior (Figures 13-21)
The interior is primarily accessed by the main entrance in the south elevation, which leads into a lobby where fixtures and finishes are all contemporary. The lobby includes an elevator and staircase providing access to the second floor. There are three additional staircases at north and south ends of the building as well as in the center of the building. The first floor includes five office suites of varying sizes and configurations accessed off double-loaded corridors oriented north-south and east-west. Second-floor corridors are configured with multiple north-south and east-west oriented corridors accessing a range of office suites and smaller stand-alone offices. All fixtures and finishes are contemporary, including floor material, suspended T-bar ceilings, and light fixtures.

Alterations
The one building at the subject property was constructed in three phases between 1948 and 1952. It is likely the first two phases were contemplated together, while the final phase was completed four years later. The first phase consisted of the northern-most portion at the southwest corner of Gower Street and Lexington Avenue.[5] Only a month later, a permit was issued for the second phase, adding the central portion to the south along Gower Street.[6] A photo appearing in the Hollywood Citizen-News in July 1949 shows the completed building (see Attachment 3, Historic Photo 1). In 1952, another addition, 60-feet by 119-feet was added to the south.[7] A canopy was constructed at the south elevation in 1978 for a cost of $55,000, which closed two existing exterior entries and created a new exterior entry.[8] The exterior entrance at the south elevation was further altered in 1993,

[5] City of Los Angeles, Department of Building and Safety, "Application to Erect a New Building," Permit #32698, November 15, 1948.
[6] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #33855, December 29, 1948.
[7] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #48610, October 21, 1952.
[8] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #69739, September 8, 1978.

including the addition of a handicap-accessible ramp.[9] The fence along Gower Street was added in 1999.[10]

The interior has been altered numerous times since it was constructed, beginning in 1963 and continuing several times a decade since. A table of all available permits is included in Attachment F. Given existing conditions and the number of times the interior has undergone alterations, it is unlikely to bear any resemblance to how it appeared when it was constructed in 1948 or even 1952.

History

Construction on the first two phases of the building at the subject property began at the end of 1948 and was completed the summer of 1949. Historic Sanborn Fire Insurance maps show a variety of residential buildings where the surface parking lot is now located. The building was constructed for Pacific Telephone & Telegraph Company for a combined cost of the first two phases of $443,500.[11] The architect listed on the permits was C. Day Woodford. An article appearing in the *Los Angeles Times* in July 1949 noted "completion of a two-story office building…by the Pacific Telephone & Telegraph Co. Employees will be moved into the new structure this week from quarters in a nearby building, freeing the older building for central office equipment."[12]

The first Hollywood substation constructed by Pacific Telephone & Telegraph Co. was located at 1429 Gower Street in 1911.[13] While it is unknown if this building is still extant, a building associated with the telephone company, which likely dates from circa 1930, is still located at that address.

Construction on the third phase of the building at the subject property was completed in 1952. That year, public offices of Pacific Telephone & Telegraph Co. moved to the subject property to "release critical floor space in the central office building at 1429 N. Gower for the installation of additional dial switching equipment for more new telephones."[14] The 1952 addition was designed by the firm Parkinson, Powelson, Briney, Bernard and Woodford, of which the original architect of phases one and two, C. Day Woodford, was a principal.

M. M. Morehouse was district manager of Pacific Telephone and Telegraph Co. beginning in 1951. Born in Hollywood in 1908,[15] Morton Morehouse graduated from University of Southern California in 1932[16] and was working as a service representative for the Southern California Telephone Co, which later became Pacific Telephone and Telegraph Co., by 1937.[17] He was appointed district manager of the Hollywood district "with supervision of company business activities involving 77,000 telephones" in 1951.[18] Little other information could be found on Morton Morehouse.[19]

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[9] City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #12919, December 7, 1993.

[10] City of Los Angeles, Department of Building and Safety, "Application for Building Permit," Permit #99020-10000-00406, February 22, 1999.

[11] City of Los Angeles, Department of Building and Safety, "Application to Erect a New Building," Permit #32698, November 15, 1948; City of Los Angeles, Department of Building and Safety, "Application to Alter, Repair, or Demolish," Permit #33855, December 29, 1948.

[12] "Phone Company's New Building Completed," *Los Angeles Times*, July 6, 1949, 33.

[13] City of Los Angeles, Board of Public Works, Department of Buildings, "Application for Erection of Class B & C Buildings," Permit #2672, April 3, 1911.

[14] "Telephone Company Moves to Enlarged Hollywood Quarters," *Hollywood Citizen-News*, November 14, 1952.

[15] National Archives at St. Louis; St. Louis, Missouri; *WWII Draft Registration Cards for California, 10/16/1940-03/31/1947*; Record Group: *Records of the Selective Service System, 147*; Box: *1258*.

[16] John Morley, ed., *El Rodeo*, (Associated Students of the University of Southern California, 1932), 59.

[17] *Los Angeles City Directory*, (Los Angeles: Los Angeles Directory Co., 1937).

[18] "Morehouse Heads Hollywood Office of Telephone Co.," *Hollywood Citizen-News*, December 28, 1951, 4.

[19] Morton Morehouse married three times, but was buried next to his first wife, Myliss Morehouse, when he died in 1992.

The subject property was owned by Pacific Telephone & Telegraph Company until the late 1990s, when ownership transferred to Rahim Amidi.[20] The building currently functions as rental office space for entertainment-related production.

C. Day Woodford

Born in Laramie, Wyoming, Charles Day Woodford (1910-1987) completed his architectural studies at the University of Minnesota in 1934.[21] His first job out of school was as a draftsman for the National Park Service between 1935 and 1936. In 1936, he moved to Los Angeles, where he secured a job with noted local architect H. Roy Kelley before working for Richard Neutra for three years between 1937 and 1940.[22] In 1940, he joined the firm of Parkinson & Parkinson, becoming a named partner in 1945 of the firm Parkinson, Powelson, Briney, Bernard and Woodford, Architects.[23] In 1955, the name of the firm changed again to Woodford & Bernard, although it was still considered a successor firm to Parkinson & Parkinson. C. Day Woodford became a fellow of the A.I.A. in 1963.[24] He practiced for twenty more years before retiring in 1983.[25]

C. Day Woodford is known for his designs of the Assembly Plant for General Motors in Van Nuys (1947, not extant) and the 1955 addition to the Federal Reserve Bank in Los Angeles (409 Olympic Boulevard, extant). He also designed a facility for North American Aviation, Inc. in Palmdale for Air Force "flight text operations" in 1956.[26] In addition, he designed several schools including South Reseda Junior High School (1955), Alain LeRoy Locke High School (1968, extant), Herbert Hoover High School in Glendale (1969, extant).

His firm Woodford & Bernard is best known for their designs of telephone-related buildings, continuing the tradition of designing telephone-related buildings started by Parkinson & Parkinson.[27] Perhaps the firm's best-known work is the SBC Madison Complex located at 420 South Grand Avenue in Los Angeles (1961). The Los Angeles Conservancy calls the Late Modern style building "an icon of mid-century technological might."[28] Other telephone-related buildings designed by C. Day Woodford include an equipment building in Sherman Oaks at 4480 Kester Avenue (1946, extant);[29] a telephone building in North Hollywood at 7744 Lankershim Boulevard (1950, extant);[30] General Telephone Co. Palos Verdes office (650 Palos Verdes Boulevard, 1956, extant);[31] addition to Pacific Telephone's Culver City information and plant service center (3840 Watseka Avenue, 1956, extant);[32] Wilmington central office expansion (1418 N. Broad Avenue, 1957, extant);[33] Pacific Telephone equipment building (111 N. Union Avenue, 1957, extant);[34] North Central office building

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[20] As a chain of title was not available for preparation of this report, ownership information is based on building permits.

[21] John F. Gane, A.I.A., ed., *American Architects Directory* (New York: R. R. Bowker Co., 1970), 1012.

[22] George S. Koyl, F.A.I.A, ed., *American Architects Directory* (New York: R. R. Bowker Co., 1955), 618.

[23] Donald Parkinson died in 1945. Out of respect for the founding principals John and Donald Parkinson and to indicate that it was the successor firm, the partnership retained their name.

[24] "Charles Day Woodford," *Pacific Coast Architectural Database* (PCAD), PCAD id: 208, http://pcad.lib.washington.edu/person/208/.

[25] "Retiring," *Los Angeles Times*, October 30, 1983, 161.

[26] "Contract for $5,000,000 Plane Facility Awarded," *Los Angeles Times*, July 19, 1956, 25.

[27] Parkinson & Parkinson designed quite a few buildings for the telephone company, including the buildings at 1251-1255 North Vermont Avenue (1924), addition and refacing to their main office building at 740 South Olive Street (1929), 11278 West Magnolia Boulevard (1937), addition and refacing 666 South La Brea Avenue (1941), 10600 South Vermont Avenue (completed 1946)

[28] Los Angeles Conservancy, "SBC Complex," https://www.laconservancy.org/locations/sbc-madison-complex.

[29] City of Los Angeles, Department of Building and Safety, "Application to Erect a New Building," Permit # 9114, April 1, 1946.

[30] City of Los Angeles, Department of Building and Safety, "Application to Erect a New Building," Permit #18518, July 12, 1950.

[31] "Ground Broken for Addition to Palos Verdes' Phone Unit," *Los Angeles Times*, June 3, 1956, part V, 20.

[32] "Phone Company Starts Work on New Building," *Evening Vanguard*, June 7, 1956, 13.

[33] "Telephone Office to Expand," *Wilmington Daily Press Journal*, January 30, 1957, 1.

[34] "Future Telephone Hub," *Los Angeles Times*, February 17, 1957, 125.

(3440 California Avenue, Long Beach, 1957, extant);[35] an accounting building for Pacific Telephone Co. (3525 W. 8th Street, 1958, not extant);[36] Westwood central office (10624 Santa Monica Boulevard, 1958, extant);[37] and Pacific Telephone's North Hollywood office (11270 Magnolia Boulevard, 1961, extant).[38]

C. Day Woodford was very active with the American Institute of Architects. He served on the board of the Southern California Chapter for many years, including as secretary (1951-1952), vice president (1960), president (1961), and director (1962).[39]

Relevant Architectural Style: Mid-Century Modern Architecture

The building at the subject property is designed in a Mid-Century Modern style. Mid-Century Modern style of architecture is an umbrella term to denote a combination of Modern styles popular between the 1930s and 1960s. Distinguishing features of the style evolved from earlier modern styles, such as the International Style, which is typically characterized by use of geometric forms, smooth wall surfaces, and an absence of exterior decoration. In the Post World War II era, new materials and building technologies were adapted for efficiency and cost considerations. Often, buildings designed in a Mid-Century Modern style emphasized structure and materials, resulting in large expanses of glass and an open floor plan. Wartime innovations spawned creation and use of new materials, such as plastics and aluminum, and enhanced the ability to manufacture equipment, vehicles, housing, and other items quickly though mass production. The resulting design aesthetic for architecture is one that experimented with new materials and was "stripped down and essential,"[40] expressing materials and structural systems. In 1945, the influential Case Study House program, sponsored by Los Angeles-based *Arts + Architecture* magazine, was announced.[41] This program influenced a new architectural aesthetic by sponsoring architects to design modern houses and allowing experimentation with new concepts for modern residential architecture, such that "lightness and openness of these designs emphasized with large walls of glass opening the house to nature gained popularity and became a hallmark style of the new era."[42] This aesthetic was subsequently applied to many property types citywide, including commercial and office buildings. Although a context statement for SurveyLA for the style is in development, available materials define character-defining features as: [43]

- Simple geometric volumes
- Horizontal massing
- Direct expression of the structural system, often wood or steel post and beam
- Flat roof, at times with wide overhanging eaves
- Unornamented wall surfaces
- Floor-to-ceiling windows, often flush mounted metal framed

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[35] "Addition to Phone Building to be Started This Week," *Los Angeles Times*, October 27, 1957, 158.

[36] "New Facility," *Los Angeles Times*, December 21, 1958, 75.

[37] "New Phone Unit Rising," *Los Angeles Times*, November 23, 1958, 121.

[38] "N.H. Phone Building Honored," *Valley Times*, January 27, 1962, 9.

[39] John F. Gane, A.I.A., ed., *American Architects Directory* (New York: R. R. Bowker Co., 1970), 1012.

[40] Esther McCoy, quote cited in Alan Hess' work on modern architecture in Los Angeles.

Alan Hess, "Everyday Modernisms: Diversity, Creativity, and Ideas in L.A. Architecture, 1940-1990," prepared for the Los Angeles Conservancy, May 2013, *https://www.laconservancy.org/explore-la/curating-city/modern-architecture-la/history-la-modernism.*

[41] "Announcement: The Case Study House Program." *Arts and Architecture.* Jan 1945: 37-41. *http://www.artsandarchitecture.com/case.houses/pdf01/csh_announcement.pdf.*

[42] Alan Hess, "Everyday Modernisms: Diversity, Creativity, and Ideas in L.A. Architecture, 1940-1990," prepared for the Los Angeles Conservancy, May 2013, *https://www.laconservancy.org/explore-la/curating-city/modern-architecture-la/history-la-modernism.*

[43] "Context Summary Table, Architecture and Engineering, 1850-1980; Sub Context: L.A. Modernism, 1919-1980; Post-War Modernism, 1946-1976; Mid-Century Modernism, 1945-1970; Institutional Property Type," *SurveyLA,* City of Los Angeles, Office of Historic Resources."

Historic Context

Telephone History and Development

As the subject property was constructed as an office building for Pacific Telephone and Telegraph Co., the following historic context statement on telephone history and development was excerpted from the SurveyLA Historic Context Statement on telephone history and development:[44]

> The telephone is one of those conveniences of urban life that is taken for granted, like water and electricity. Based on an invention of the late 1870s, by the turn of the twentieth century it had become a commonplace in industry, commerce, and well-off homes. By the 1920s it was considered an urban necessity for all.
>
> Its history has been shaped by accommodation to technological change and by controversy over its corporate structure. Telephone service in the 1880s and 1890s depended upon private investors gaining a license from the holders of the original patents. Then, as the patents expired, competing investors built parallel systems that led to chaos. By the early 1910s, public demand for order resulted in the creation of local monopolies that promised efficiency. In 1916 Los Angeles gained such a monopoly to replace its competing companies.
>
> During the early years of competitive chaos, there was little of significance in telephone architecture. But the period of consolidation that followed the 1916 merger produced the first of the monumental telephone buildings. The 1920s and 1930s saw the construction of numerous neighborhood exchanges, block-like multi-story edifices of noble if forbidding appearance, containing the switching equipment and its operators. Also completed in the twenties was the Telephone Building, a large Downtown office structure from which all company matters were managed, and which symbolized the power and wealth of the company. Even the lowly telephone truck garages from this period featured ornate facades.
>
> In the years following the Second World War the telephone company turned toward simplicity in design and innovation in technology. After 1945 buildings adopted the clean lines of modernism while accommodating the coaxial cable, the transistor and the microwave. As human operators became unnecessary and electronic switching took over, the windowless exchange became the norm. But by the mid-1970s the monopoly that created this system was deemed illegal, and the telephone company as it existed soon came to an end…
>
> *The Era of Technological Innovation, 1945-1974*
>
> In the years immediately following the Second World War the AT&T-dominated Bell system seemed to work well. Long-distance prices fell as service improved. Bell Laboratories, the research arm of the company, created innovative devices that Western Electric, the sole manufacturer of telephone equipment, presented to customers.
>
> Southern California Telephone began the postwar period by officially changing its

[44] Daniel Prosser, *Los Angeles Citywide Historic Context Statement, Context: Public and Private Institutional Development, 1950-1980; Theme: Telephone History and Development, 1881-1974*, City of Los Angeles, Department of City Planning, Office of Historic Resources, April 2018, 3, 19-27.

name to Pacific Telephone and Telegraph, the title of its San Francisco-based parent company. It also began an eight-year construction program that by 1953 produced 83 new buildings in Los Angeles and the surrounding communities. Most were of reinforced concrete. The "keynote of the company's building design is simplicity," according to the company's building engineer. "We try to keep our designs simple, with a minimum of non-functional ornament."

Most employed the Late Moderne style. It fit well with the needs of exchange buildings, housing equipment increasingly less dependent on manual switchboards and more on electronics…

The most significant postwar resource, or more accurately collection of resources, is the Madison Complex in Downtown. It consists of three interconnected buildings, the old exchange at 433 South Olive Street and two postwar buildings, 420 and 434 South Grand Avenue. It developed as the primary connection point for the City's long-distance service and housed the advanced equipment needed for this connection.

There were three innovations in the postwar period that produced the evolution of the Complex. The first was the creation of the coaxial cable system in the late 1940s which carried television as well as telephone transmissions. The second was the use of transistors in place of vacuum tubes, first installed in the equipment used for long-distance dialing in the mid-1950s. The third was the introduction of microwave transmission that by the 1960s had replaced the coaxial cable as the primary means of long-distance communication.

As the postwar period began, what was called the Communications Center Facility was housed at 433 South Olive alone. The coaxial cable was due to reach Los Angeles by the late 1940s and the telephone company decided to erect a new building to receive it. The site chosen was 434 South Grand Avenue, to the rear of 433 South Olive, which the telephone company had owned since the 1920s. Construction began in late 1946 on the reinforced concrete structure that reached the height limit of 150 feet. Design was by C. Day Woodford of the Parkinson firm.

All long-distance calling went through the new Grand Avenue building. By 1954 it housed, in addition to the coaxial cable terminals, the telephone system's first installation of transistors. This permitted the company to begin limited direct-dial long-distance service. Grand Avenue contained what the Times called "the electronic brain machines" that also provided for television transmission and the early use of microwaves.

By the late 1950s microwave transmission required a facility of its own. In 1959 about 65 percent of the City had direct long-distance dialing, and the purpose of a new building was to house equipment to provide for those still without it. What was called a new Communications Center went up just to the north of 434 at 420 South Grand. Once it was completed, the two Grand Avenue buildings would comprise the largest such concentration of telephone equipment in the west.

The design of the 1959 structure matched that of the original 1946 building. The architects were Woodford and Bernard, who were involved in the design of the

original. The new building was eight stories of reinforced concrete, framed to accept an additional eight stories. The belief was that additional space would be needed by 1967.

The most striking feature of 420 South Grand was the microwave tower on its roof. Placed in service in March 1962, it housed five horns for receiving and sending communications for telephones, teletypewriters, radio and television. Officially known as the "radio microwave antenna support," the Times called it "one of the city's major construction jobs" for that year."

The tower, with its blue steel wire mesh and cream-colored aluminum panels, inevitably became a subject of comment. Publicity for the telephone company referred to it as the "Launching Pad for Space Communications." A columnist for the *Times* called it "strikingly beautiful" and maintained that it provided the sensation that the "world of tomorrow" is close.

As anticipated, the building soon rose eight more stores and an additional 132 feet. The *Times* noted that the encroaching of tall buildings as well as the need for more space made the enlargement necessary. Design began in 1966 and work started the next year. Woodford and Bernard supplied the plans. Placed atop the extension was a new tower, identical in design but higher. While no longer housing microwave equipment, the tower remains as a significant architectural feature.

Assessment

Individual Eligibility

Because eligibility criteria for local HCM designation align in large degree with eligibility criteria for National and California Registers, the following evaluation considers eligibility under each of the criterion at federal, state and local levels under a single heading.

- *Criterion A/1/1: Is associated with events that have made a significant contribution to the broad patterns of our history and cultural heritage.*

1149 Gower Street was considered under Criterion A/1/1 as an example of a telephone office building. As noted in the historic context statement for SurveyLA, "The administrative office generally followed the conventional commercial architectural forms of its period, with nothing to differentiate it as a distinct building type related to telephone service. Resources may be significant as good examples of a style of architecture, or as the site of a significant event in the history of telephone service."[45] The building at 1149 Gower Street has not been shown to have been the site of a significant event in the history of telephone service. Constructed in the post-World War II era, it served a growing population in Hollywood with primarily dial service, which did not require the assistance of operators to place calls, a departure from earlier technology. The building was part of a large building campaign of Pacific Telephone & Telegraph Co. that responded to region-wide as well as nation-wide population growth. As evidenced from the work of C. Day Woodford, there were a substantial number of telephone-related buildings constructed around the same time. The building at 1149 Gower Street is not associated with any events that have made a contribution to our past nor has it made any contribution to the broad patterns of our history. It was not the first telephone building in Hollywood – that building was located a short distance to the north at 1429 Gower

[45] Daniel Prosser, *Los Angeles Citywide Historic Context Statement, Context: Public and Private Institutional Development, 1950-1980; Theme: Telephone History and Development, 1881-1974*, City of Los Angeles, Department of City Planning, Office of Historic Resources, April 2018, 2.

Street. When telephone workers went on strike throughout the nation in 1947, Hollywood workers set up a picket line in front of that earlier building and not at the subject property. The building at 1149 Gower Street simply served as an office building for the telephone company. Therefore, 1149 Gower Street is not eligible under criterion A/1/1.

- *Criterion B/2/2: Is associated with the lives of persons important in our past.*

Although many individuals worked at the subject property, none other than the district manager, M.M. Morehouse, have been named. Although he worked for Pacific Telephone and Telegraph Co. for many years, Morehouse does not appear to have made any significant contributions to telephone service or management and does not rise to the level required to warrant consideration under Criterion B/2/2: association with the lives of persons important in our past. Therefore, 1149 Gower Street is not eligible under criterion B/2/2.

- *Criterion C/3/3: 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.*

1149 Gower Street was constructed in a Mid-Century Modern style. However, the building does not appear to be significant for its architectural style. The building is a relatively simple example of the style, with a plain, geometric volume, overall sense of horizontality and ribbon windows offset by eyebrows. The building was designed in three phases, albeit by the same architectural firm. It is not known if the first two phases were planned together or separately or if there was an overall design intention for the building. The architecture does not appear to have been written about nor praised in local newspapers at the time of its construction, nor is it known to have won any awards for its design. While 1149 Gower Street is an example of a Mid-Century Modern architectural style, it is not particularly distinctive and nor a very good example of the style.

Furthermore, 1149 Gower Street does not appear eligible under Criterion C/3/3 for its association with C. Day Woodford. While C. Day Woodford appears to have been an active architect, the subject property does not appear to be among his most important work. That claim would be applied to SBC Madison Complex. As principal of a large firm that advertised almost continuously for new hires, the firm likely had many associates involved with the everyday design process while C. Day Woodford may have provided an overall guide for the design and placed his name on the building permit. This design process was typical of the period for the principal to take a bigger picture approach to designs and not be intimately involved with all the details. The building at the subject property is not the earliest example of a telephone building designed by C. Day Woodford and not the best. It is simply one of many telephone buildings attributed to him. Therefore, 1149 Gower Street is not eligible under criterion C/3/3 for its association with C. Day Woodford.

- *Criterion D/4: Has yielded, or may be likely to yield, information important in prehistory or history.*

1149 Gower Street cannot be reasonably expected to yield information important in prehistory or history; therefore, it is not eligible under Criterion D/4.

<u>Historic District Eligibility</u>

The subject property and its immediate surroundings were studied for any potential significance as a historic district. The area surrounding the subject property is developed with a variety of property types, heights, and period of construction. There does not appear to be any unifying architectural style, property type, date of construction, or historic context. There is no significant concentration, linkage, or continuity of sites, buildings, structures or objects united historically or aesthetically. In addition, there is not a strong sense of time of time and place. Therefore, there does not appear to be any potential historic district to which the subject properties could contribute.

Adjacent and Nearby Properties

Although the subject property has not been identified as a historical resource, it is located in a dense urban environment with surrounding buildings constructed over 45 years ago, some of which have been previously identified as historical resources. To identify potential direct and indirect impacts to historical resources (see below), a study area was defined surrounding the subject property. Given the dense urban environment and potential for indirect impacts, the boundaries of the study area have been defined as at least one assessor parcel out from the subject properties, and, in many places, several assessor parcels. A map of the study area can be found in Attachment D, Figure 22 as well as below. The following table lists the eight buildings 45 years of age or older that are located within the study area that have been previously designed or identified in survey. Numbers in the table align with those on the map.

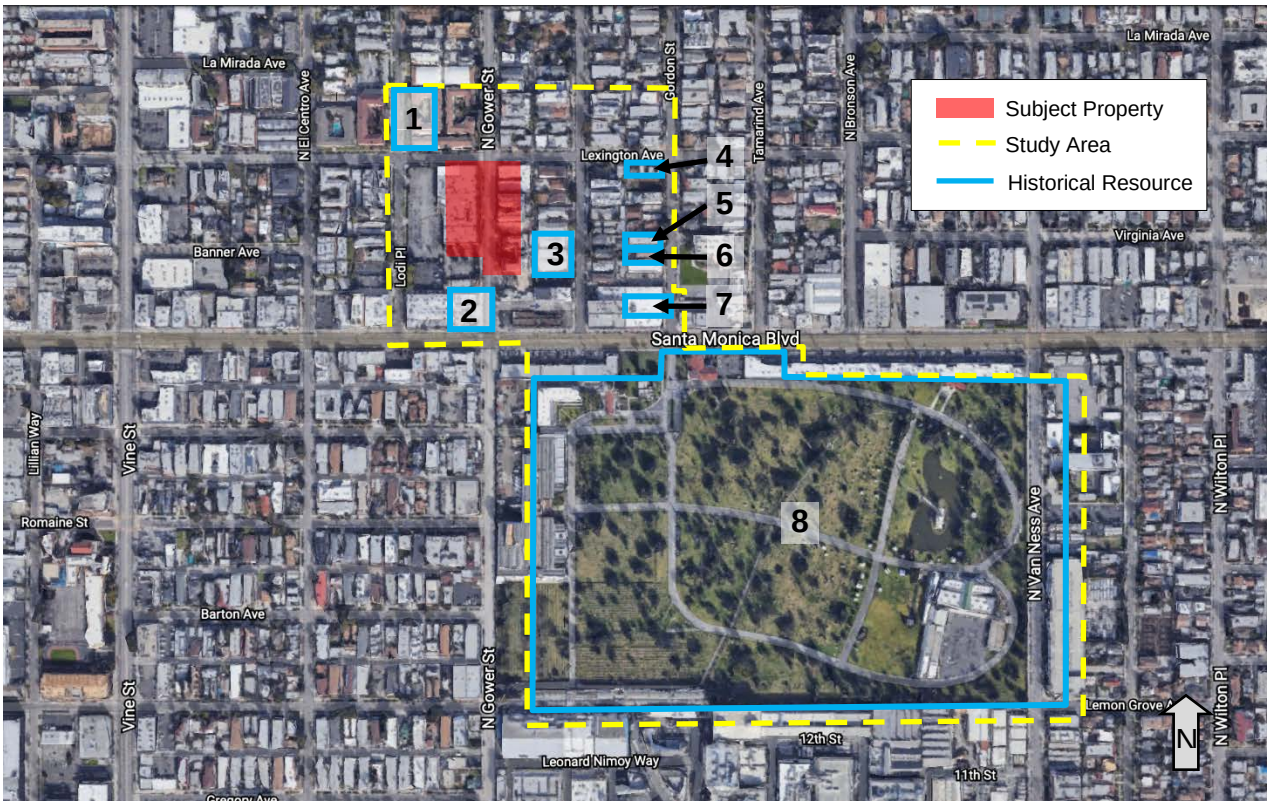


Table 1: Adjacent and nearby historical resources

	Common name/historic name	Address	APN	Construction date
1	YWCA Hollywood Studio Club	1215 Lodi Pl.	5534-003-017	1925-1926
2		6121 Santa Monica Blvd.	5534-008-011	1952
3		1122-1132 Gower St.	5534-016-016 and -017	1937-1938
4		1156 Beachwood Dr./6014 Lexington Ave.	5534-014-022	1910/1917
5		1130-1132 Beachwood Dr.	5534-014-017	1916
6		1126-1128 Beachwood Dr.	5534-014-016	1921
7		1106-1110 Beachwood Dr.	5534-014-012	1937
8	Hollywood Memorial Park	6000 Santa Monica Blvd.	5534-020-046 and -939	1899-1939

Buildings located nearby the proposed project site are further described below.

1. YWCA Hollywood Studio Club, 1215 Lodi Place

The YWCA Hollywood Studio Club, located diagonally across Lexington Avenue and Lodi Place from the subject property, is a "three story reinforced concrete structure with a two-story front elevation, designed in an Italian/Mediterranean Renaissance revival style. The structure is 'square' shaped and surrounds an open courtyard… The concrete walls of the building are covered with stucco."[46]

The Hollywood Studio Club was constructed in 1925-1926, designed by noted architect Julia Morgan.[47] Designated as HCM No. 175 in 1977 and listed in the National Register in 1980,[48] the Hollywood Studio Club was identified as significant for

> its association with many of the most important American film actresses (Criterion B); for its role in the development of the Hollywood studio "star system" (Criterion A); and for its architectural merit as a work of Julia Morgan, one of California's most prominent architects (Criterion C). Beginning in the mid-1920s, the Hollywood film industry revolutionized the economy and lifeways of Southern California and affected the lives and values of people worldwide. The Hollywood Studio Club was an important functional part of the studio "star system", serving as a home for many

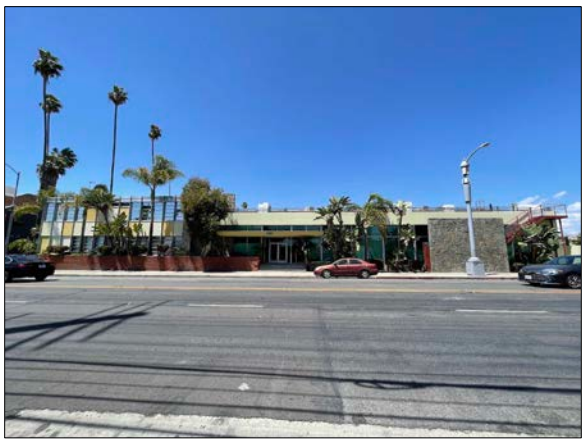
[46] Executive Committee-Hollywood-El Centro Preservation Association, Hollywood Studio Club," National Register of Historic Places Inventory—Nomination Form, United States Department of the Interior Heritage Conservation and Recreation Service, prepared February 28, 1980, entered November 25, 1980.

[47] City of Los Angeles, Board of Public Works, Department of Buildings, "Application for the Erection of Buildings," Permit #24356, July 14, 1925.

[48] "YWCA Hollywood Studio Club," Historic Places LA, City of Los Angeles, *http://www.historicplacesla.org/reports/c633787a-b156-4195-8b5c-937dfe7ed44d.*

young women whose star qualities were yet to be recognized. It stands today as a symbol of the birth of one of the great industries of California and the nation."[49]

2. 6121 Santa Monica Boulevard



6121 Santa Monica Boulevard is two-stories high and designed in a Mid-Century Modern style. It has a flat roof and exterior cladding of brick and smooth stucco with a freestanding stone accent wall. The south façade is asymmetrical in composition and defined by interplay of solid and void, with spans of steel sash windows arranged in ribbons interspersed with spans of solid spandrel panels. Fixed steel sash storefront windows define the main entrance, roughly centered in the elevation. Notable alterations indicated by SurveyLA include addition of a roofline balustrade and an exterior staircase and freestanding stone wall at the south facade.[50]

Building B was constructed in 1952 and designed by architect Stiles O. Clements as an office and manufacturing building for the Ice Capades (lessee).[51] The property was evaluated in SurveyLA in 2015 and found eligible for listing as an HCM and for the California and National Registers as an "excellent example of Mid-Century Modern commercial architecture in Hollywood" and as the "work of master architect Stiles O. Clements."[52]

3. 1122-1132 Gower Street

Located across Gower Street from the subject property, 1122-1132 Gower Street consists of a Minimal Traditional style courtyard apartment complex with two apartment buildings and two rear garages. SurveyLA notes that, "notable features include steeply pitched hipped roofs, denticulated cornices, stucco walls, paneled wood doors, multi-light wood windows, and articulated door and window surrounds."[53] The two buildings are mirror images of each other and are arranged around a central landscaped courtyard.

[49] Executive Committee-Hollywood-El Centro Preservation Association, Hollywood Studio Club," National Register of Historic Places Inventory—Nomination Form, United States Department of the Interior Heritage Conservation and Recreation Service, prepared February 28, 1980, listed November 25, 1980.

[50] "6121 W Santa Monica Blvd," Historic Places LA, City of Los Angeles, *http://www.historicplacesla.org/reports/3b0c3d90-582b-4b66-a117-4eec1ab35803*.

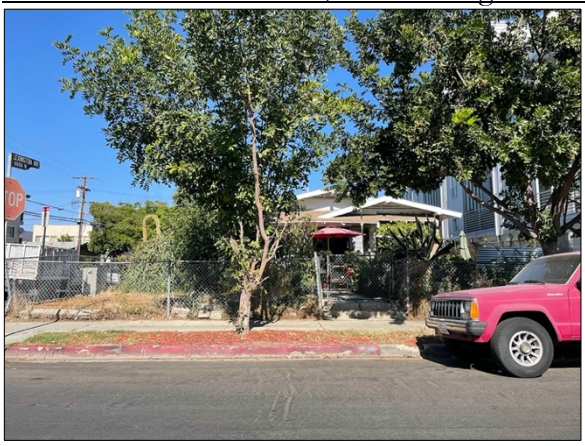
[51] City of Los Angeles, Department of Building and Safety, Building Division, "Application to Erect A New Building And For A Certificate of Occupancy," Permit #39567, July 23, 1952.

[52] "6121 W Santa Monica Blvd," Historic Places LA, City of Los Angeles, *http://www.historicplacesla.org/reports/3b0c3d90-582b-4b66-a117-4eec1ab35803*.

[53] "1122-1132 N Gower Courtyard Apartments," *SurveyLA Historic Resources Survey, Hollywood Redevelopment Project Area, Historic Districts, Planning Districts, and Multi-Property Resources – 01/28/20*, City of Los Angeles, Department of City Planning, Office of Historic Resources, 2020: 87-88.

Constructed in 1937-1938 for owner L. Strauss, the buildings were designed by structural engineer J.J. Rees and built by contractor Harry Horowitz.[54] The two courtyard apartment buildings that make up 1122-1132 Gower Street were evaluated in 2020 in SurveyLA and found eligible for listing as an HCM and for the California and National Registers as an "excellent example of a 1930s courtyard apartment in Hollywood, exhibiting the distinctive features of the property type. Courtyard apartments were an important type of multi-family housing in Los Angeles; they responded to the region's temperate climate by providing common open space and a connection to the outdoors."[55]

4. 1156 Beachwood Drive/6014 Lexington Avenue



The property at 1156 Beachwood Drive and 6014 Lexington Avenue consists of three buildings: two single-family homes, one oriented west toward Beachwood Drive (1156 Beachwood Drive) and the other oriented north toward Lexington Avenue (6014 Lexington Avenue), and a rear garage. 1156 Beachwood Drive is a one-story Craftsman style house with multiple rooflines, exposed rafter tails, a central chimney and a brick side chimney, finished with wood siding. The primary, west façade includes a partial front porch supported on rectangular stone columns. The main entrance is centered in the elevation. Fenestration includes double hung and fixed wood sash. Like the other house, 6014 Lexington Avenue is a one-story Craftsman style house with multiple rooflines, exposed rafter tails, a brick side chimney, and wood siding. The primary north façade is symmetrical in composition with a central front door and pair of windows on either side. The rear garage is oriented north toward Lexington Avenue and is a simple wood structure with a front gable roof and two pairs of wood, swinging garage doors.

1156 Beachwood Drive was constructed in 1910, according to the Los Angeles County Assessor, while 6014 Lexington Avenue was constructed in 1917. There is no original building permit available for the Beachwood Drive house but there is one for the Lexington Avenue house, which was constructed for owner Frank A. Hebsch of the same address.[56]

The property was identified in SurveyLA as eligible for listing as a City of Los Angeles HCM, significant as a "rare remaining example of an intact 1910s residence in Hollywood. The 1910s

[54] City of Los Angeles Department of Building and Safety, Building Division, "Application for the Erection of a Building," Permits #21171 and #21172, June 25, 1937.

City of Los Angeles Department of Building and Safety, Building Division, "Application for the Erection of a Building," Permits #300010 and #30011, September 16, 1938.

[55] "1122-1132 N Gower Courtyard Apartments," *SurveyLA Historic Resources Survey, Hollywood Redevelopment Project Area, Historic Districts, Planning Districts, and Multi-Property Resources – 01/28/20*, City of Los Angeles, Department of City Planning, Office of Historic Resources, 2020: 87-88.

[56] City of Los Angeles Department of Building and Safety, Building Division, "Application for the Erection of a Building," Permit #07203, December 7, 1916.

represented a significant period of growth in Hollywood; intact examples of residences dating to this era are increasingly rare. The property appears to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility."[57]

5. 1130-1132 Beachwood Drive

1130-1132 Beachwood Drive consists of a one-story Craftsman style duplex that is oriented west toward Beachwood Drive. The building has a low-pitched front gable roof with a central chimney and exterior walls clad in wood siding. The primary west façade includes a full front porch accessed by a few steps. It is supported on simple rectangular columns and covered by an additional front gable roof. The west façade includes two main entrances to the two units, which are evenly spaced, with simple wood panel doors incorporating glazing at the top; each door is paired with a wood sash window.

Constructed 1916, 1130-1132 Beachwood Drive was originally designed as an 8-room duplex for owner I.T. Todd.[58] 1130-1132 Beachwood Drive was identified in SurveyLA as eligible for listing as a City of Los Angeles HCM, significant as a "Rare remaining example of an intact 1910s duplex in Hollywood. The 1910s represented a significant period of growth in Hollywood; intact examples of multi-family residences dating to this era are increasingly rare. The property appears to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility."[59]

6. 1126-1128 Beachwood Drive

1126-1128 Beachwood Drive consists of a two-story Craftsman style multi-family building oriented west toward Beachwood Drive. The building has a front gable roof and wood clapboard siding. The primary, west façade is generally symmetrical in composition and is three bays wide. The center bay at the first floor includes entrances into three of the units. The second floor includes a balcony covered by a front gable roof that is supported on rectangular columns that extend nearly the full height of the building and. Outer bays feature fixed, multi-light, double-hung wood sash windows.

Constructed 1921, 1126-1128 Beachwood Drive was originally designed as a 14-room, 3-family building for Mr. J. Hopkins of the same address. The architect was Edward Joralsky and contractor

[57] "1156 N. Beachwood Drive," *SurveyLA Historic Resources Survey, Hollywood Redevelopment Project Area, Historic Districts, Planning Districts, and Multi-Property Resources – 01/28/20*, City of Los Angeles, Department of City Planning, Office of Historic Resources, 2020: 3.

[58] City of Los Angeles, Board of Public Works, Department of Buildings, "Application for the Erection of Frame Building," Permit #01750, March 22, 1916.

[59] "1130-1132 N. Beachwood Drive," *SurveyLA Historic Resources Survey, Hollywood Redevelopment Project Area, Historic Districts, Planning Districts, and Multi-Property Resources – 01/28/20*, City of Los Angeles, Department of City Planning, Office of Historic Resources, 2020: 2.

was Roy W. Clark.[60]

1126-1128 Beachwood Drive was identified in SurveyLA as eligible for listing as a City of Los Angeles HCM, significant as a "rare remaining example of an intact 1920s fourplex in Hollywood. The 1920s represented a significant period of growth in Hollywood; intact examples of multi-family residences dating to this era are increasingly rare. The property appears to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility."[61]

7. 1106-1110 Beachwood Drive

1106-1110 Beachwood Drive is oriented west. Three stories high, the building has a flat roof with a monitor that pops up near the west facade. The architecture is utilitarian with exterior walls of painted concrete. The primary, west façade is three bays wide. The first-floor, center bay, contains a metal rollup truck door flanked by simple, deeply recessed pedestrian doors in the outer bays. Floors two and three each have a row of three, multi-light, steel sash windows; there is a metal fire escape in the south bay. The north and south elevations abut adjacent buildings though rows of steel sash windows on floors two and three are partially visible. The east elevation directly abuts an adjacent building and is not visible.

Constructed in 1937 for United Studios, 1106-1110 Beachwood Drive was designed by the prominent architectural partnership of Walker & Eisen.[62] The building was originally constructed as a three-story concrete costume building, part of a complex of five other buildings for United Studios.

1106-1110 Beachwood Drive was evaluated in 2020 in SurveyLA and found eligible for listing as an HCM and in the California Register as an "excellent and rare example of a 1930s industrial building in the entertainment support services area of Hollywood; constructed as a costume shop by United Studios."[63] The survey also provides: "It is not known how long the building remained in use as a costume shop; more research is needed to determine the period of significance. Due to alterations, including door replacement and cladding replacement, the building may not retain sufficient integrity for listing in the National Register."

8. Hollywood Memorial Park, 6000 Santa Monica Boulevard

Hollywood Memorial Park was listed in the National Register in 1999 and a motion has recently been passed by Los Angeles City Council to initiate a HCM nomination. A new five-story mausoleum is under construction within the cemetery along Gower Street, south of Santa Monica

[60] City of Los Angeles, Board of Public Works, Department of Buildings, "Application for the Erection of Frame Building," Permit #08296, March 15, 1922.

[61] "1126-1128 N. Beachwood Drive," *SurveyLA Historic Resources Survey, Hollywood Redevelopment Project Area, Historic Districts, Planning Districts, and Multi-Property Resources – 01/28/20*, City of Los Angeles, Department of City Planning, Office of Historic Resources, 2020: 2.

[62] City of Los Angeles, Department of Building and Safety, Building Division, "Application for the Erection of a Building," Permit #34364, December 3, 1936.

[63] "1106-1108 N. Beachwood Drive," *SurveyLA Historic Resources Survey, Hollywood Redevelopment Project Area, Historic Districts, Planning Districts, and Multi-Property Resources – 01/28/20*, City of Los Angeles, Department of City Planning, Office of Historic Resources, 2020: 1.

Boulevard. The following is excerpted from the National Register Registration Form:

> Hollywood Cemetery, located in the central area of Hollywood, California at 6000 Santa Monica Boulevard, was the first cemetery to be built in Hollywood (1899) and is one of the earliest examples of the lawn-park style cemetery in California. The period of significance begins in 1899 with the founding of the cemetery and ends in 1939 with the cessation of all major construction and landscaping installations…
>
> Initially, the 100-acre site was bounded between Gower Street on the west, Van Ness Avenue on the east, Santa Monica Boulevard to the north and Melrose Avenue to the south.
>
> In 1920, 40 acres of unused south-facing cemetery land was sold to Paramount Pictures and RKO Radio Pictures in order to accommodate space requirements for the burgeoning movie industry. Paramount Pictures still occupies the acreage, but the RKO portion is now occupied by a television station studio and broadcasting facility.
>
> The main entrance gate was and still is on Santa Monica Boulevard…The setting is one of calmness, serenity and grace, even though the noises of the city exist just outside the gates and perimeter wall. Santa Monica Boulevard, the main entrance route to the cemetery is extremely busy most hours of the day. Beautiful palm trees and other greenery dot the park-like setting and a lake with fountain occupies the eastern section of the property…
>
> From it's [sic] beginning in 1899, Hollywood Cemetery was planned and designed as a striking example of the "new" and "modem" lawn-park cemetery and to reflect and represent the changing views and attitudes about death in American society at the dawn of the 20th Century.

V. THRESHOLDS FOR DETERMINING SIGNIFICANCE OF IMPACTS

California Environmental Quality Act (CEQA) Statutes

According to the CEQA Guidelines, a project would result in a significant impact to historical resources if it would cause a *substantial adverse change* in the significance of an historical resource. A substantial adverse change is defined in CEQA Guidelines §15064.5(4)(b)(1), as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the *significance of an historical resource would be materially impaired*." The significance of an historical resource is materially impaired, according to CEQA Guidelines §15064.5(4)(b)(2), when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to §5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of §5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of the evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.[64]

The CEQA Guidelines also specify a means of evaluating the relative significance of project impacts on historical resources. CEQA Guidelines §15064.5(b)(3) states:

> Generally, a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*Secretary's Standards*, Weeks and Grimmer, 1995), shall be considered as mitigated to a level of less than a significant impact on the historical resource.[65]

Under CEQA, the key issue relates to how a proposed development may impact the potential eligibility of a structure(s) or a site for designation as an historic resource. The *Secretary's Standards* were developed by the U.S. Department of the Interior as a means to evaluate and approve work for federal grants for historic buildings and then for the federal rehabilitation tax credit (see 36 Code of Federal Regulations Section 67.7). Similarly, the City's Cultural Heritage Ordinance provides that compliance with the *Secretary's Standards* is part of the process for review and approval by the Cultural Heritage Commission of proposed alterations to Historic-Cultural Monuments (see Los Angeles Administrative Code Section 22.171.14. a.1). Therefore, the Secretary's Standards are used for regulatory approvals for designated resources. Similarly, CEQA recognizes the value of the *Secretary's Standards* by using them to demonstrate that a project may be approved without an EIR. In effect, CEQA has a "safe harbor" by providing either a categorical exemption or a negative declaration for a project which meets the *Secretary's Standards* (see State CEQA Guidelines Section 15331 and 15064.S(b)(3)).

[64] CEQA Guidelines §15064.5(4)(b)(2). Emphasis added.
[65] CEQA Guidelines §15604.5(b)(3).

In summary, the definition of substantial adverse change is whether a project demolishes or materially alters in an adverse manner the physical characteristics that convey historical significance of the resource or that justify its eligibility for the California Register or a local register such as the list of Historic-Cultural Monuments. In other words, if a project would render an eligible historic resource ineligible, then there would be a significant adverse effect under CEQA.

Secretary of the Interior's Standards for Treatment of Historic Properties
As noted above, projects in conformance with the *Secretary's Standards* generally have a less than significant environmental impact on historical resources. The *Secretary's Standards* consist of four treatments, the most common of which is rehabilitation, which is defined as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values." The rehabilitation standards are:

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.
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.
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.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
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.
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.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will 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 *Secretary's Standards* are intended to be flexible and adaptable to specific project conditions to balance change while retaining historic building fabric to the maximum extent feasible. The National Park Service has created a substantial amount of written guidance, most of it available online, including Illustrated Guidelines for Rehabilitating Historic Buildings, Preservation Briefs, Preservation Tech Notes, and Interpreting the Standards Bulletins (ITS).

VI. ASSESSMENT OF PROJECT IMPACTS

Description of Proposed Project

The proposed project is described in a drawing set prepared by Bijan & Associates, dated March 2020 (see Attachment G). The proposed project involves construction of two, interconnected new residential buildings on the existing surface parking lot. No work is proposed for the existing building. The new buildings will have three levels of subterranean parking below both buildings. The taller building, adjacent to Gower Street, will be six stories while the shorter, five-story, building will be located at the corner of Lodi Place and Lexington Avenue. Both buildings will be built nearly to the sidewalk line, with a similar setback as the existing building at 1149 Gower Street. The buildings will be designed in a contemporary style with flat roofs and predominantly finished in smooth cement plaster. Along the longer, east and west, elevations, the plane of the elevations will be broken into smaller sections through alternating use of color and projecting balconies. Along Lexington Avenue and Lodi Place, the upper, fifth, floor will be set back a short distance. Ground floor units on Lodi Place will be accessed directly from the sidewalk. A pedestrian walkway will connect the buildings at all levels. A pool will be located at the roof of the six-story building facing southeast. On the interior, units are arranged around double loaded corridors on each floor. Elevator lobbies are centrally placed within each building.

The following analyzes the proposed new construction for potential direct and indirect impacts on identified historical resources. It is important to note that this analysis is based solely upon the drawings identified above.

Direct Impacts

The existing building at 1149 Gower Street has not been identified as appearing eligible for listing in the National or California Registers or for local designation, neither individually nor as part of any potential historic district. The new buildings are proposed to be constructed atop the existing surface parking lot. The existing two-story building at 1149 Gower Street is proposed to be retained. There is no potential for direct impacts to historical resources at the project site.

Indirect Impacts

In general, CEQA describes an *indirect* impact as one that results from the "…alteration of the resource or *its immediate surroundings* such that the significance of an historical resource would be materially impaired" (CEQA Guidelines §15064.5(b)(1)(emphasis added). Indirect impacts are assessed for conformance with Secretary's Standards 9 and 10, which deal specifically with new additions.

The proposed project is in conformance with Standard 9. It will not destroy any spatial relationships that characterize adjacent and nearby historical resources. In addition, the proposed project is designed in a contemporary style and is distinct from the surrounding historic buildings. Furthermore, historic buildings in the vicinity of the subject properties are from several different time periods and there is not a consistent size, scale, proportion or massing among them. While the proposed project is generally larger than surrounding buildings, it is a similar scale, massing and proportion to another, recently completed residential development west of the project site on Lodi Place.

The proposed project is also in conformance with Standard 10. The new building could be removed in the future without impairing the essential form and integrity of any adjacent or nearby historical resources. The following describes how the proposed project will not destroy the essential character-defining features of the adjacent and nearby historical resources.

1. YWCA Hollywood Studio Club, 1215 Lodi Place

The proposed project does not appear to have a potential to indirectly impact the YWCA Hollywood Studio Club. The YWCA, located diagonally across the intersection of Lexington Avenue and Lodi Place from the proposed new building, is significant for its role in the development of Hollywood studios, for its association with many important film actresses, and for its distinctive design by noted woman architect Julia Morgan. The proposed project will not modify or destroy any features connected with important associations or distinctive architectural features. The setting of the YWCA has changed considerably over time. As seen in historic aerial photographs and Sanborn Fire Insurance maps, construction of the building at the subject property in 1949 as well as installation of the surface parking lot and caused demolition of one- and two-story residential buildings that were on the site, specifically along Lodi Place. In addition, other post-World War II residential buildings were constructed nearby the YWCA building to the west at the intersection of Lexington and El Centro Avenue as well as north on Lodi Place. Finally, the setting changed again with construction of the four-story residential building on Lodi Place west of the project site. While the proposed project will change the existing setting of the YWCA, the setting has already changed considerably over time. Therefore, the proposed project will not cause an indirect impact on the setting of the nearby YWCA.

2. 6121 Santa Monica Boulevard

6121 Santa Monica Boulevard is located south of the project site. Significant for its Mid-Century Modern architecture designed by noted architect Stiles O. Clements, 6121 Santa Monica Boulevard faces south toward Santa Monica Boulevard while its rear elevation is minimally articulated. The existing setting is an urban environment with a variety of types of buildings and is not a character-defining feature of 6121 Santa Monica Boulevard. Therefore, while the setting will change, the proposed project will not cause an indirect impact on 6121 Santa Monica Boulevard.

3. 1122-1132 Gower Street

1122-1132 Gower Street is located directly across Gower Street from the subject property. It is significant as an excellent example of a courtyard apartment. By definition, courtyard apartments are inward focused on a landscaped courtyard, not outward focused to surrounding buildings. Located close to Santa Monica Boulevard, the stretch of Gower Street in this area has a variety of building types, including commercial and residential, as well as dates of construction. The setting of 1122-1132 Gower Street is not a character-defining feature. Therefore, while the proposed project will change the setting, it will not cause an indirect impact to 1122-1132 Gower Street.

4. 1156 Beachwood Drive/6014 Lexington Avenue

1156 Beachwood Drive and 6014 Lexington Avenue consist of two small, one-story residential buildings significant for their association with the early development of Hollywood. Along with 1130-1132 Beachwood Drive, there are few other buildings extant on the block from that time period, implying a significant change in setting over time. There is little to no visibility to or from the subject property and 1156 Beachwood Drive and 6014 Lexington Avenue. Therefore, the proposed project will not cause an indirect impact to 1156 Beachwood Drive and 6014 Lexington Avenue.

5. 1130-1132 Beachwood Drive

Like 1156 Beachwood Drive and 6014 Lexington Avenue, 1130-1132 Beachwood Drive is significant for its association with early Hollywood development. As noted above, there are few other buildings extant on the block from that time period, implying a significant change in setting over time. There is little to no visibility to or from the subject property and 1130-1132 Beachwood Drive. Therefore, the proposed project will not cause an indirect impact to 1130-1132 Beachwood

Drive.

6. 1126-1128 Beachwood Drive
1126-1128 Beachwood Drive is significant as an increasingly rare example of a 1920s multi-family residence. As such, setting is not a character-defining feature of the building. Furthermore, there is little to no visibility to or from the subject property and 1126-1128 Beachwood Drive. Therefore, the proposed project will not cause an indirect impact to 1126-1128 Beachwood Drive.

7. 1106-1110 Beachwood Drive
Located on the east side of Beachwood Drive, 1106-1110 Beachwood Drive is separated from the subject property by a block of one- and two-story residential buildings. The industrial building is significant as a support building for the entertainment industry. While it is close to Santa Monica Boulevard where there are other similar buildings, it is located on a predominantly residential block and does not interact with its setting. Furthermore, there is little to no visibility to or from the subject property and 1106-1110 Beachwood Drive. Therefore, the proposed project will not cause an indirect impact to 1106-1110 Beachwood Drive.

8. Hollywood Memorial Park, 6000 Santa Monica Boulevard.
Hollywood Memorial Park has a bucolic setting; within the cemetery, there is little feeling of the surrounding streets outside of its tall walls. The cemetery is separated from the intersection of Santa Monica Boulevard, and Gower Street by a strip mall of auto-repair shops to the north and a new mausoleum under construction to the east. Due to the intervening construction and distance north of Santa Monica Boulevard the proposed project would not have any visibility to or from the cemetery. Therefore, the proposed project would not cause an indirect impact to Hollywood Memorial Park.

VII CONCLUSION

A development project is proposed for the subject property. The one existing building at the subject property, located at 1149 Gower Street, was evaluated in this report for historic and architectural significance to determine if it met the definition of a historical resource under CEQA. The history of the subject property, as well as its alterations, was researched and evaluated. As one of many telephone buildings constructed in the post-World War II era, the subject property was not found to be especially unique nor eligible for listing in the National or California Registers or for local designation. It was not found to be important for association with any important events, personages or for its Mid-Century Modern architecture designed by C. Day Woodford. In addition, it is not located in a potential historic district. Therefore, it is not a historical resource and the proposed project would not cause a direct impact on historical resources.

Several historical resources were identified within a study area surrounding the subject property. The proposed project was not found to have potential to cause indirect impacts to the identified historical resources. Therefore, the proposed project is anticipated to have a less than significant impact on historical resources.

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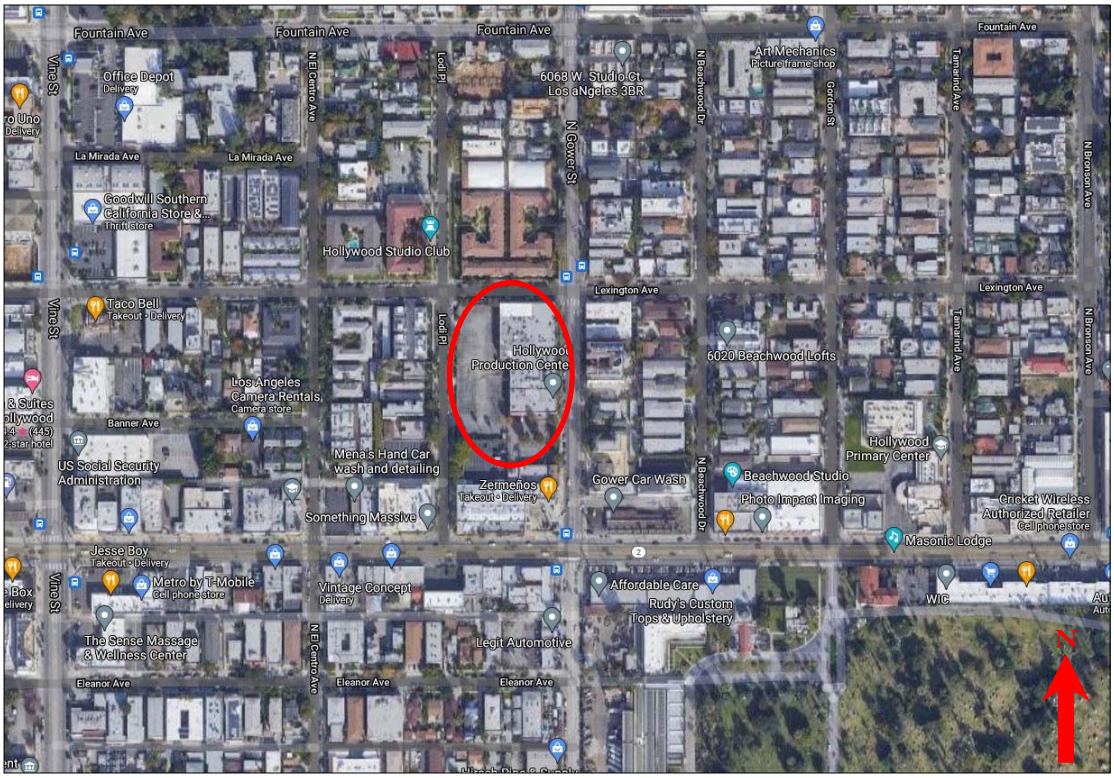
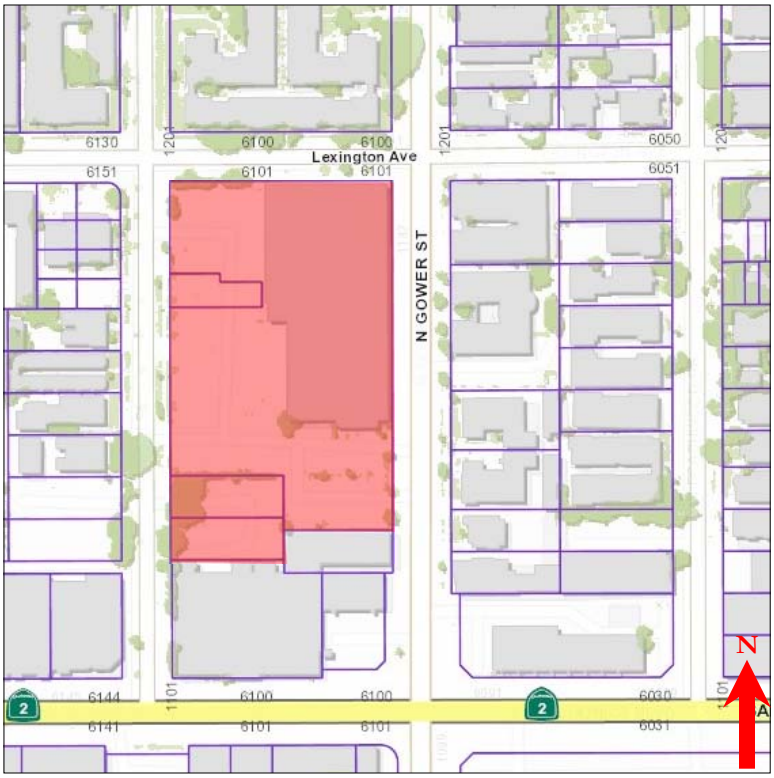
Attachment A: Current Maps and Aerials



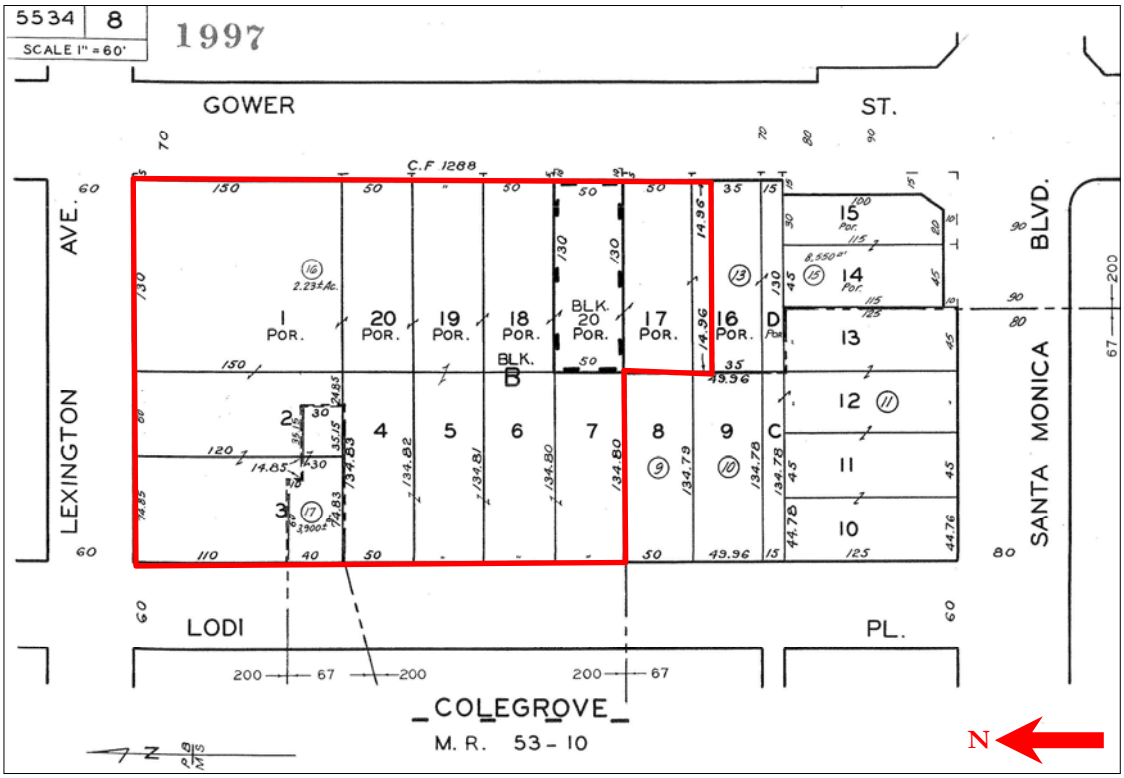
Map 1: Current aerial, subject property circled (source: Google, 2021)

Map 2: Current aerial zoomed in, subject property highlighted (source: Google, 2021)

Attachment A: Current Maps and Aerials

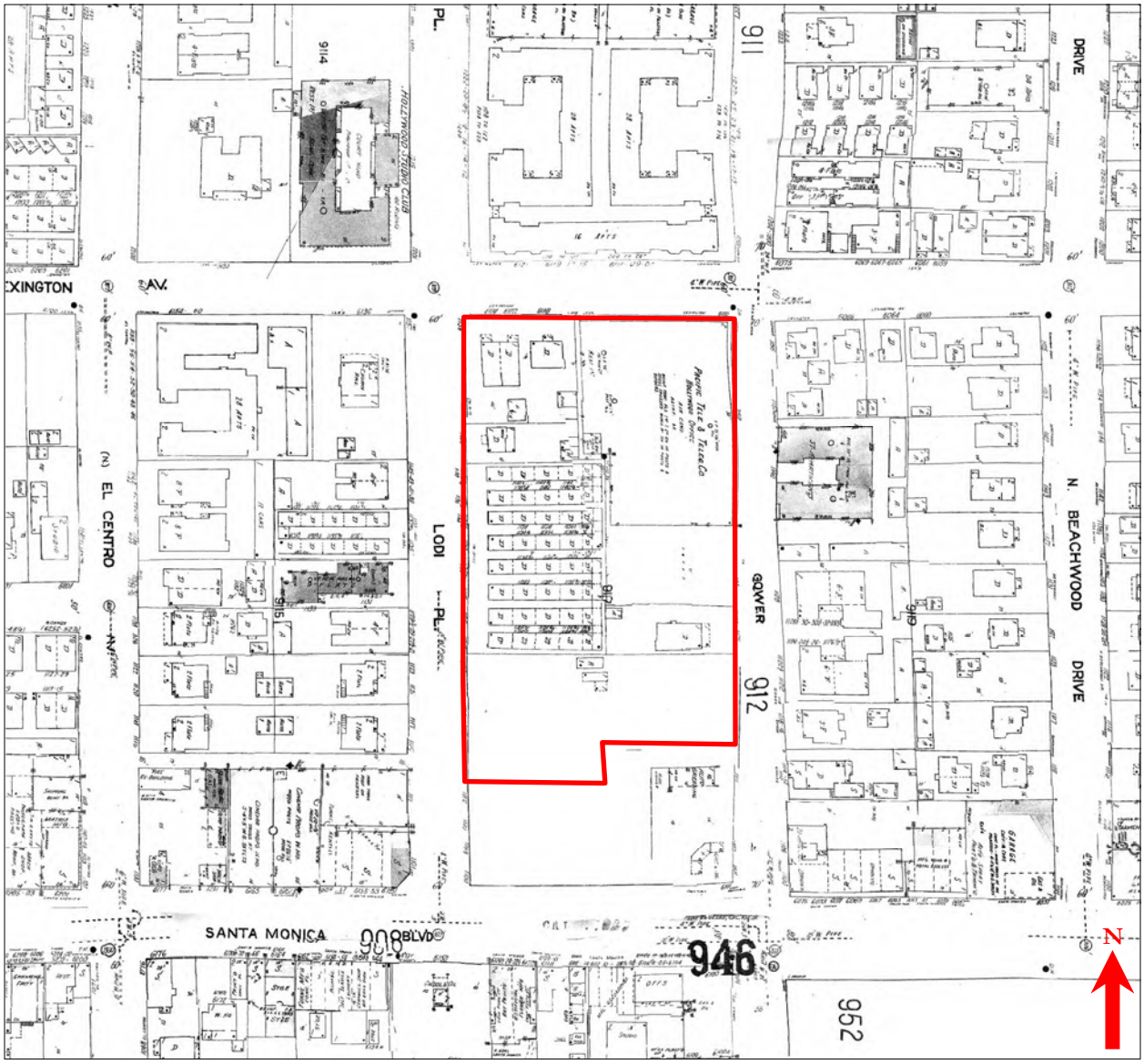


Map 3: Location map, subject propertiy highlighted red (source: Los Angeles County Assessor, 2021)



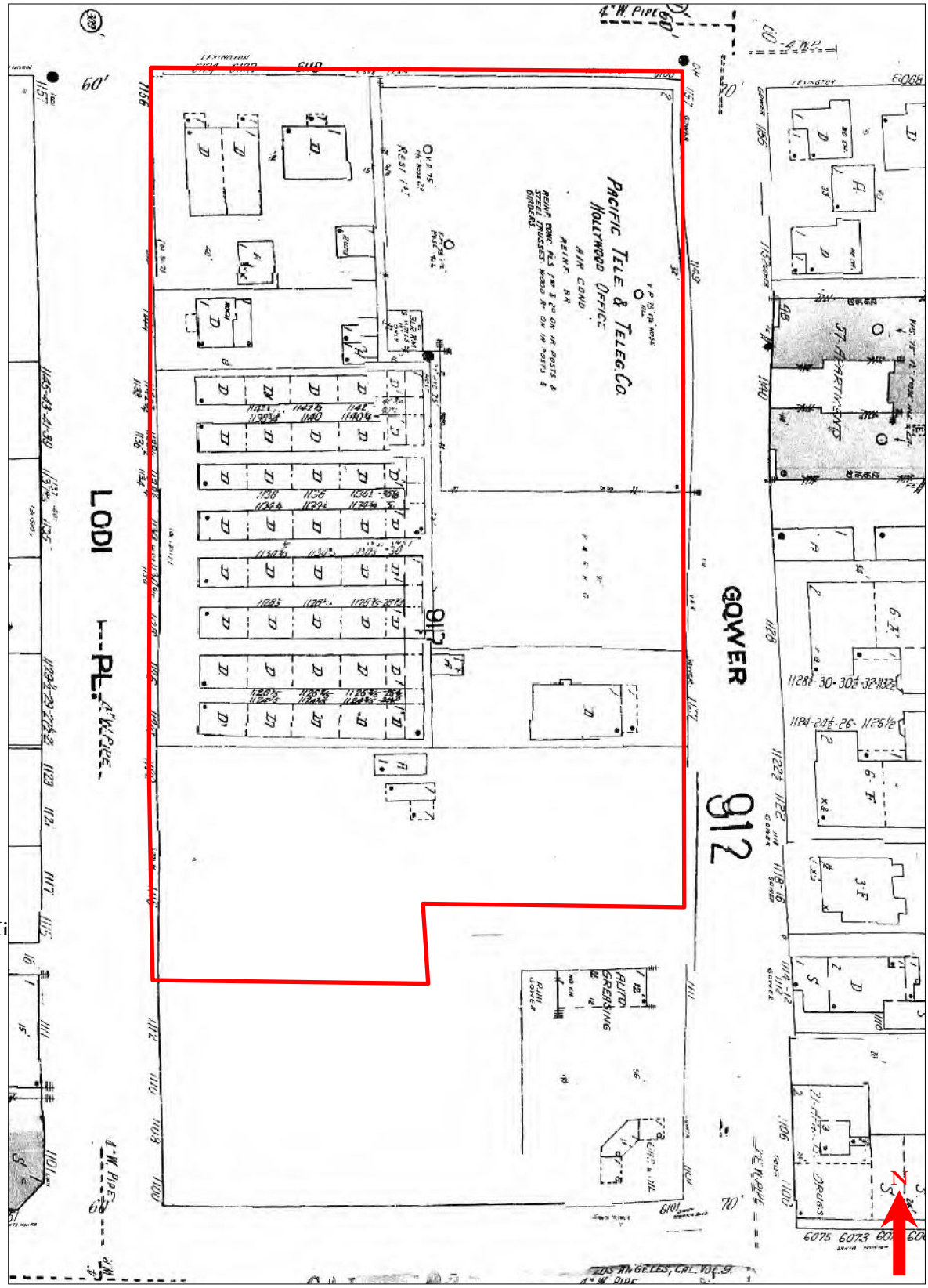
Map 4: Parcel map, subject property outlined in red (source: Los Angeles County Assessor, 2021)

Attachment B: Historic Maps and Aerials



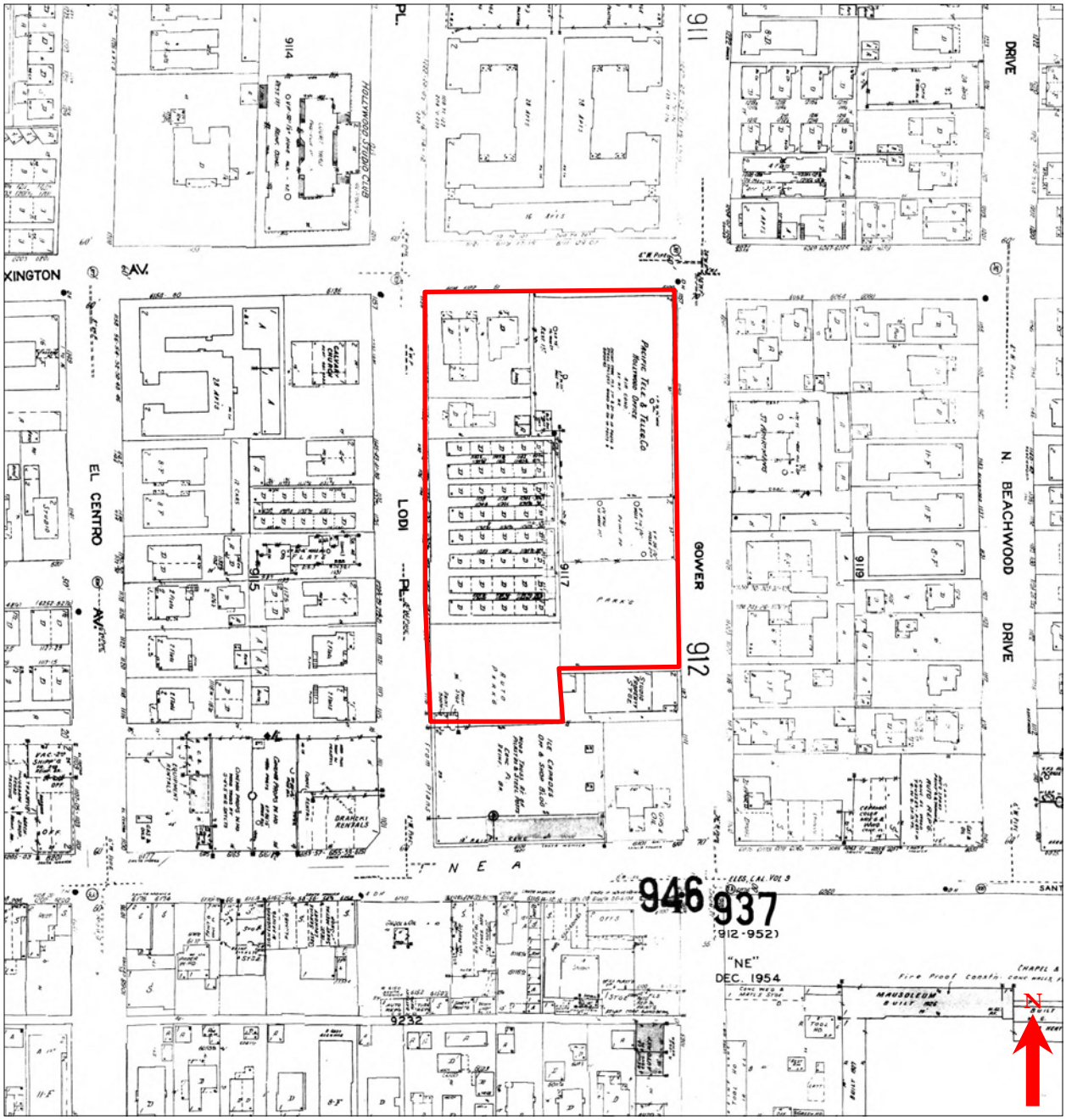
Historic Map 1: Sanborn Fire Insurance map, subject property outlined in red (source: EDR, 1950)

Attachment B: Historic Maps and Aerials



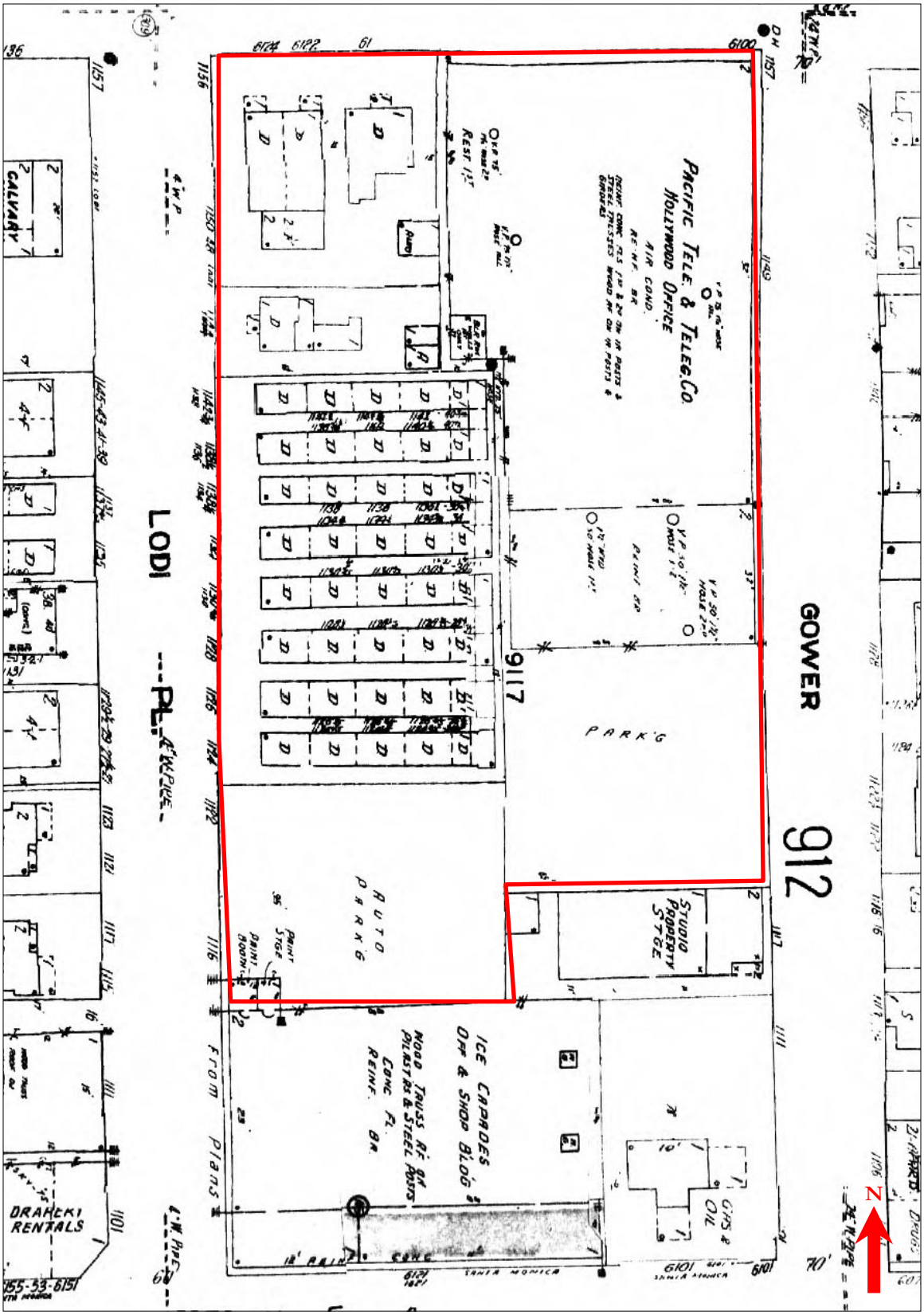
Historic Map 2: Detail of previous Sanborn Fire Insurance map, subject property outlined in red (source: EDR, 1950)

Attachment B: Historic Maps and Aerials



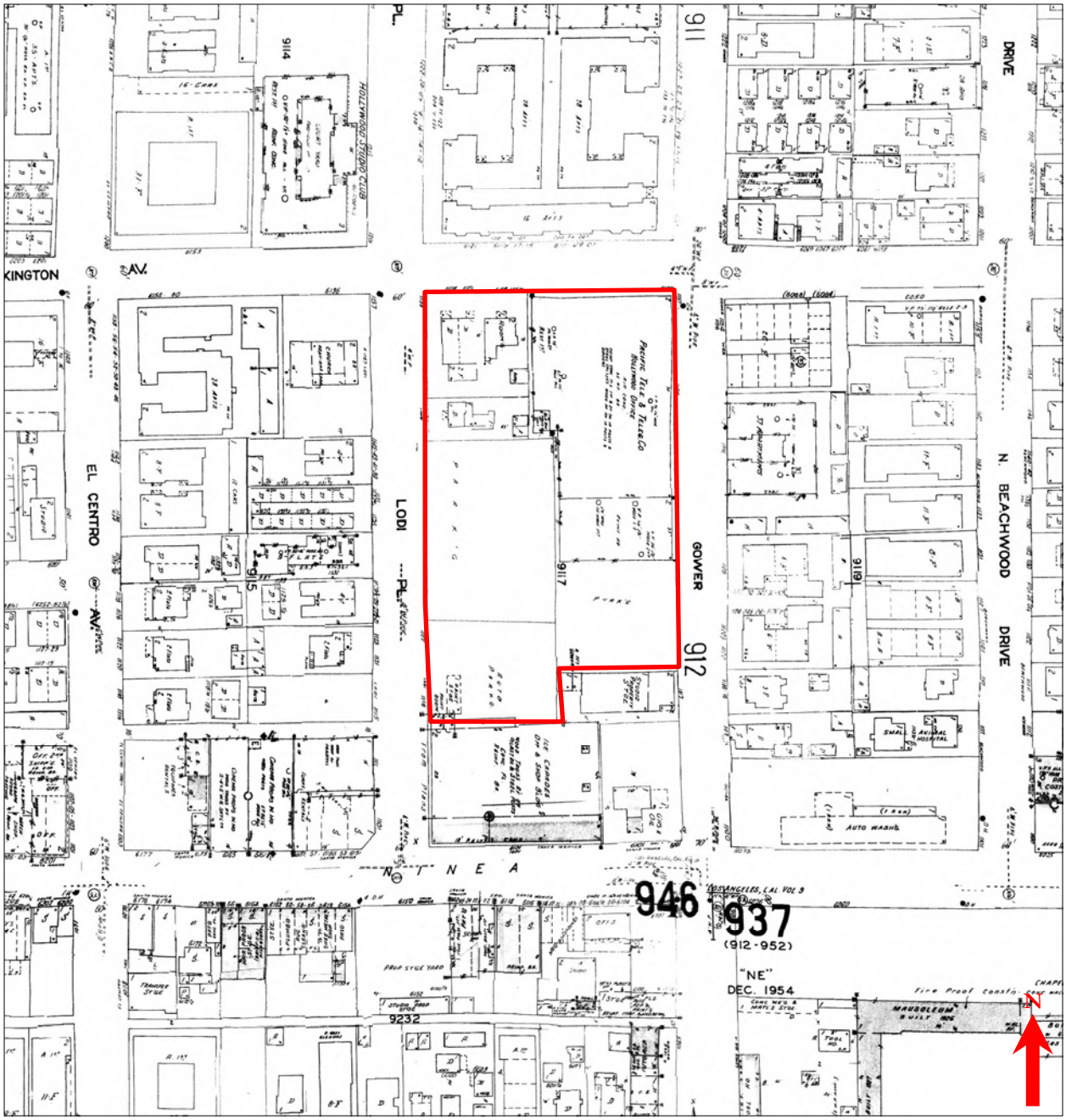
Historic Map 3: Sanborn Fire Insurance map, subject property outlined in red (source: EDR, 1960)

Attachment B: Historic Maps and Aerials



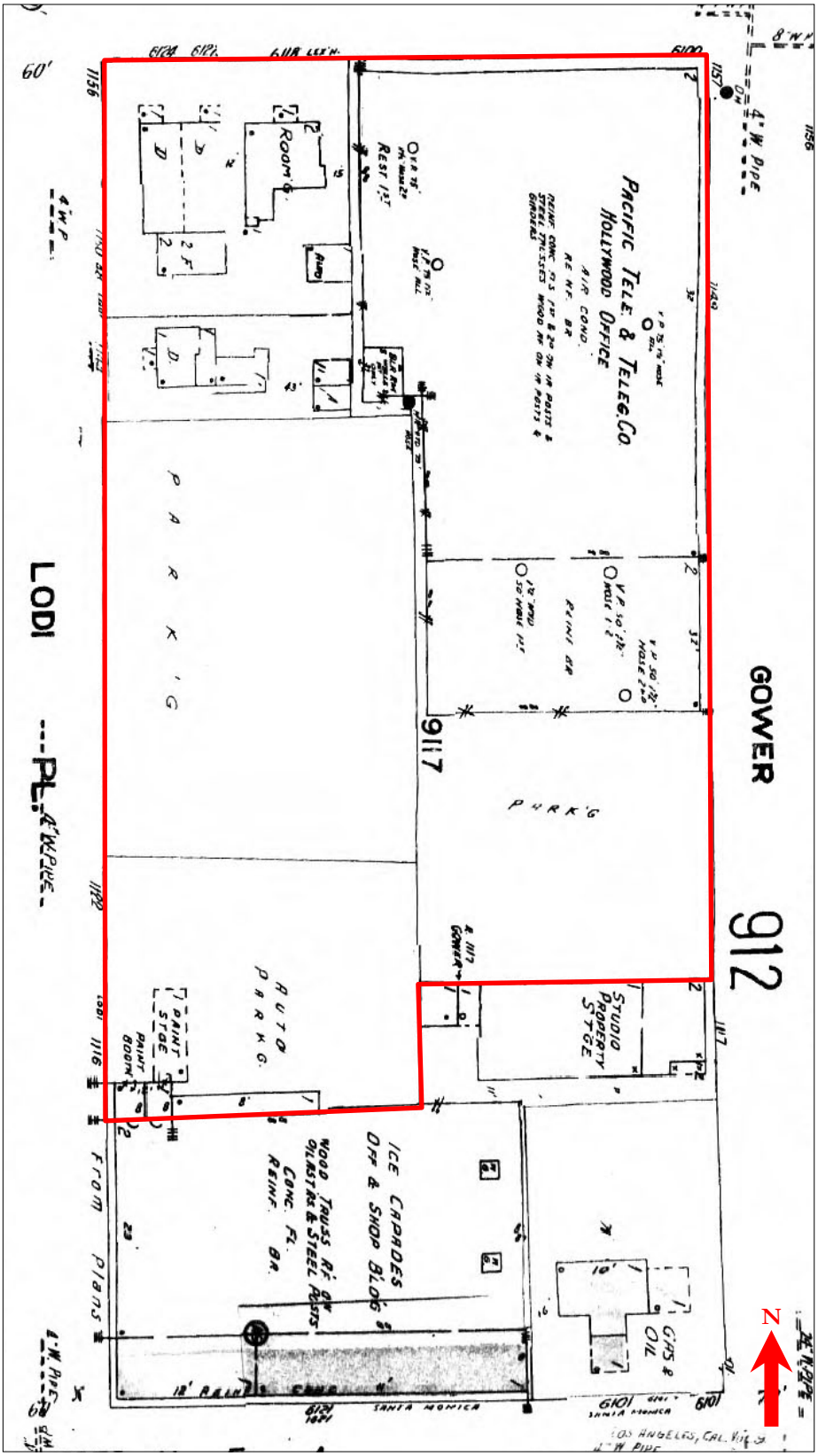
Historic Map 4: Detail of previous Sanborn Fire Insurance map, subject property outlined in red (source: EDR, 1960)

Attachment B: Historic Maps and Aerials



Historic Map 5: Sanborn Fire Insurance map, subject property outlined in red (source: EDR, 1970)

Attachment B: Historic Maps and Aerials



Historic Map 6: Detail of previous Sanborn Fire Insurance map, subject property outlined in red (source: EDR, 1970)

Attachment B: Historic Maps and Aerials

Historic Aerial 1: Historic aerial photograph, subject property circled (UCSB, 1960)

Attachment B: Historic Maps and Aerials

Historic Aerial 2: Historic aerial photograph, subject property circled (UCSB, 1971)

Attachment C: Current Photographs

Figure 1: 1149 Gower Street, south elevation, view north (Snow, 2021)

Figure 2: 1149 Gower Street, primary entrance at south elevation, view northeast (Snow, 2021)

Attachment C: Current Photographs

Figure 3: 1149 Gower Street, south elevation (center) and east elevation (right), view northwest (Snow, 2021)

Figure 4: 1149 Gower Street, east elevation, view northwest (Snow, 2021)

Attachment C: Current Photographs

Figure 5: 1149 Gower Street, east elevation (left) and north elevation (right), view southeast (Snow, 2021)

Figure 6: 1149 Gower Street, north elevation, view south (Snow, 2021)

Attachment C: Current Photographs

Figure 7: 1149 Gower Street, north (left) and west (center and right) elevations, view southeast from Lexington Avenue and Lodi Place (Snow, 2021)

Figure 8: 1149 Gower Street, west elevation, view north on Lodi Place (Snow, 2021)

Attachment C: Current Photographs

Figure 9: 1149 Gower Street, west elevation, view east (Snow, 2021)

Figure 10: 1149 Gower Street, west elevation (left and center) and south elevation (right), view northeast (Snow, 2021)

Attachment C: Current Photographs

Figure 11: 1149 Gower Street, detail of window at west elevation, view east (Snow, 2021)

Figure 12: 1149 Gower Street, detail of secondary entrance at west elevation, view east (Snow, 2021)

Attachment C: Current Photographs

Figure 13: 1149 Gower Street, interior lobby, view south (Snow, 2021)

Figure 14: 1149 Gower Street, interior lobby, view north toward main stair (Snow, 2021)

Attachment C: Current Photographs

Figure 15: 1149 Gower Street, interior, main stair from second floor (Snow, 2021)

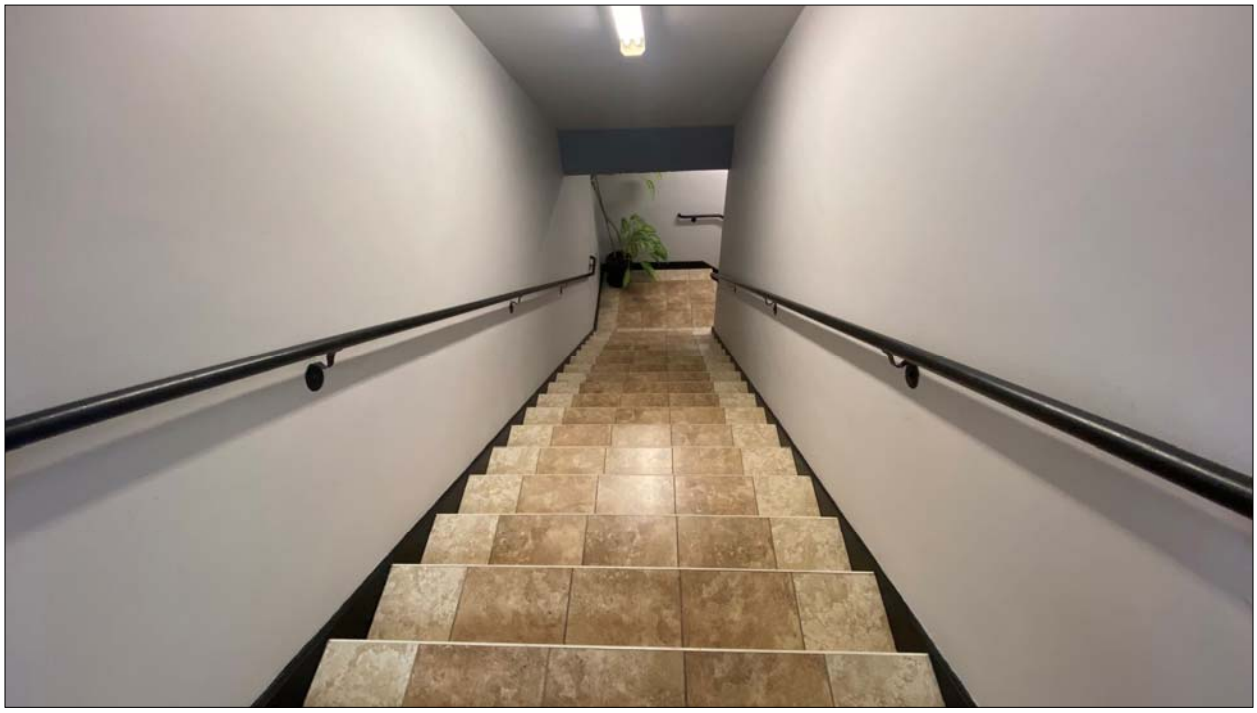


Figure 16: 1149 Gower Street, interior, secondary stair from second floor (Snow, 2021)

Attachment C: Current Photographs

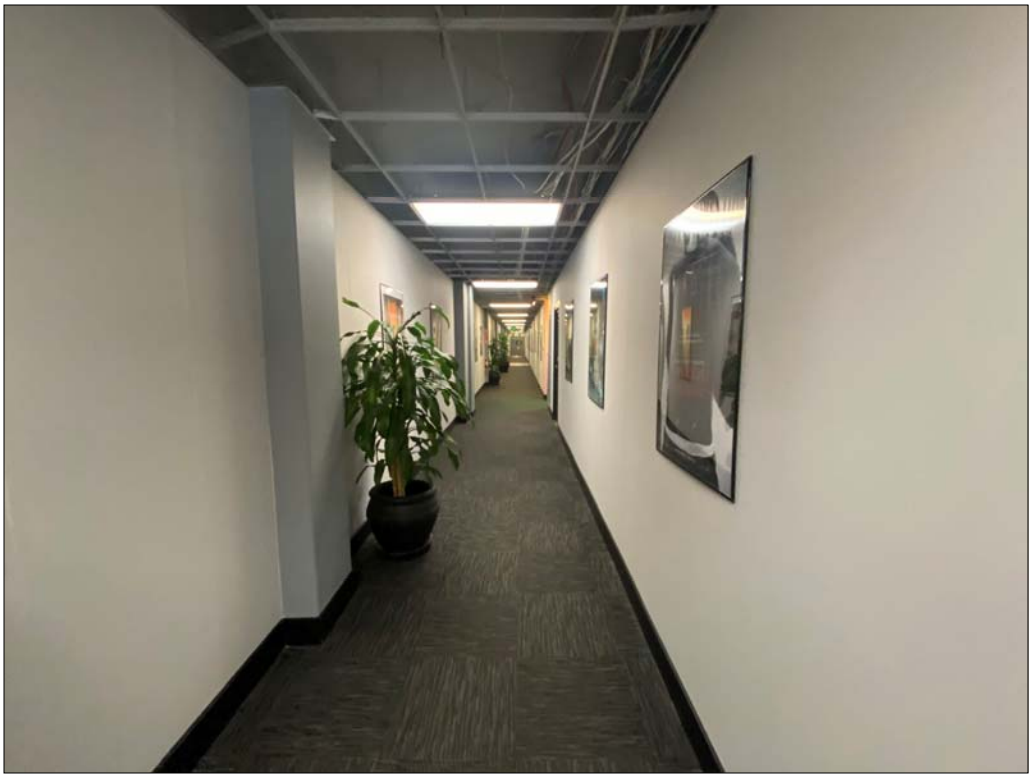


Figure 17: 1149 Gower Street, interior, typical first floor corridor (Snow, 2021)

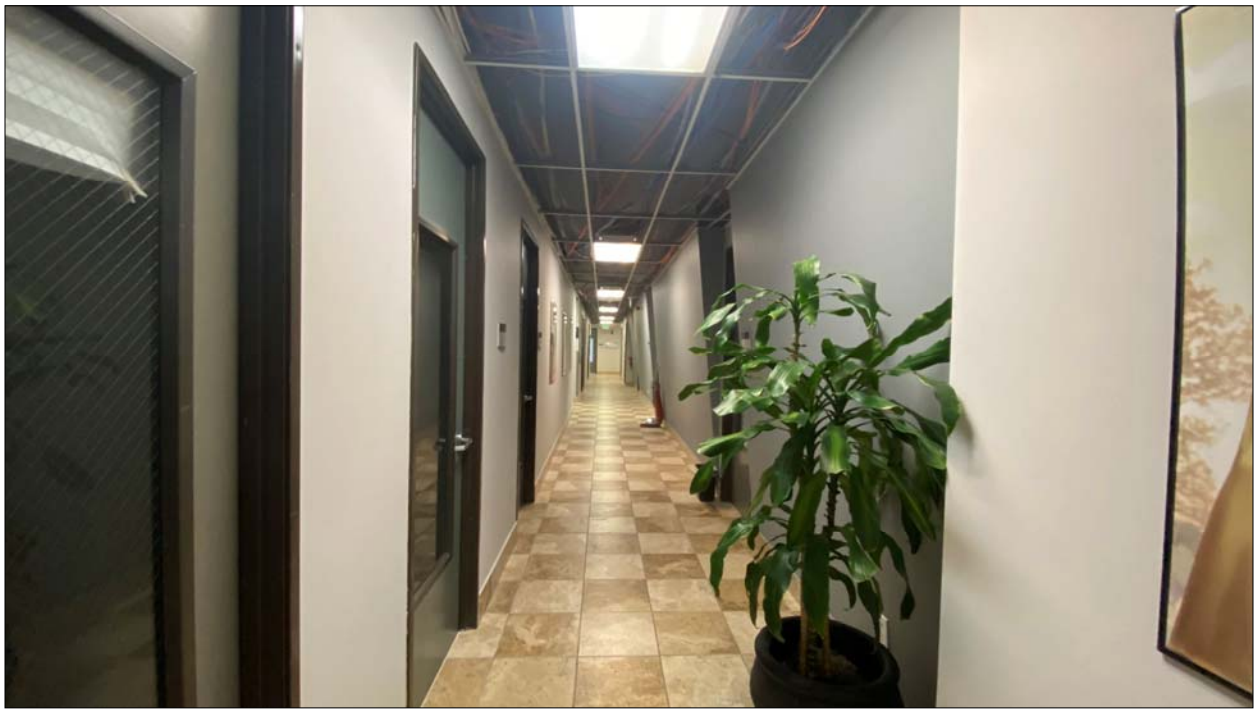


Figure 18: 1149 Gower Street, interior, typical second floor corridor (Snow, 2021)

Attachment C: Current Photographs

Figure 19: 1149 Gower Street, interior, typical first floor office (Snow, 2021)

Figure 20: 1149 Gower Street, interior, typical second floor office (Snow, 2021)

Attachment C: Current Photographs

Figure 21: 1149 Gower Street, interior, typical first floor office suite (Snow, 2021)

Attachment D: Adjacent and Nearby Historical Resources

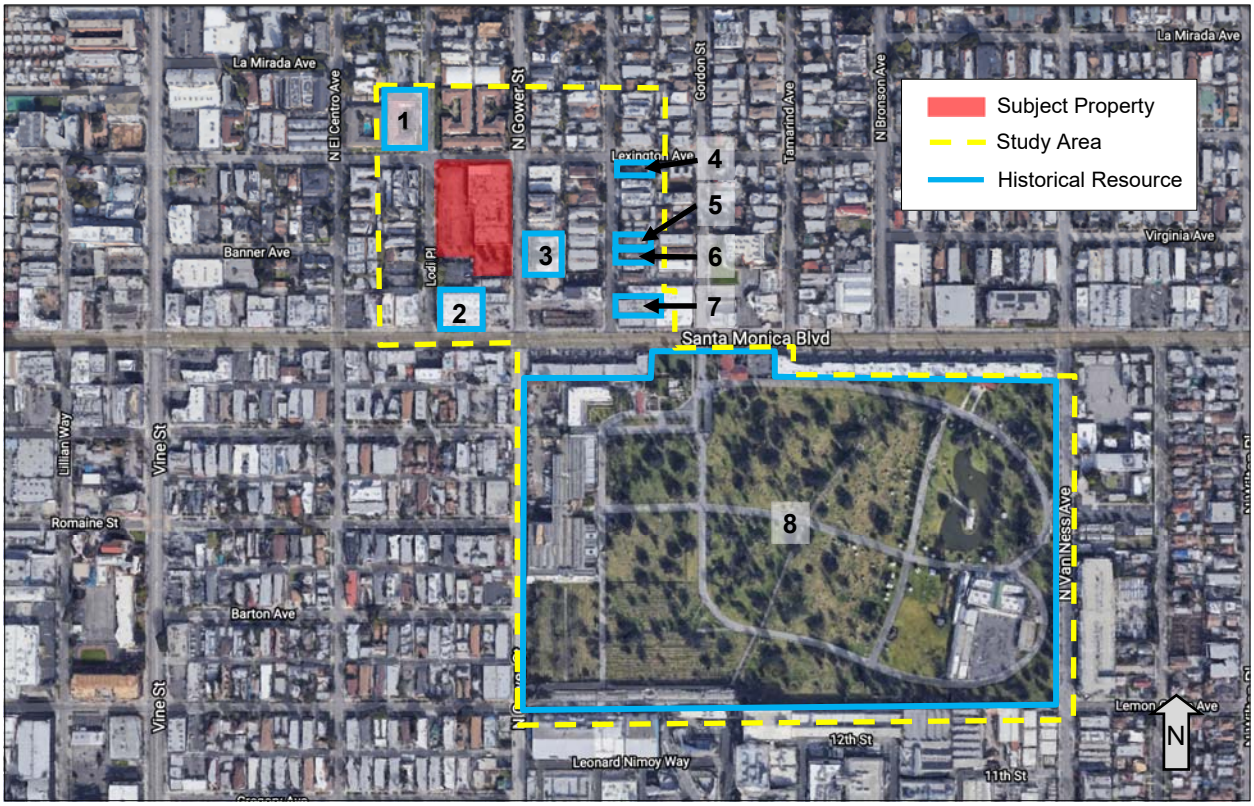


Figure 22: Map identify study area in dashed red line as well as nearby and adjacent historical resources (source: Google, 2021)

Attachment D: Adjacent and Nearby Historical Resources

Figure 23: YWCA Hollywood Studio Club, 1215 Lodi Place, south (left) and east (right) elevations, view northwest (Snow, 2021)

Figure 24: 6121 Santa Monica Boulevard, south elevation, view north (Snow, 2021)

Attachment D: Adjacent and Nearby Historical Resources

Figure 25: (Snow, 2021)

Figure 26: 1156 Beachwood Drive, west elevation, view east (Snow, 2021)

Attachment D: Adjacent and Nearby Historical Resources

Figure 27: 6014 Lexington Avenue, north (left) and west (right) elevations, view southeast (Snow, 2021)

Figure 28: 1130-1132 Beachwood Drive, west elevation, view east (Snow, 2021)

Attachment D: Adjacent and Nearby Historical Resources

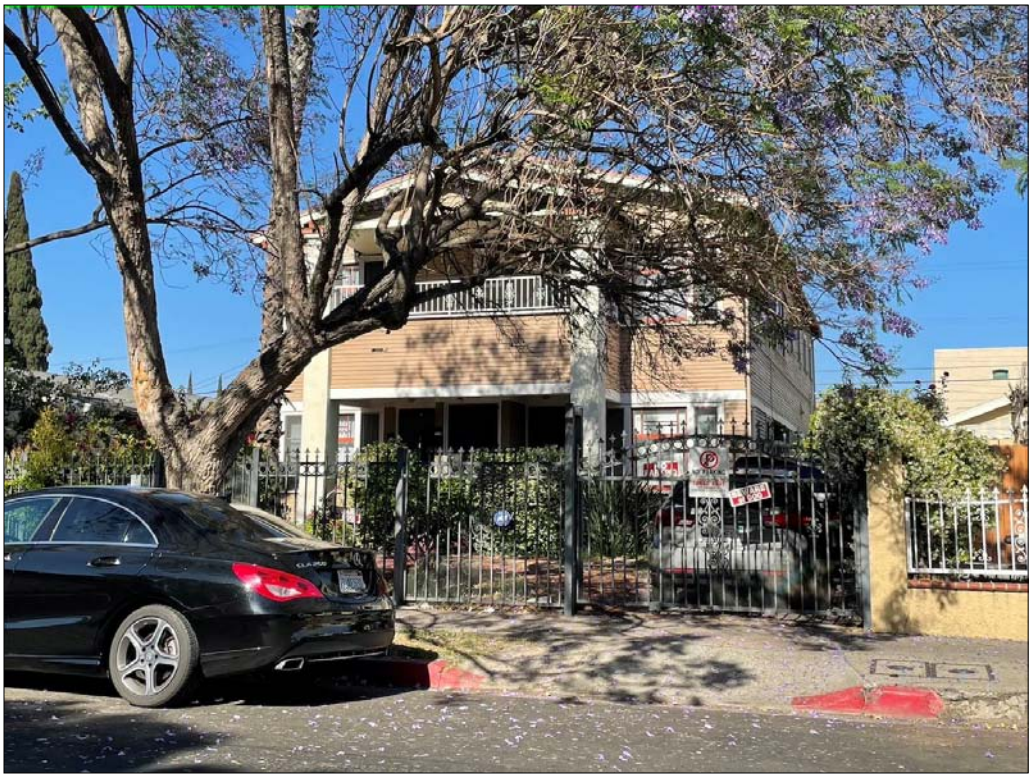


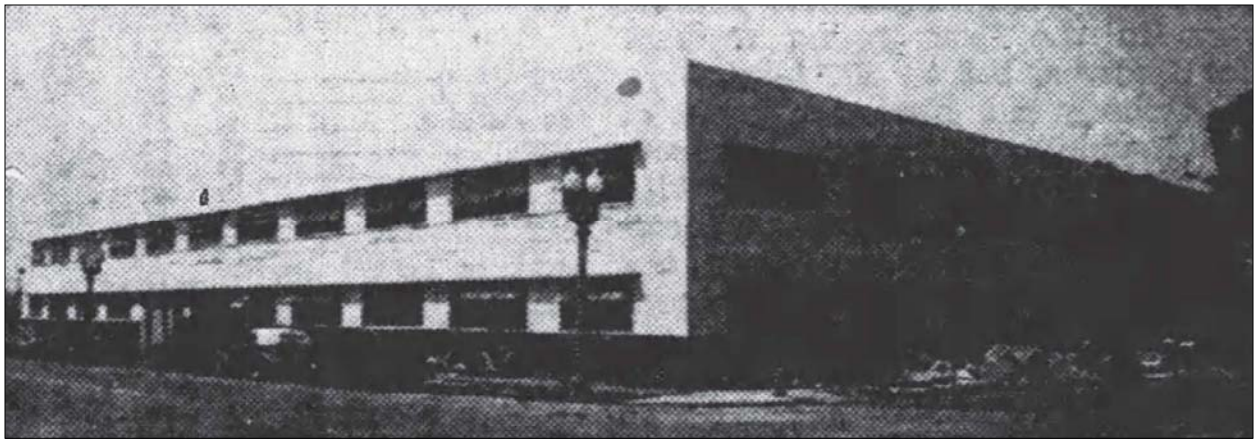
Figure 29: 1126-1128 Beachwood Drive, west elevation, view east (Snow, 2021)

Figure 30: 1106-1110 Beachwood Drive, north (left) and west (right) elevations, view southeast (Snow, 2021)

Attachment D: Adjacent and Nearby Historical Resources

Figure 31: View southeast at Santa Monica Boulevard and Gower Street looking toward Hollywood Memorial Park (Snow, 2021)

Attachment E: Historic Photographs



Historic Photo 1: 1149 Gower Street, east (left) and north (right) elevations, view southwest (Hollywood Citizen News, July 8, 1949)

Historic Photo 2:

1149 Gower Street, Los Angeles, CA

Attachment G: Proposed Project Drawings

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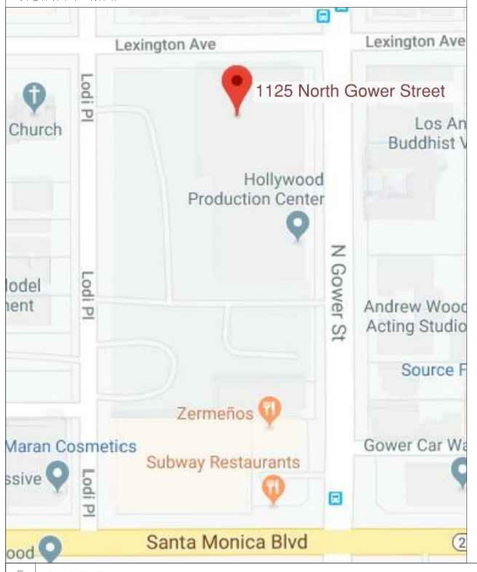
VICINITY MAP



2 PROJECT DESCRIPTION

THE PROJECT SITE IS LOCATED AT 1125 GOWER STREET, LOS ANGELES. LEXINGTON AVENUE FRONTS THE SITE ON THE NORTH, GOWER STREET ON THE EAST, AND LODI PLACE ON THE WEST. THERE IS AN EXISTING TWO-STORY BUILDING OF APPROXIMATELY 67,500 SQUARE FEET AT THE SOUTHEAST CORNER OF GOWER STREET AND LEXINGTON AVENUE. THE EXISTING COMMERCIAL BUILDING WILL BE MAINTAINED, AND THE PROPOSED PROJECT WILL BE CONSTRUCTED ON THE REMAINDER PORTION OF THE SITE WHERE THE EXISTING SURFACE PARKING IS SITUATED. THE PROPOSED PROJECT IS COMPRISED OF TWO BUILDINGS (A AND B) AND A THREE-LEVEL SUBTERRANEAN PARKING GARAGE EXTENDING UNDERNEATH BOTH BUILDINGS. THERE WILL BE A TOTAL OF 169 RESIDENTIAL UNITS INCLUDING THE REQUIRED COMMON OPEN SPACES, PARKING SPACES, AND AMENITIES.

BUILDING A
SIX-STORY RESIDENTIAL BUILDING INCLUDES 45 UNITS APPROXIMATELY 8,180 SQUARE FEET ASSIGNED TO AMENITIES AND 56,093 SQUARE FEET OF RESIDENTIAL AREA. BUILDING A IS ACCESSED DIRECTLY FROM GOWER STREET IN ADDITION TO ITS CONNECTION TO BUILDING B VIA THE GROUND LEVEL, THROUGH THE COMMON OPEN SPACE BETWEEN THE TWO BUILDINGS AND A PEDESTRIAN WALKWAY (BRIDGE) AT UPPER LEVELS.

BUILDING B
FIVE-STORY RESIDENTIAL BUILDING INCLUDES 124 UNITS APPROXIMATELY 129,264 SQUARE FEET OF RESIDENTIAL AREA ACCESSED DIRECTLY FROM LODI PLACE IN ADDITION TO ITS CONNECTION TO BUILDING A VIA THE GROUND LEVEL, THROUGH THE COMMON OPEN SPACE BETWEEN THE TWO BUILDINGS.

PHASING
THE PROJECT WILL BE DEVELOPED IN TWO PHASES. **PHASE I** WILL INCLUDE BUILDING A AND PARTIAL THREE-LEVEL SUBTERRANEAN PARKING GARAGE WITH ACCESS FROM LODI PLACE TO ACCOMMODATE ALL REQUIRED PARKING SPACES FOR BUILDING A PLUS THE REQUIRED PARKING SPACES FOR THE EXISTING COMMERCIAL BUILDING. THE REQUIRED 129 PARKING SPACES FOR THE EXISTING COMMERCIAL BUILDING WILL BE MAINTAINED ON THE REMAINDER PORTION OF THE SITE (EXISTING SURFACE PARKING AT THE NORTHWEST CORNER) DURING THE CONSTRUCTION OF **PHASE I**. **PHASE II** WILL BE CONSTRUCTED AT THE EXISTING SURFACE PARKING AREA AND WILL INCLUDE BUILDING B AND ITS REQUIRED PARKING SPACES AT THREE-LEVEL SUBTERRANEAN PARKING GARAGE AS THE EXTENSION TO PHASE I PARKING GARAGE. PHASE II PARKING GARAGE WILL BE ACCESSED FROM LEXINGTON AVENUE AND AT COMPLETION, PHASE I AND II PARKING GARAGES WILL BE INTERCONNECTED HAVING TWO SEPARATE ENTRIES FROM LEXINGTON AVENUE AND LODI PLACE.

3 DRAWING INDEX

4 PROJECT DATA

1. PROJECT ADDRESS
1125 NORTH GOWER STREET, LOS ANGELES, CA 90038

2. LEGAL DESCRIPTION

PARCEL A: LOTS 1 AND 2, EXCEPTING THE WEST 35.15 FEET OF SAID LOT 2 IN BLOCK "B" OF TRACT NO. 1842, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 200 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
PARCEL B: THE NORTH 120 FEET OF LOT 3 AND THE NORTH 120 FEET OF THE WEST 35.15 FEET OF LOT 2 IN BLOCK "B" OF TRACT NO. 1842, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 200 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE WEST 60 FEET OF SAID NORTH 120 FEET OF LOT 3.
PARCEL C: THE WESTERLY 60 FEET OF LOT 3 IN BLOCK "B" OF TRACT NO. 1842, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 200 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THE SOUTHERLY 40 FEET THEREOF.
PARCEL D: THAT PORTION OF BLOCK 20 OF COLEGROVE AND ADJOINING HIGHWAYS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 53, PAGE 10 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT IN THE CENTER LINE OF GOWER STREET 280 FEET NORTH OF THE CENTER LINE OF SANTA MONICA BOULEVARD (FORMERLY LOS ANGELES AND SANTA MONICA ROAD); THENCE NORTH AND ALONG SAID CENTER LINE OF GOWER STREET 50 FEET; THENCE WEST PARALLEL WITH THE CENTERLINE OF SATNA MONICA BOULEVARD 165 FEET; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF GOWER STREET 50 FEET; THENCE EAST PARALLEL WITH THE CENTER LINE OF SANTA MONICA BOULEVARD 165 FEET TO THE PLACE OF BEGINNING.
PARCEL E: LOTS 4 THROUGH 7 INCLUSIVE AND 16 THROUGH 20 INCLUSIVE IN BLOCK "B" OF TRACT NO. 1842, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 200 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THEREFROM THE SOUTHERLY 35 FEET OF SAID LOT 16.
PARCEL F: THAT PORTION OF LOT 3 IN BLOCK "B" OF TRACT NO. 1842, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 200 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 3; THENCE NORTHERLY ALONG THE WESTERLY LINE THEREOF 40 FEET; THENCE EASTERLY PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT 60 FEET; THENCE SOUTHERLY PARALLEL WITH THE WESTERLY LINE OF SAID LOT 10 FEET; THENCE EASTERLY PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT TO A POINT ON THE EASTERLY LINE OF SAID LOT 3; THENCE SOUTHERLY 30 FEET TO THE SOUTHEAST CORNER OF SAID LOT 3; THENCE WESTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 74.83 FEET TO THE POINT OF BEGINNING.
ALSO THE SOUTHERLY 30 FEET OF THE WESTERLY 35.15 FEET OF LOT 2 OF SAID BLOCK "B" OF TRACT NO. 1842, IN SAID CITY, COUNTY AND STATE, AS PER MAP RECORDED IN BOOK 22, PAGE 200 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

3.. ALLOWABLE HEIGHT AND # STORY PER LAMC

	MAX.HEIGHT BY ZONE	DB INCENTIVE	TOTAL PROPOSED HEIGHT	STORIES
R3-1XL ZONE	30'	28'-6"	58'-6"	5
R3-1 ZONE	45'	28'-6"	73'-6"	6

4. LAND AREA

EXISTING LOT AREA (GROSS):	136,030
EXISTING LOT AREA (NET):	104,675
CRA GROSS ACREAGE (TO STREET CENTERLINE):	136,030
LOT AREA TO BE DEDICATED:	3,990
LOT AREA POST-DEDICATION:	100,695

5. FLOOR AREA

BUILDABLE AREA: 90,857

	FAR	TOTAL SF
PERMITTED BY EXISTING ZONING CODE	3:1	272,571
EXISTING COMMERCIAL FLOOR AREA:		64,384
COMMERCIAL FLOOR AREA TO BE DEMOLISHED:		-
REMAINING COMMERCIAL FLOOR AREA:		64,384
REMAINDER FLOOR AREA:		208,187

6. PROPOSED BUILDING AREA

FLOOR	PHASE 1 6 STORY	PHASE 2 5 STORY	PHASE 1 AND 2	AMENITIES INCLUDED
1ST	9,183	25,782	34,965	6,970
2ND	9,545	27,345	36,890	0
3TH	9,564	27,360	36,924	0
4TH	9,570	26,595	36,165	0
5TH	9,570	22,182	31,752	0
6TH	8,661		8,661	1,210
TOTAL	56,093	129,264	185,357	8,180

EXISTING FLOOR AREA	64,384
PROPOSED FLOOR AREA	185,357
TOTAL FLOOR AREA	249,741
PROPOSED FAR	2.75 :1

7. DENSITY

		PLUS STATE DB 35%	TOTAL
UNITS PERMITTED BY LAMC R3 ZONE	125.0	43.8	169
UNITS PERMITTED BY CRA (40/ACRE)	125.0	43.8	169
MAXIMUM PROPOSED UNITS			169
11% OF 169 UNITS PROVIDED AS VERY LOW INCOME UNITS, 169 x 0.11 = 18.59			19

8. UNIT COUNTS

UNIT TYPE	BY BUILDING PHASE 1 A	2 B	1 & 2 A & B	HABITABLE ROOMS FOR DENSITY/PARKING	FOR OPEN SPACE
STUDIO	4	2	6	1	1
1 BEDROOM	14	24	38	3	2
1 BEDROOM + 1 DEN	2	84	86	4	3
2 BEDROOM	21	14	35	4	3
2 BEDROOM + 1 DEN	4	-	4	5	4
TOTAL	45	124	169		

9. REQUIRED PARKING

RESIDENTIAL REQUIRED (AB 744)

	SPACE/UNIT	NO. OF UNITS	NO. OF PARKING SPACES
STUDIO	0.5	6	3
1 BEDROOM	0.5	38	19
1 BEDROOM+ 1 DEN	1	86	86
2 BEDROOM	1	35	35
2 BEDROOM+ 1 DEN	1.5	4	6
SUB TOTAL			149
RESIDENTIAL TOTAL REQUIRED			149

EXISTING COMMERCIAL:

	SPACE/S.F.	NO. OF PARKING SPACES
EXISTING COMMERCIAL TO BE RETAINED	64,384	64,384/500 =128.76
COMMERCIAL- REQUIRED (PER BUILDING PERMIT NO. 14014)		129
TOTAL REQUIRED PARKING:		278

10. PROVIDED PARKING

	PHASE 1/ BUILDING A					PHASE 1&2/ BUILDING A & B					%30 RES. %20 %10		PER TABLE 5.106.5.2
LEVEL	STAND.	H/C	COMP.	VALET	TOTAL	STAND.	H/C	COMP.	TOTAL	EV	EVCS	CLEAN AIR
P1	25	2	17	6	50	76	5	17	98	7	5	16
P2	29	2	16	9	56	62	5	16	83	10	7	0
P3	29	2	20	10	61	69	5	23	97	13	3	0
TOTAL	83	6	53	25	167	207	15	56	278	30	15	16

%30 OF RESIDENTIAL PARKING ARE EV & EVCS, 169 x 0.3 = 45 (30 EV AND 15 EVCS)

11. BICYCLE PARKING- RESIDENTIAL

	SHORT TERM RATIO	SHORT TERM SPACES	LONG TERM RATIO	LONG TERM SPACES
1-25	1 SPACE/10 UNITS	2.5	1 SPACE/1 UNIT	25
26-100	1 SPACE/15 UNITS	5	1 SPACE/1.5 UNITS	50
101-169	1 SPACE/20 UNITS	3.5	1 SPACE/2 UNITS	34.5
SUBTOTAL		11		110

TOTAL REQUIRED BICYCLE PARKING: 121

PROPOSED BICYCLE PARKING:	SHORT TERM	LONG TERM	TOTAL
RESIDENTIAL:	11	110	121
COMMERCIAL:	--	--	

12 OPEN SPACE

REQUIRED: LAMC 12.21.G.2

OPEN SPACE REQUIRED

UNIT TYPE		COUNT	FACTOR	SF
STUDIO	ONE HABIT. RM.	6	100	600
1 BEDROOM	TWO HABIT. RM.	38	100	3,800
1 BEDROOM + 1 DEN	THREE HABIT. RM.	86	125	10,750
2 BEDROOM	THREE HABIT. RM.	35	125	4,375
2 BEDROOM + 1 DEN	FOUR HABIT. RM.	4	175	700
TOTAL		169		20,225

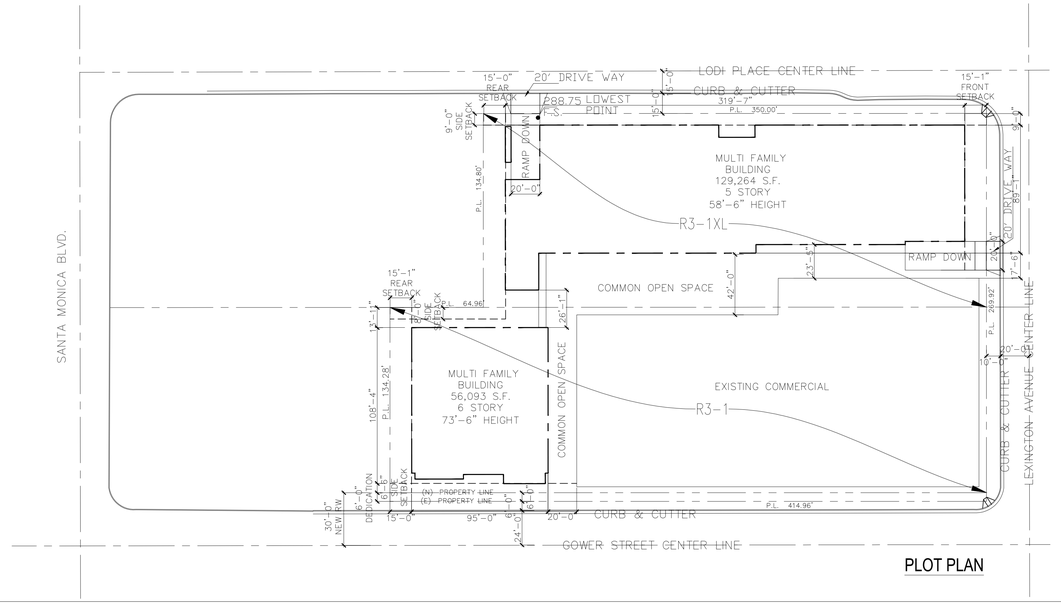
OPEN SPACE PROVIDED

COMMON OPEN SPACE	
YARDS AT FIRST FLOOR	8,250
TERRACE AT 5TH FLOOR	400
ROOF DECK	5,880
TOTAL OUTDOOR COMMON OPEN SPACE	14,530
ENCLOSED OPEN SPACE AT FIRST FLOOR	3,450
ENCLOSED SPA AT SIXTH FLOOR	610
TOTAL INDOOR COMMON OPEN SPACE	4,060
TOTAL COMMON OPEN SPACE	18,590
PRIVATE OPEN SPACE(37 X 50)	1,850
TOTAL PROVIDED OPEN SPACE	20,440
NON-REQUIRED OPEN SPACE	18,000

LANDSCAPE
REQUIRED LANDSCAPE AREA (25% OF EXTERIOR PROVIDED) 14,530X 0.25 = 3,633
PROPOSED LANDSCAPE AREA 10,726

14 TREE
REQUIRED (1 PER 4 UNITS) = 43
PROVIDED 43

5 PLOT PLAN



PLOT PLAN

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COVER SHEET

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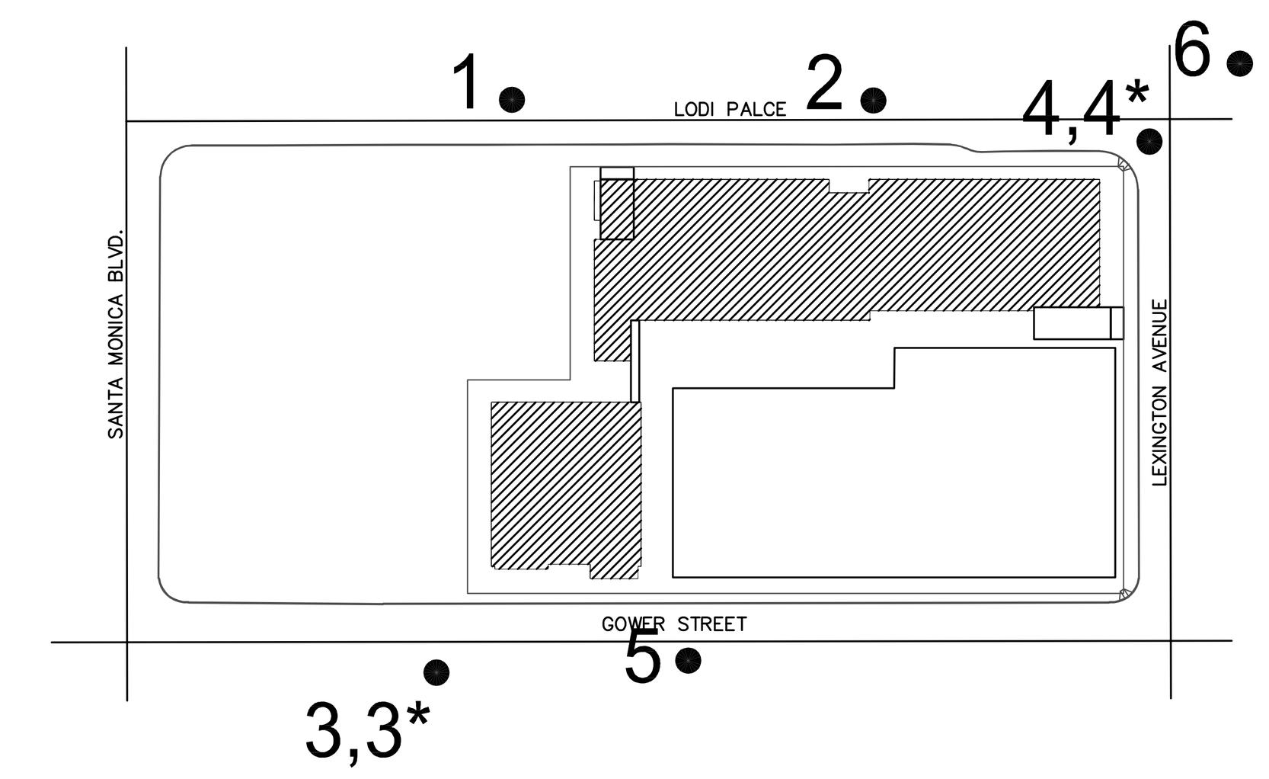

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PROJECT VIEWS

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Cohesive Design

The proposed project wraps around an existing brick structure at the southwest corner of Lexington Avenue and Gower Street. The proposed apartment complex provides approximately 95 feet of exposure on Gower Street and approximately 320 feet of exposure on Lodi Place across the street from a newly built apartment complex. The features and facade articulation employed in the design of this long leg of the proposed structure complement the new apartment complex across the street on Lodi Place.

The existing brick structure, on Gower Street, had been designed and used for several years as a warehouse and later the use was converted to commercial use as general offices. Currently, the users of the existing building are predominantly entertainment entities with high expectation of the surrounding area. The rusty color of the existing brick has been an inspiring feature that was employed in the design of the proposed project combined with the use of a second white color. The color scheme coupled with the articulated features of the façade implies a cohesive use of components that compliment the existing brick structure.

Additionally, the developer intends to renovate the exterior of the existing building enhancing the overall look of the entire project as a whole.


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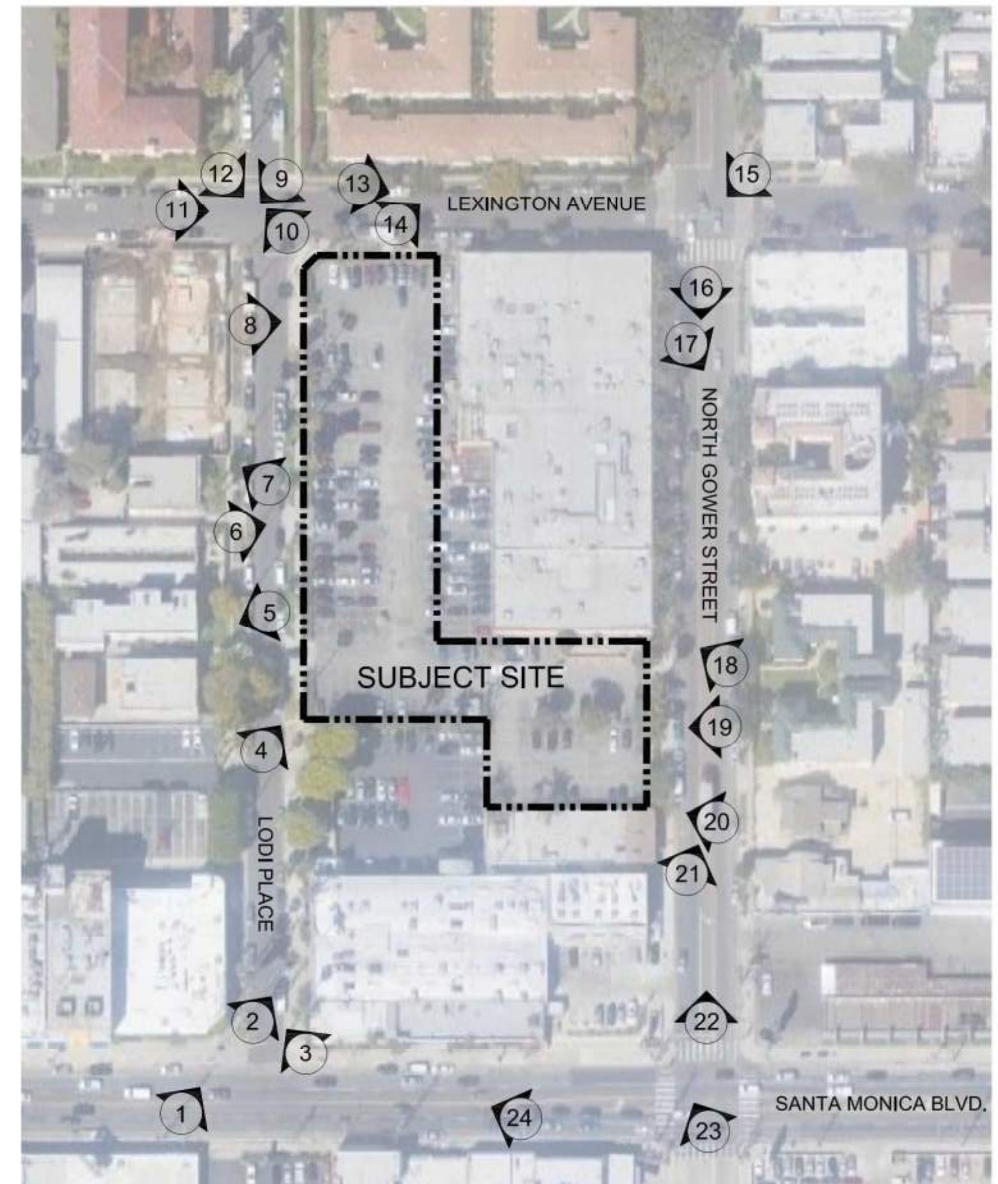

PHOTO KEY MAP

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NEIGHBORHOOD PHOTOS

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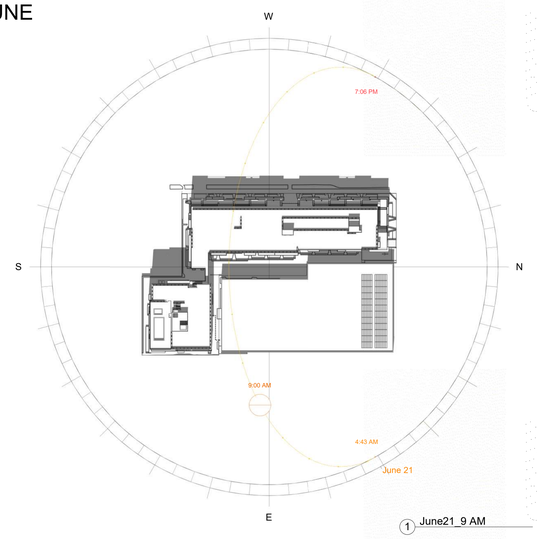

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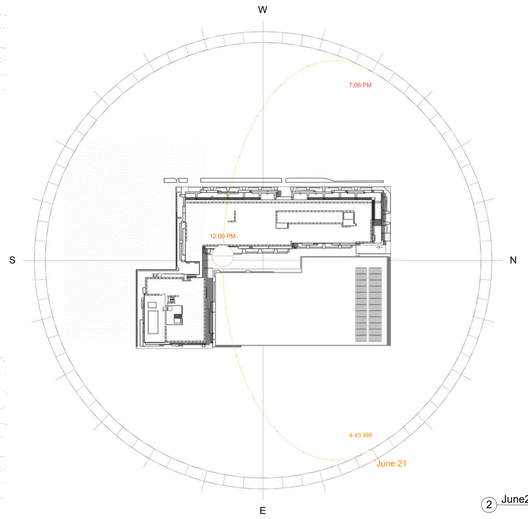

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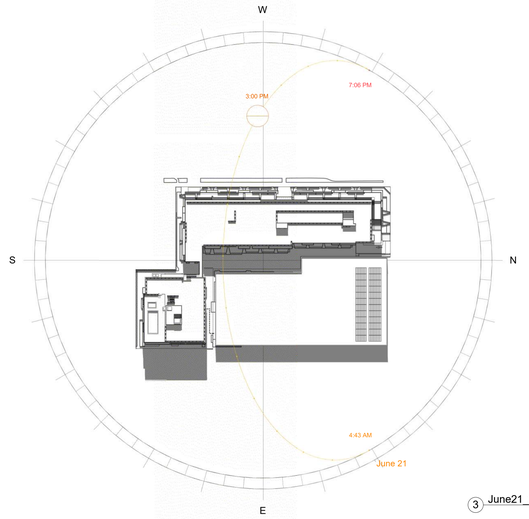

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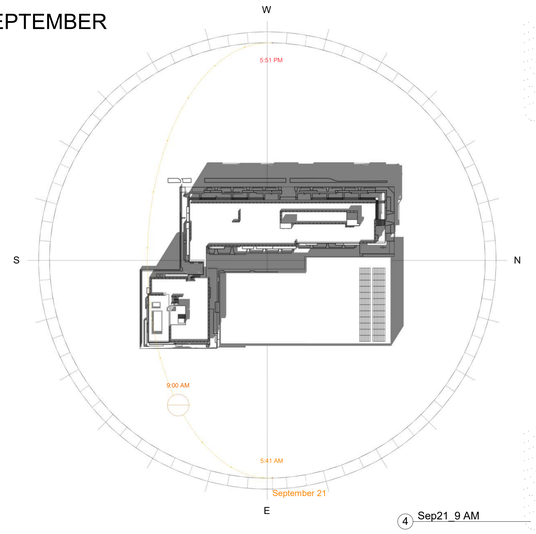

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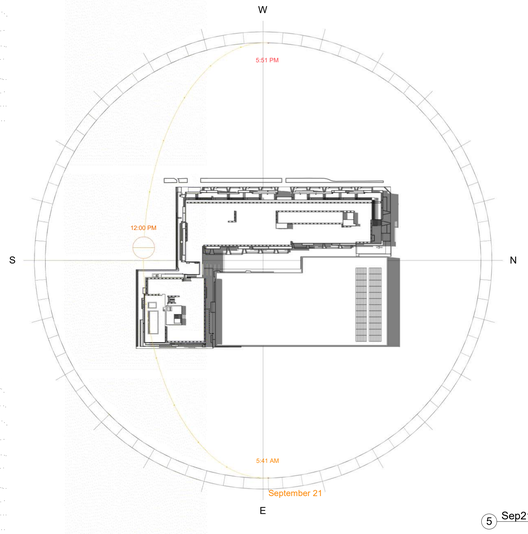

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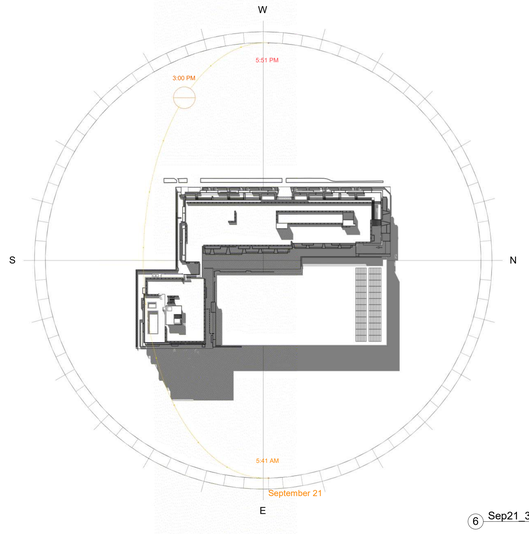

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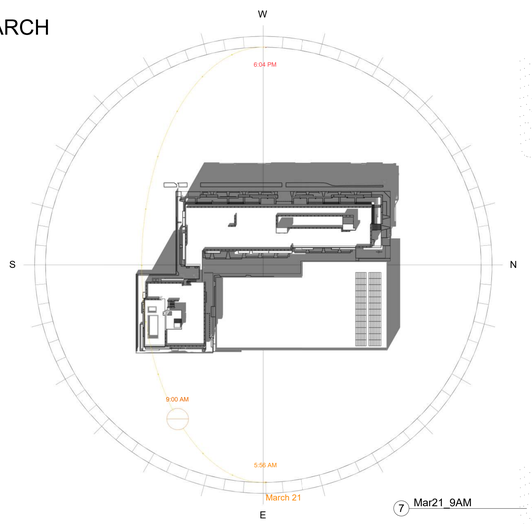

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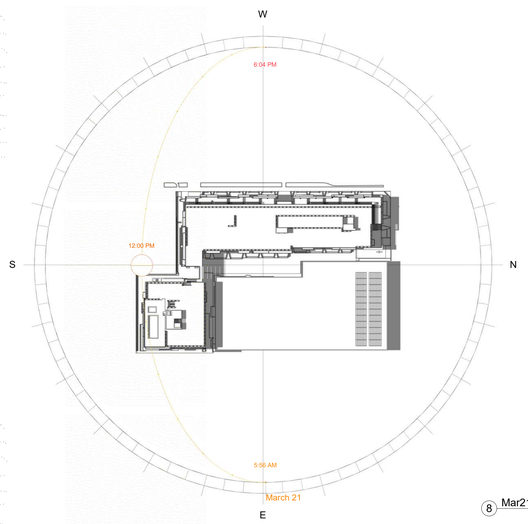

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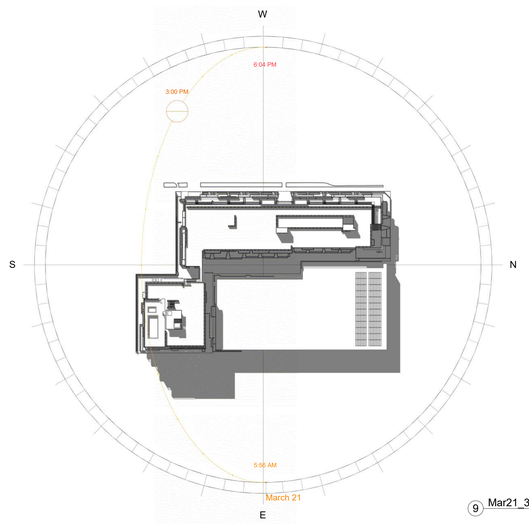

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SOLAR PANEL SHADOW STUDY

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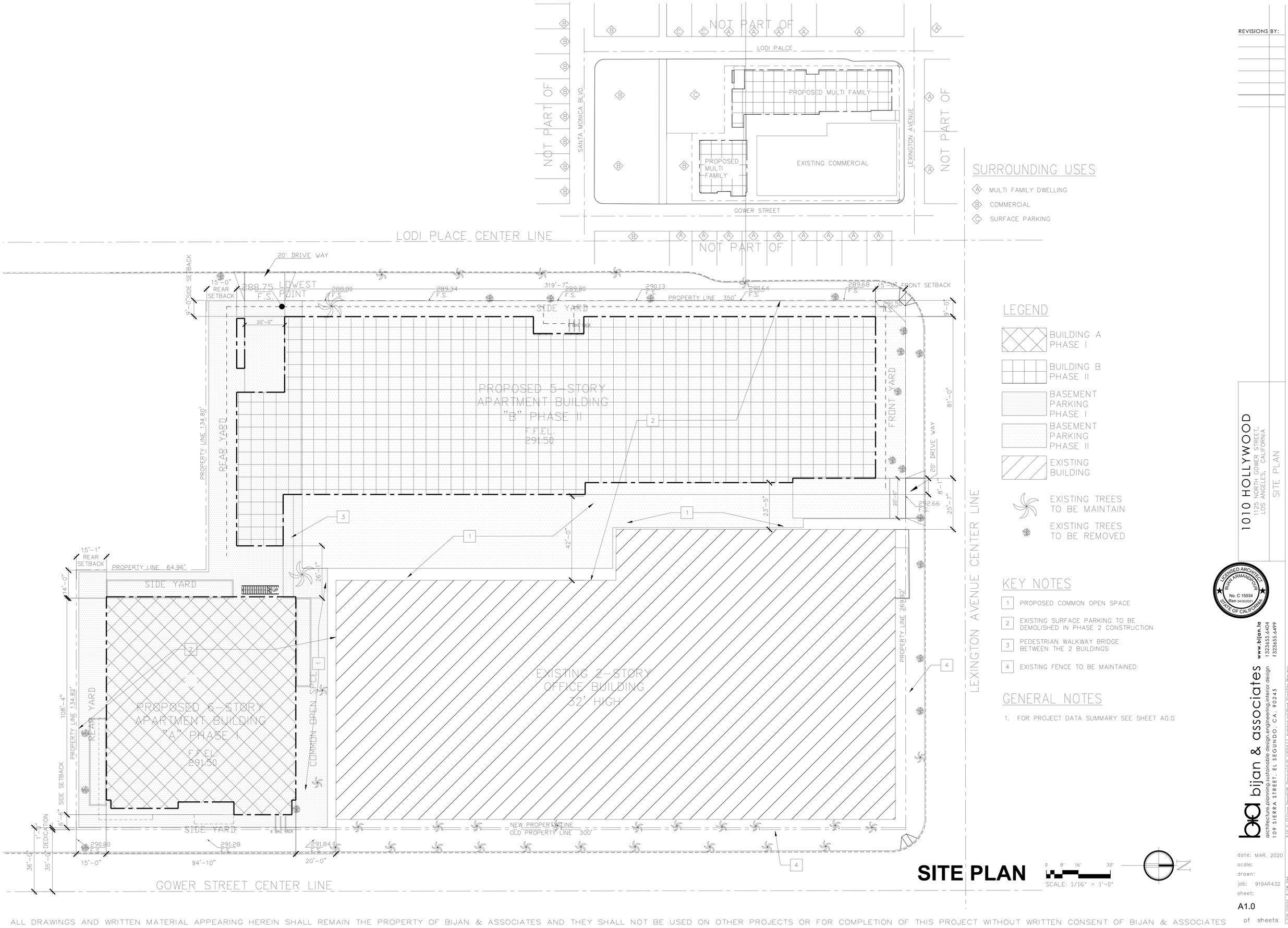

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SITE PLAN

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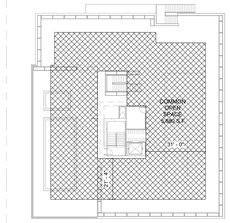
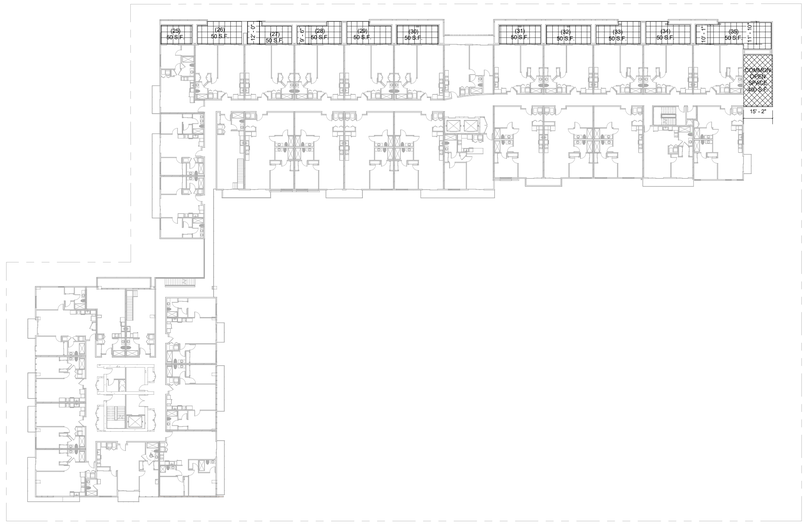
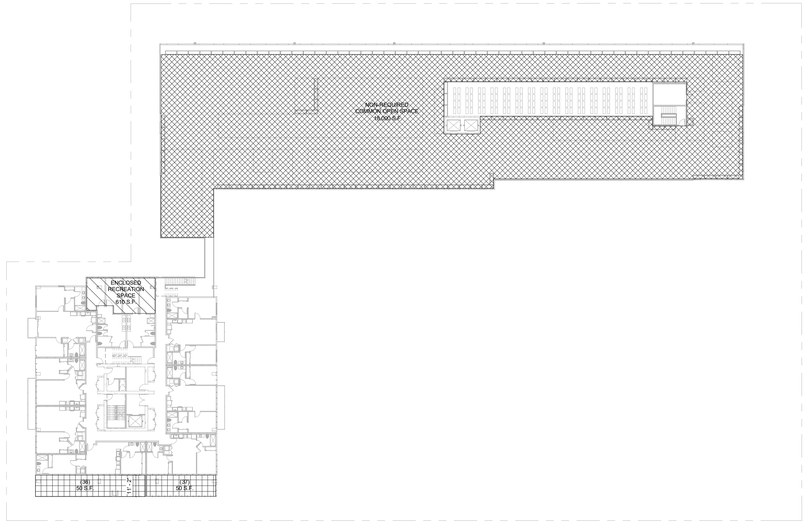
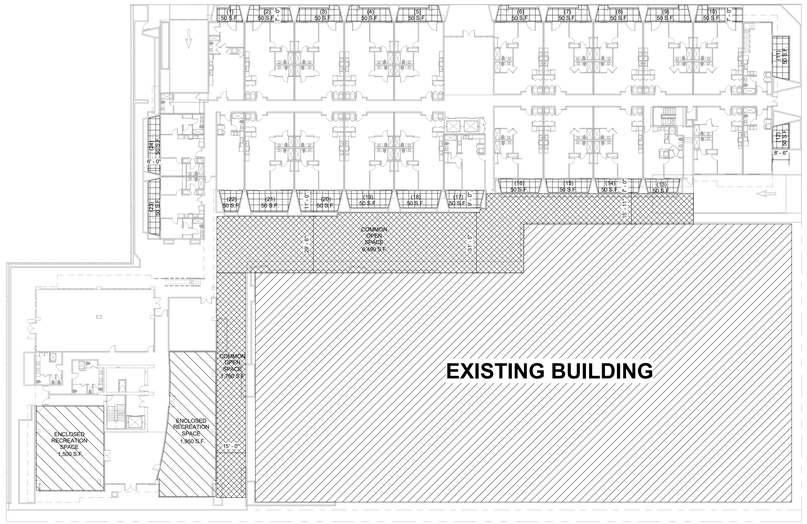


4 Roof Deck_OPEN SPACE
1/32" = 1'-0"



2 Level-5_OPEN SPACE
1/32" = 1'-0"





1 Level-1_OPEN SPACE
1/32" = 1'-0"

PROVIDED OPEN SPACE	
Name	Area
YARDS AT FIRST FLOOR	8250 SF
TERRACE AT FIFTH FLOOR	400 SF
ROOF DECK	5880 SF
ENCLOSED OPEN SPACE AT FIRST FLOOR	3450 SF
ENCLOSED SPA AT SIXTH FLOOR	610 SF
PRIVATE OPEN SPACE	1850 SF
	20440 SF
NON-REQUIRED COMMON OPEN SPACE	18000 SF

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Open Space Diagram

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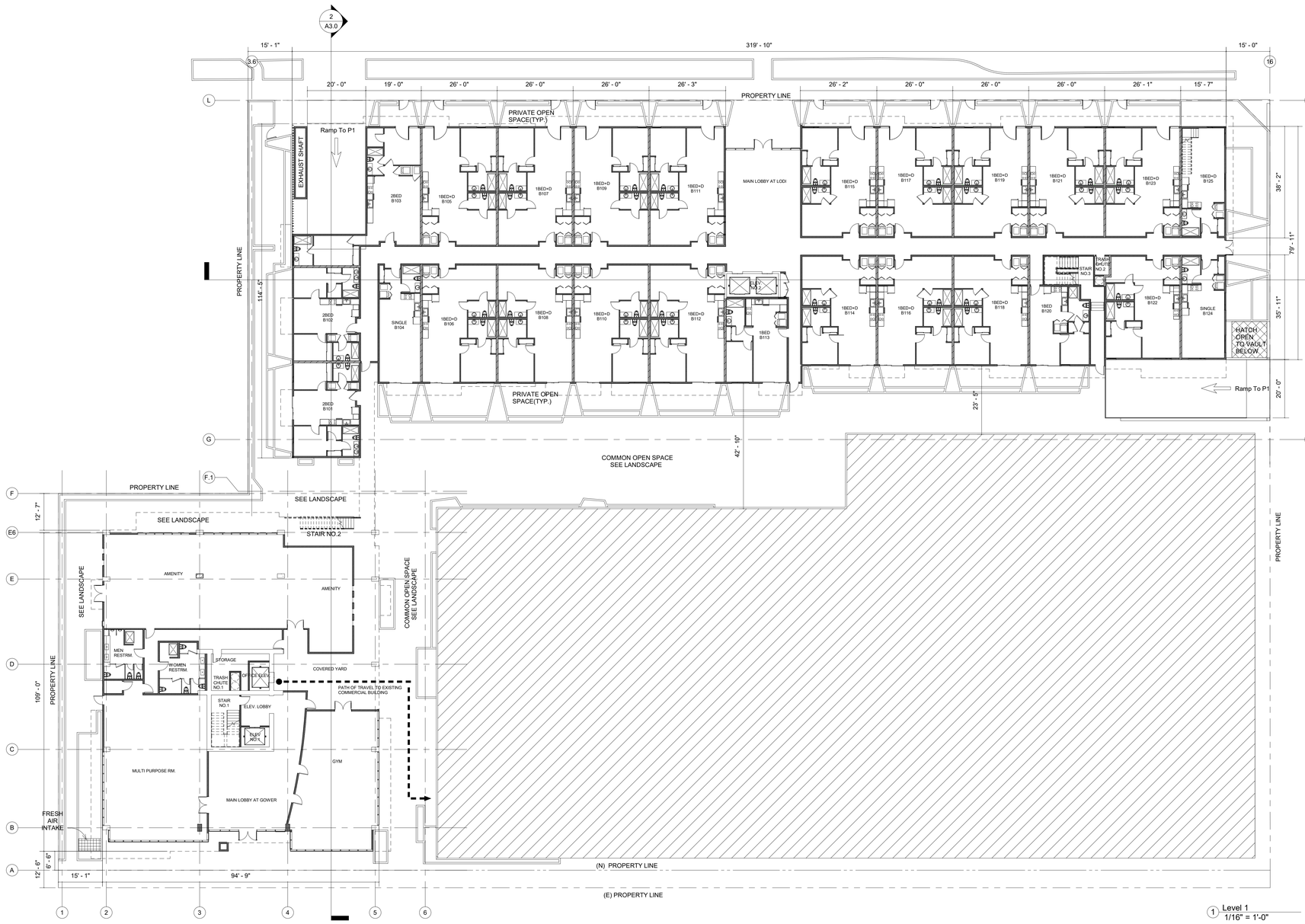

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1125 North Gower Street, Los Angeles, Ca.

First Floor Plan

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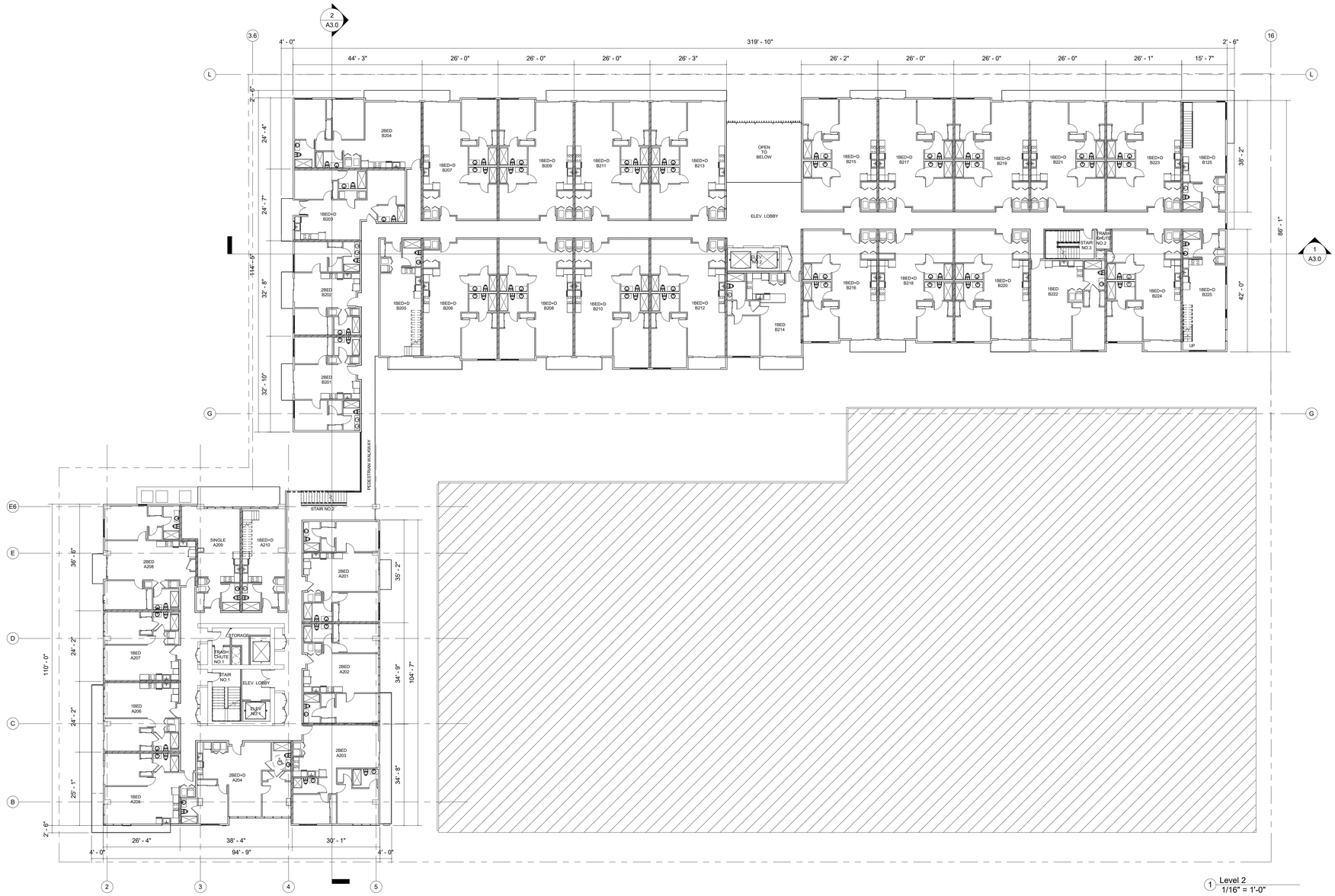

1 Level 2
1/16" = 1'-0"

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1125 North Gower Street, Los Angeles, Ca.

Second Floor Plan

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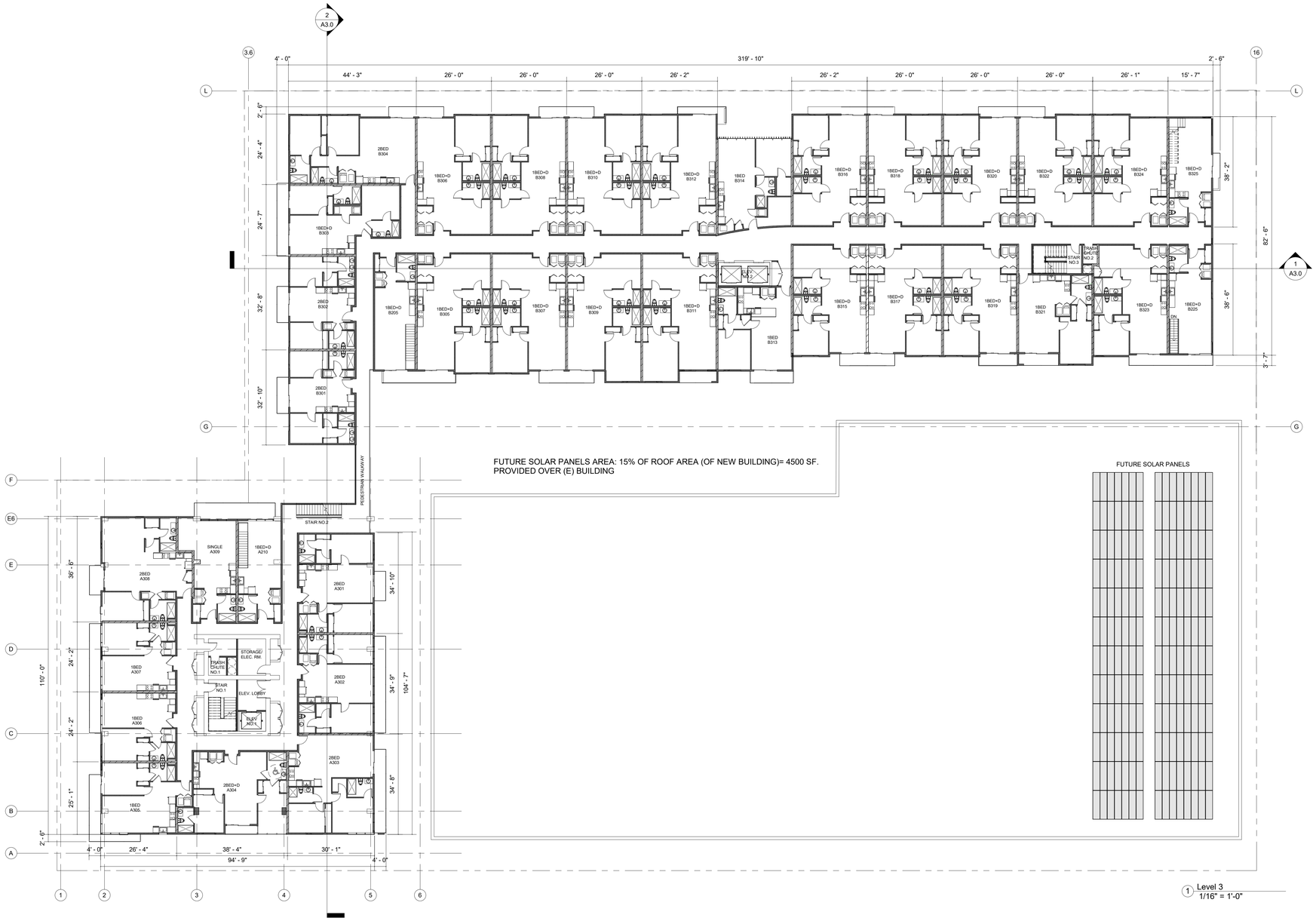

1 Level 3
1/16" = 1'-0"

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Third Floor Plan

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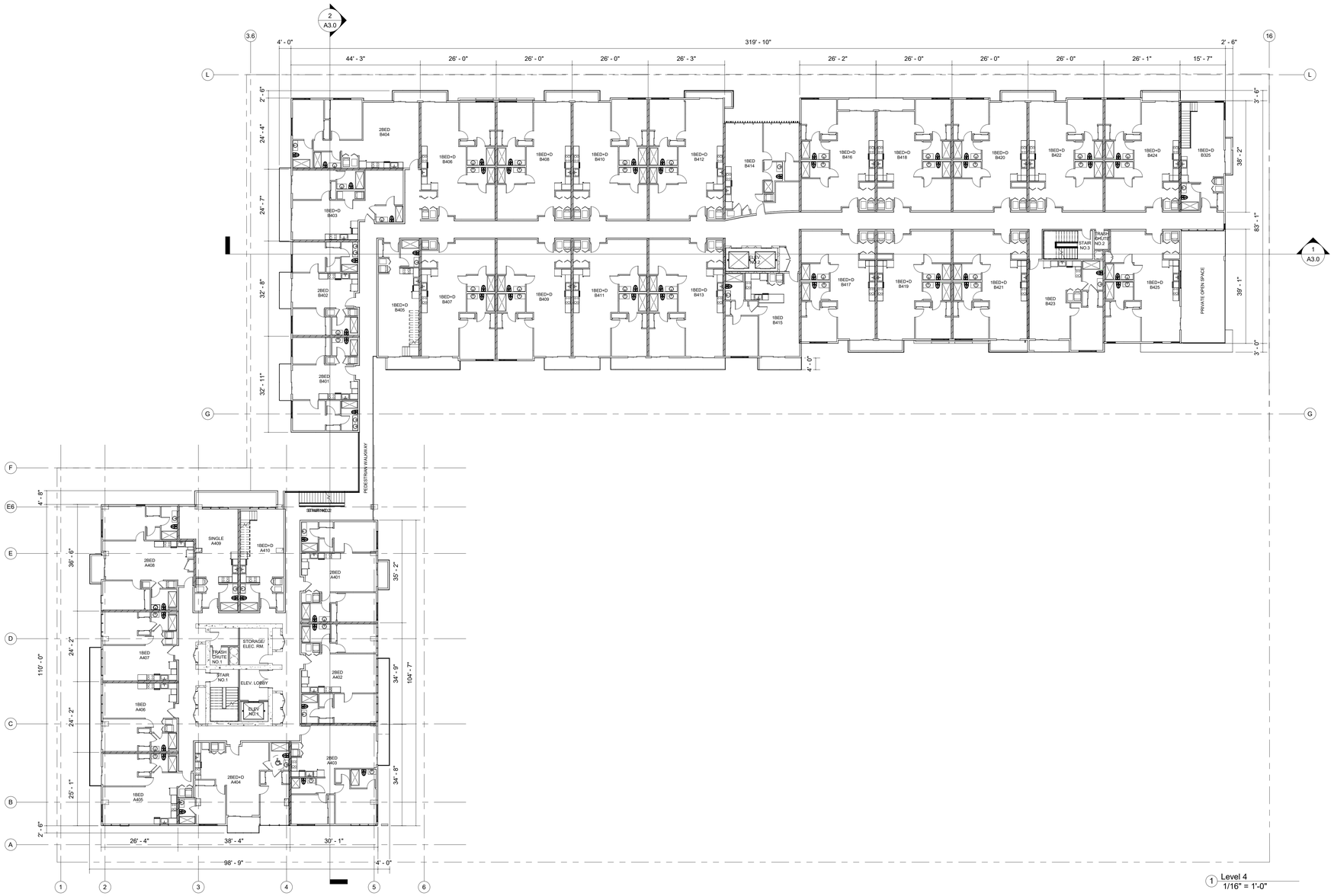

1 Level 4
1/16" = 1'-0"

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Fourth Floor Plan

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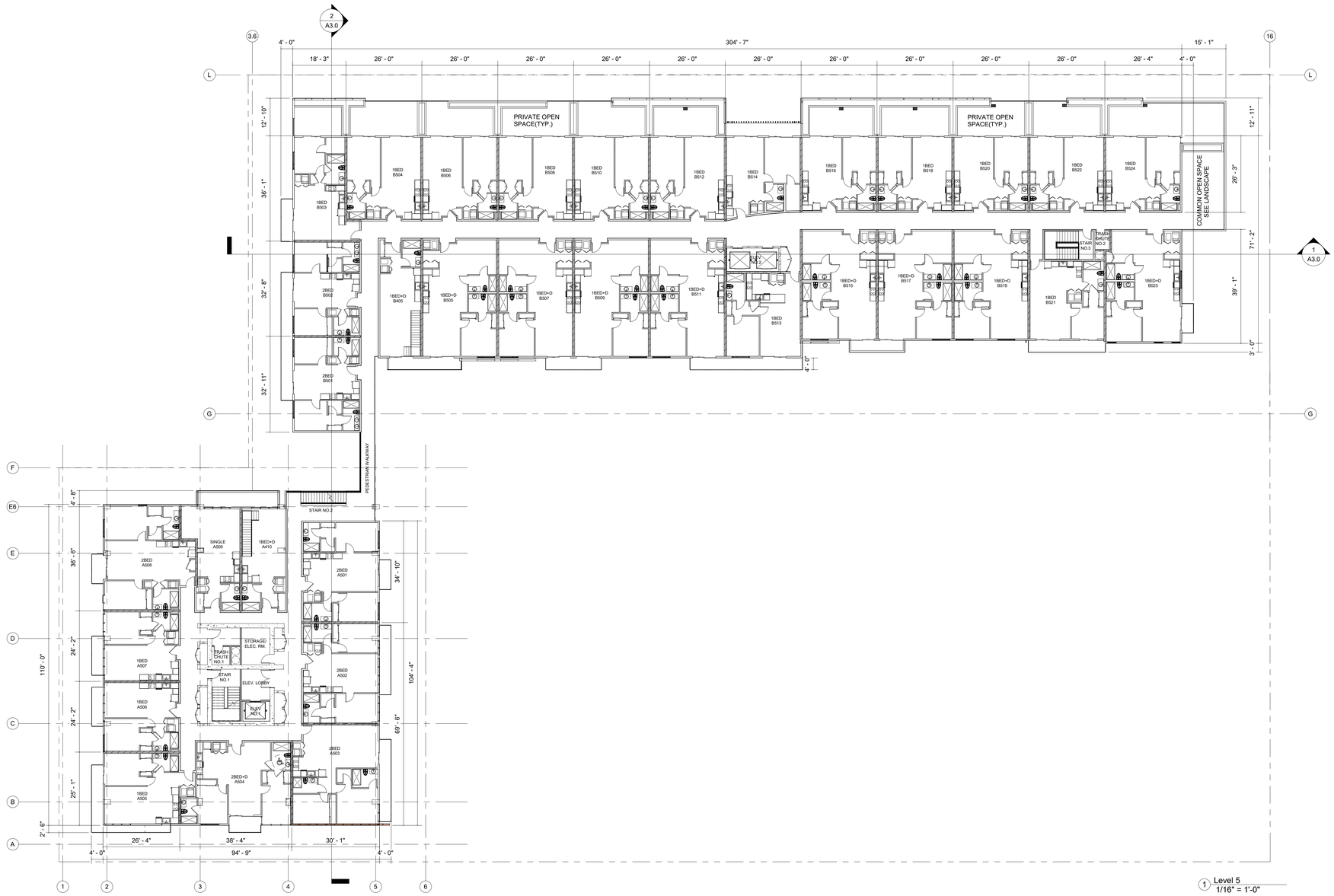

1 Level 5
1/16" = 1'-0"

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Fifth Floor Plan

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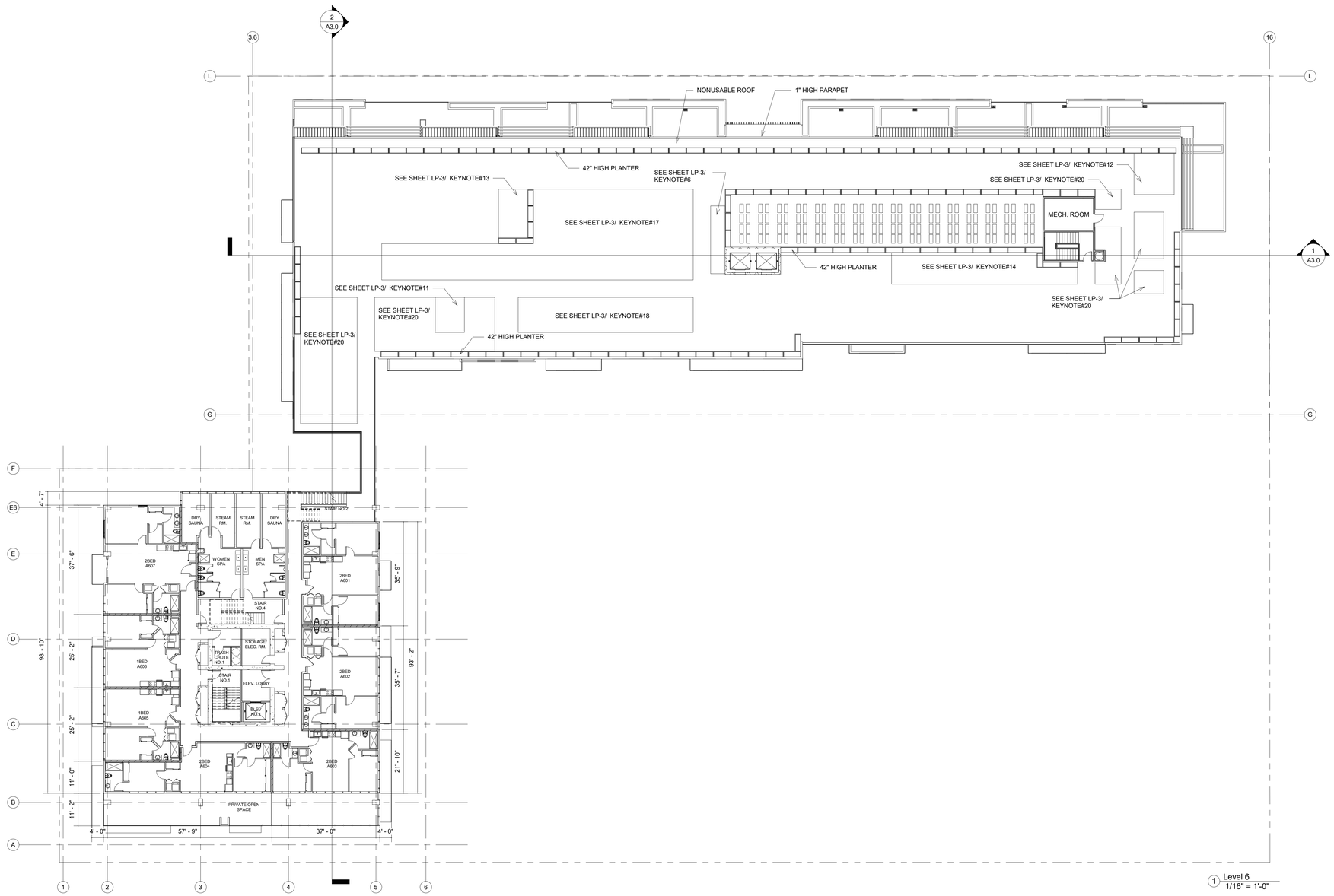

1 Level 6
1/16" = 1'-0"

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Sixth Floor Plan

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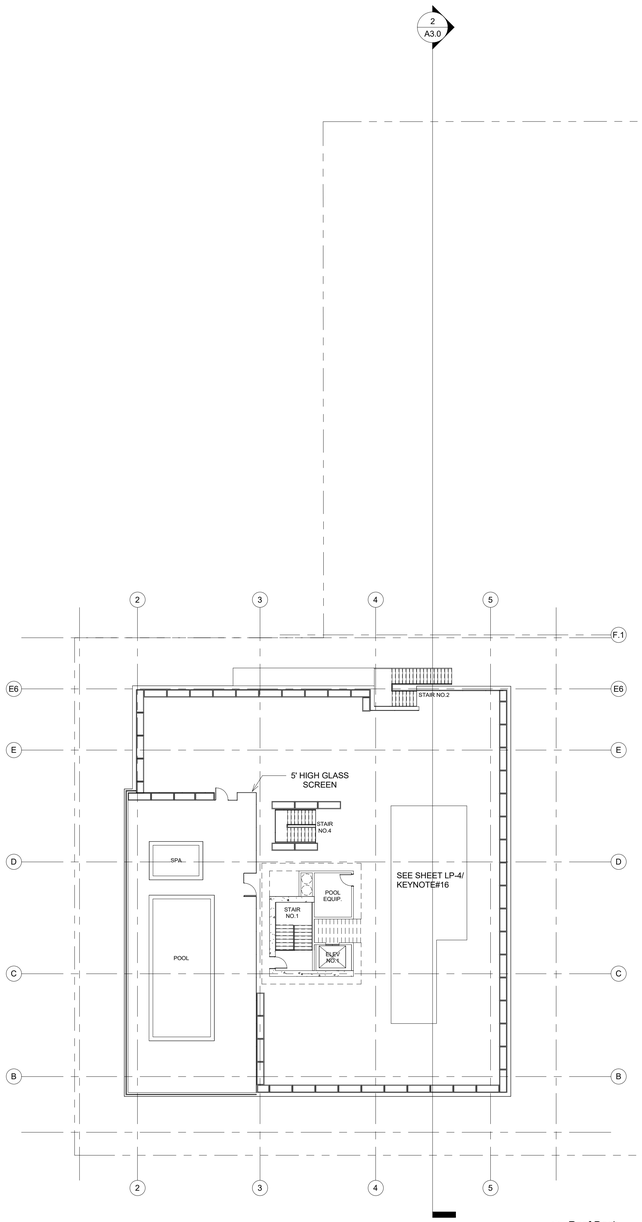
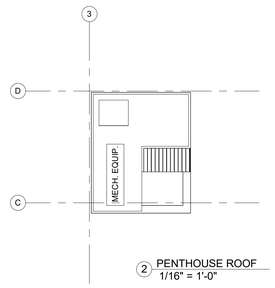


1 Roof Deck
1/16" = 1'-0"



2 PENTHOUSE ROOF
1/16" = 1'-0"

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Roof Deck Plan

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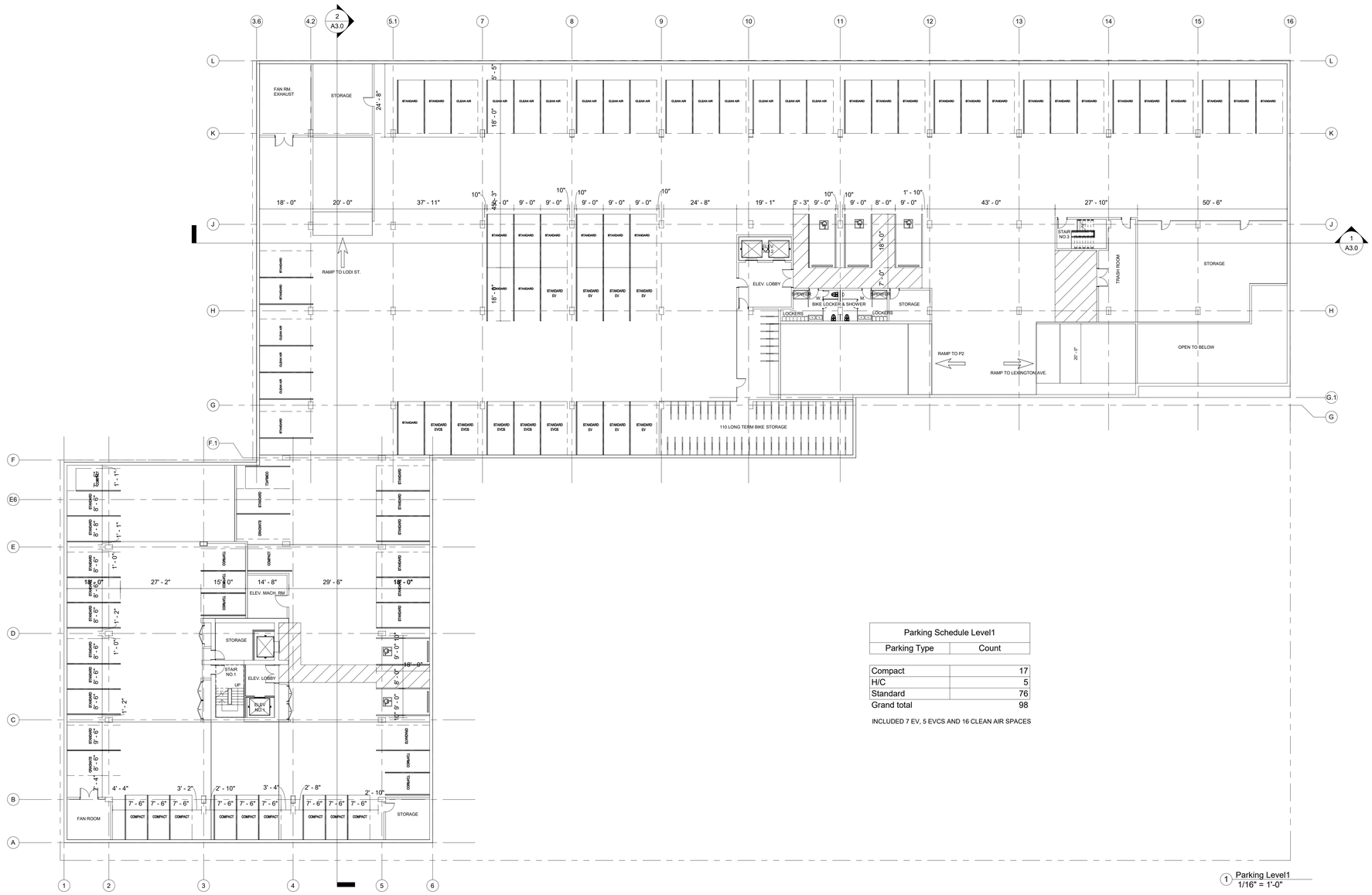

Parking Schedule Level1	
Parking Type	Count
Compact	17
H/C	5
Standard	76
Grand total	98

INCLUDED 7 EV, 5 EVCS AND 16 CLEAN AIR SPACES

1 Parking Level1
1/16" = 1'-0"

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Parking Level 1

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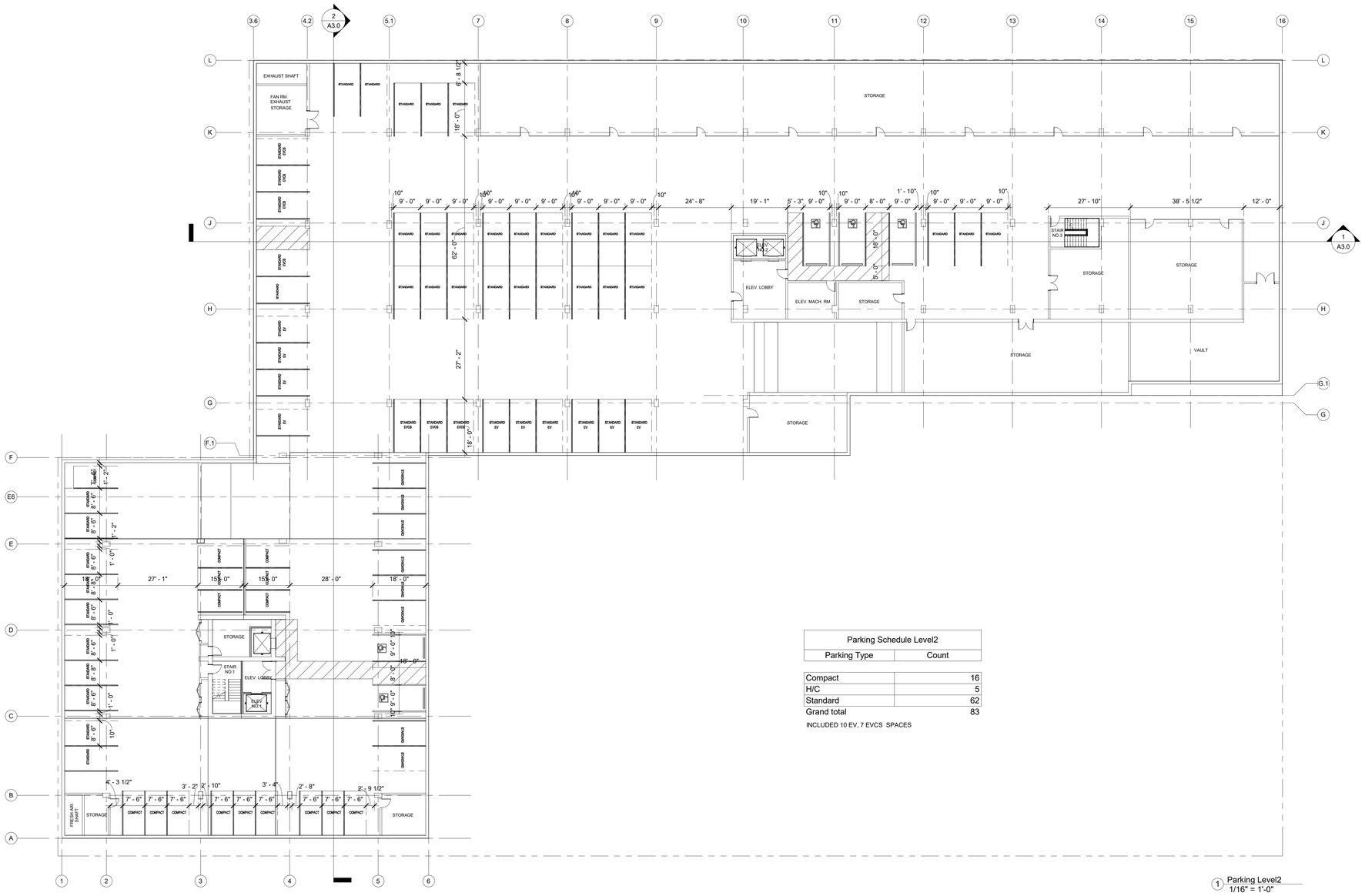

Parking Schedule Level2	
Parking Type	Count
Compact	16
H/C	5
Standard	62
Grand total	83

INCLUDED 10 EV, 7 EVCS SPACES

1 Parking Level2
1/16" = 1'-0"

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Parking Level 2

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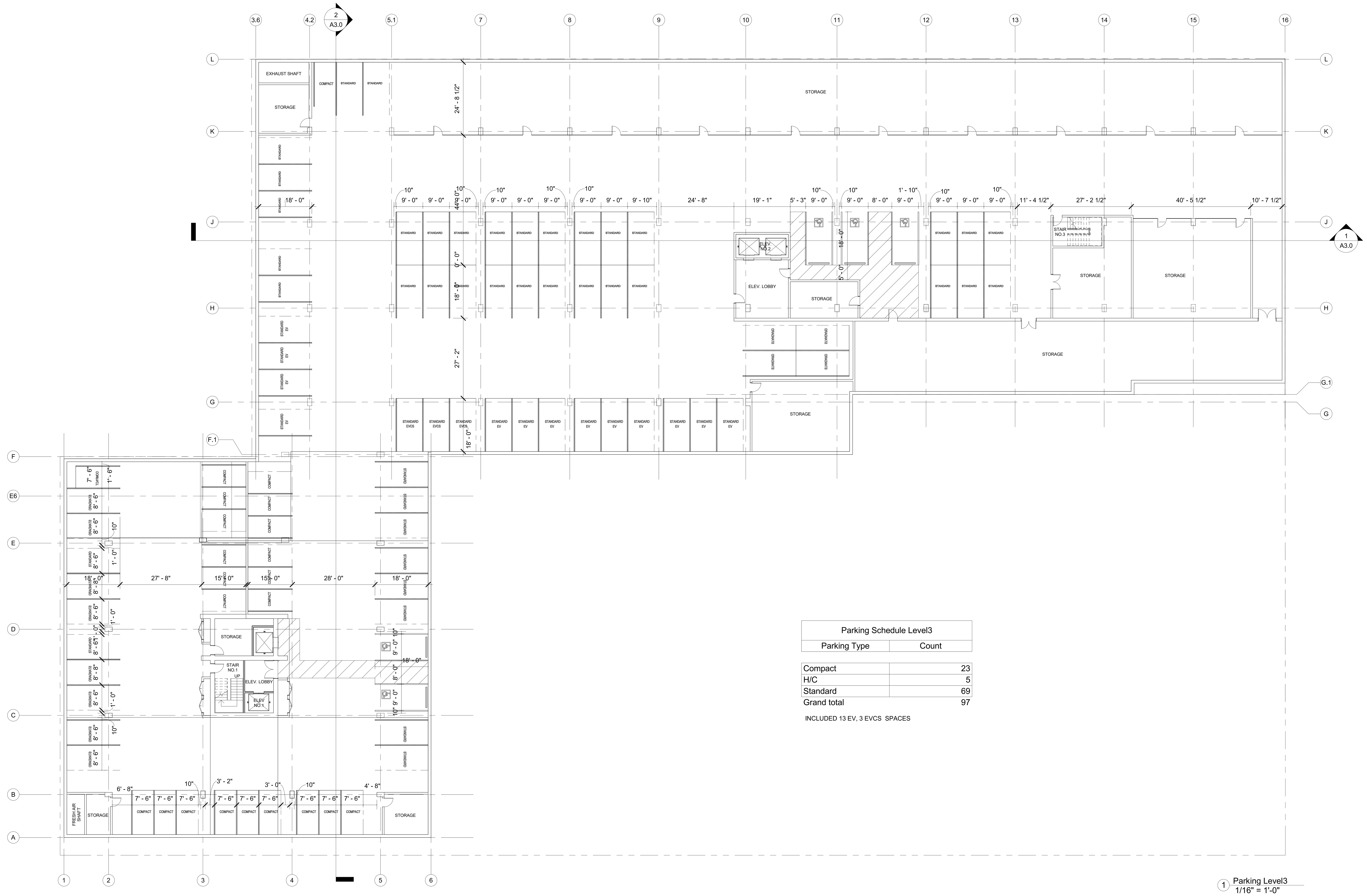

1 Parking Level3
1/16" = 1'-0"

Parking Schedule Level3

Parking Type	Count
Compact	23
H/C	5
Standard	69
Grand total	97

INCLUDED 13 EV, 3 EVCS SPACES

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Parking Level 3

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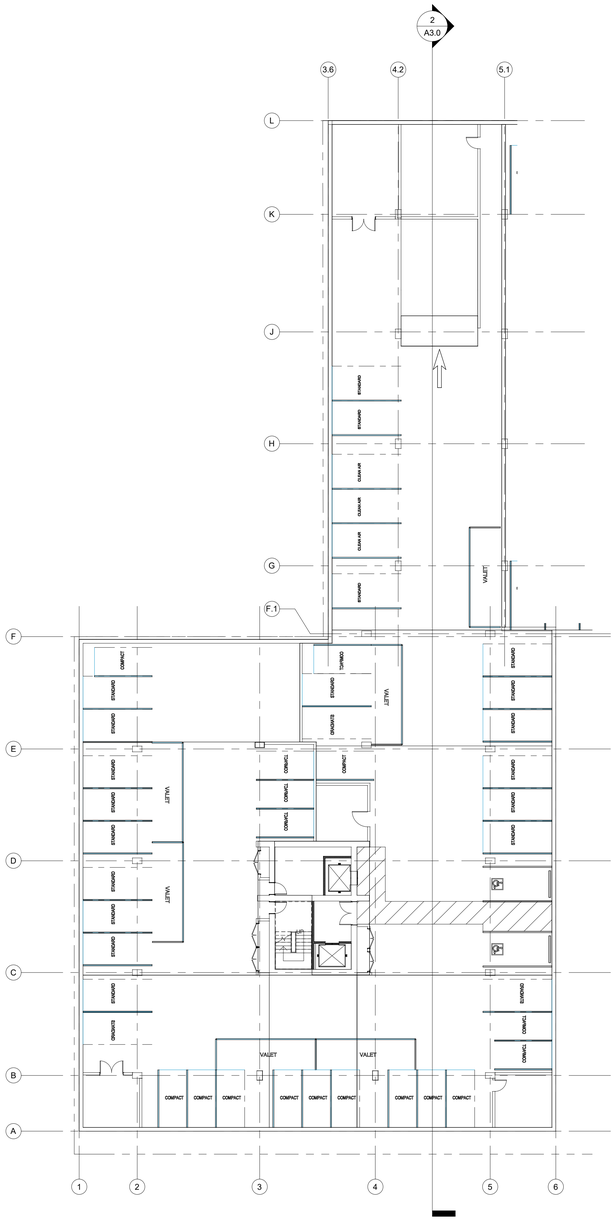
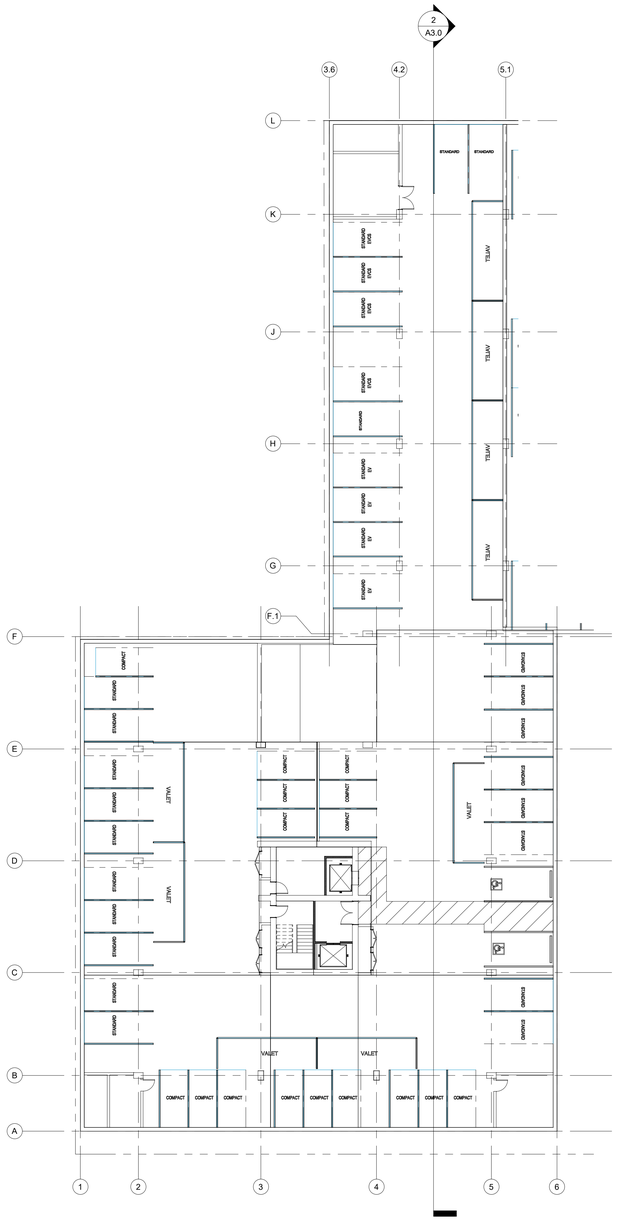
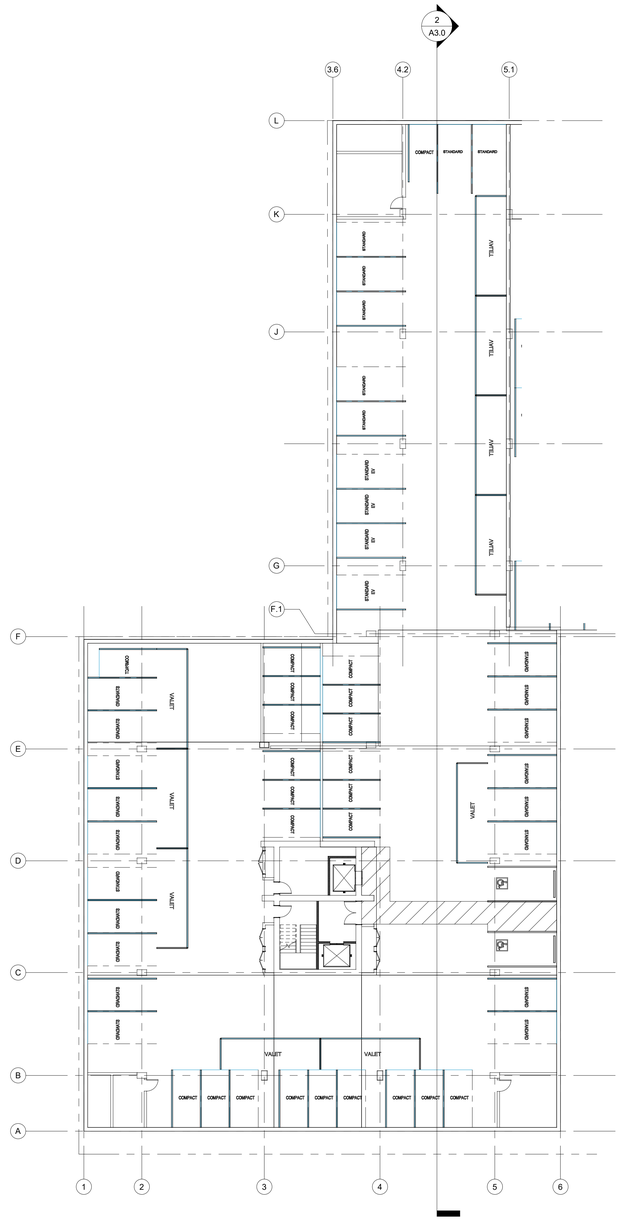


1 P1 - Phase I
1/16" = 1'-0"



2 P2 - Phase I
1/16" = 1'-0"



3 P3 - Phase I
1/16" = 1'-0"

Required Parking for Phase I			
Name	No. Of Units	Space/Unit	No. Of Parking Spaces
Studio	4	0.5	2
1Bedroom	14	0.5	7
1Bedroom+1Den	2	1	2
2 Bedroom	21	1	21
2Bedroom+1Den	4	1.5	6
Residential			38
(e) Commercial Parking	1	129	129
Commercial			129
Grand total			167

Provided Parking For Phase I					
Level	Standard	H/C	Compact	Valet	Total
P1	25	2	17	6	50
P2	29	2	16	9	56
P3	29	2	20	10	61
	83	6	53	25	167

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PHASE I_P1,P2,P3

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LODI PLACE

GOWER STREET

LEXINGTON AVENUE

PROPERTY LINE 350'

PROPERTY LINE 64.96'

PROPERTY LINE 269.92'

NEW PROPERTY LINE

OLD PROPERTY LINE 300'

PROPERTY LINE 134.80'

PROPOSED 6-STORY APARTMENT BUILDING "A" PHASE I

F.F.EL. 291.50

EXISTING 2-STORY OFFICE BUILDING 32' HIGH

REAR YARD

SIDE YARD

COMMON OPEN SPACE

6 BIKE RACK

NO PARKING

LOWEST POINT 288.75 F.S.

288.80 F.S.

289.34 F.S.

289.80 F.S.

290.13 F.S.

290.64 F.S.

289.68 F.S.

291.50 F.S.

290.80 F.S.

291.28 F.S.

291.84 F.S.

15'-0" REAR SETBACK

15'-1" REAR SETBACK

9'-0" SIDE SETBACK

4'-0"

6'-6" SIDE SETBACK

6'-0" DEDICATION

108'-4"

15'-0"

94'-10"

20'-0"

27'-4"

26'-7"

33'-4"

17'-0"

26'-0"

16'-2"

9'-4"

STAND.

COMP.

H/C

LEGEND

- BUILDING A PHASE I
- BASEMENT PARKING PHASE I
- EXISTING BUILDING

SURFACE PARKING NEW LAYOUT

STANDARD	75
ACCESSIBLE	5
COMPACT	49
TOTAL	129

SITE PLAN_PHASE I

N

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LOS ANGELES, CALIFORNIA

SITE PLAN (PHASE 1)

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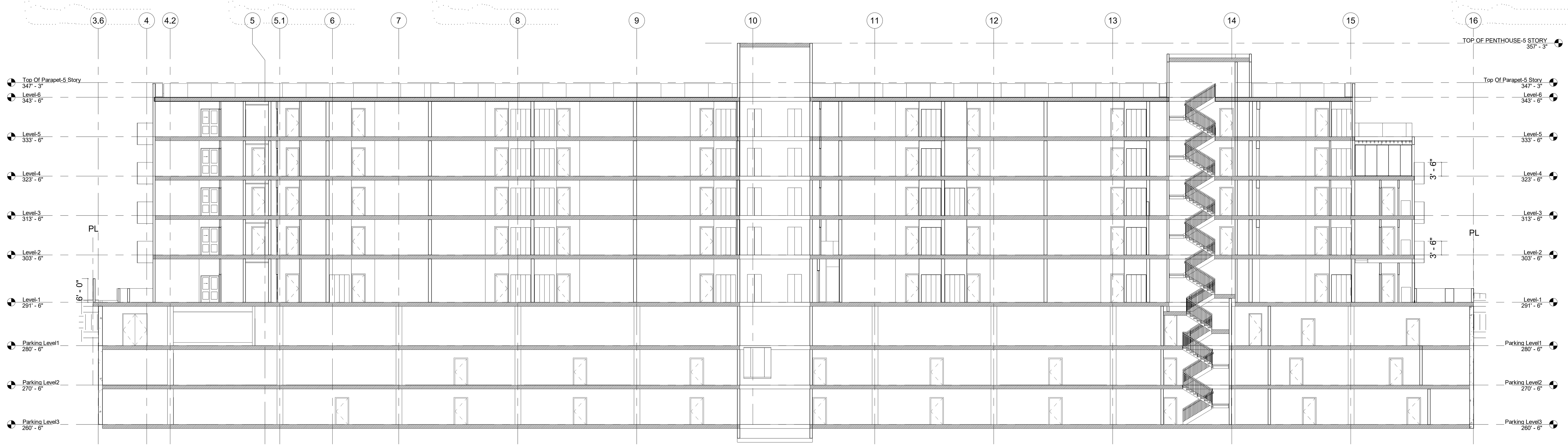

1 Section A
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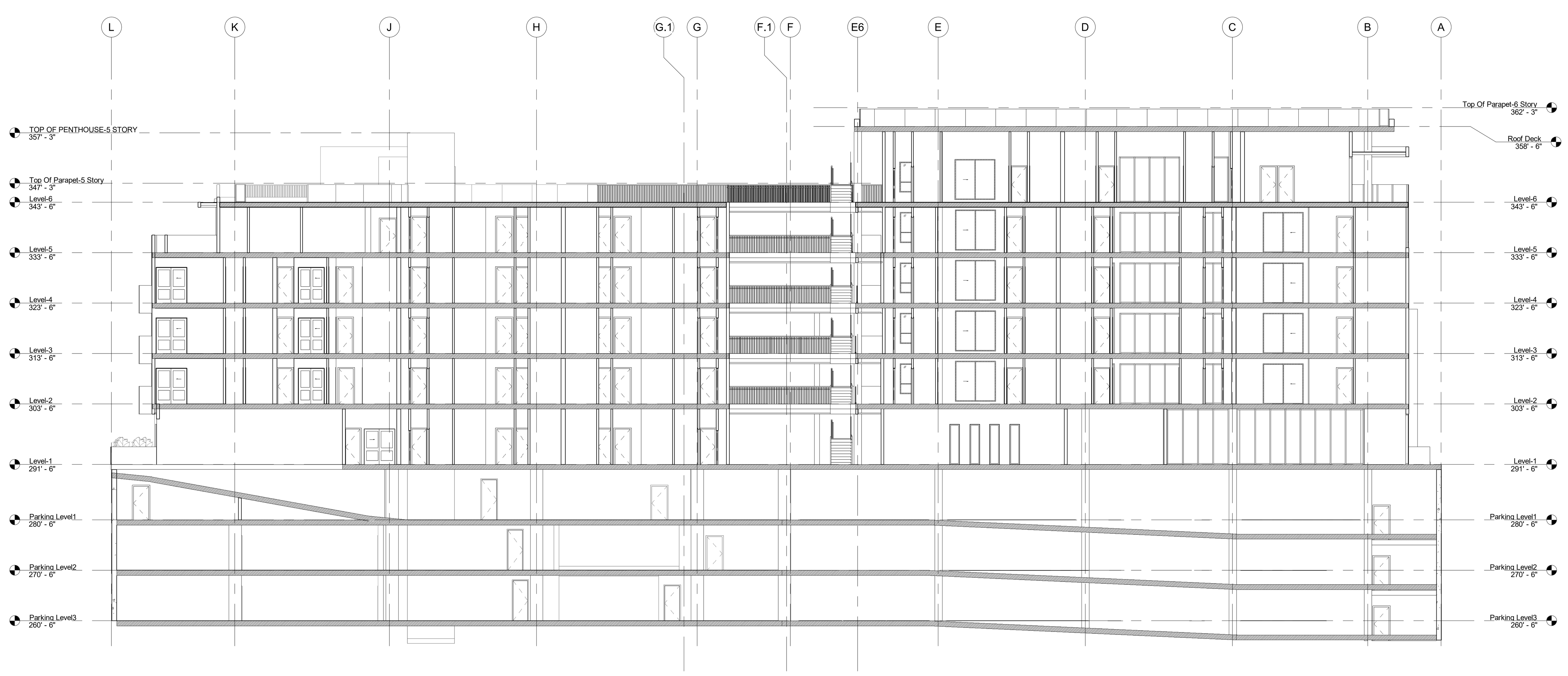

2 Section B
1/16" = 1'-0"

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SECTIONS

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BRONZE COLOR ALUMINUM BAGUETTE

BRONZE COLOR ALUMINUM DOOR/WINDOW

STEEL TROWELED CEMENT PLASTER

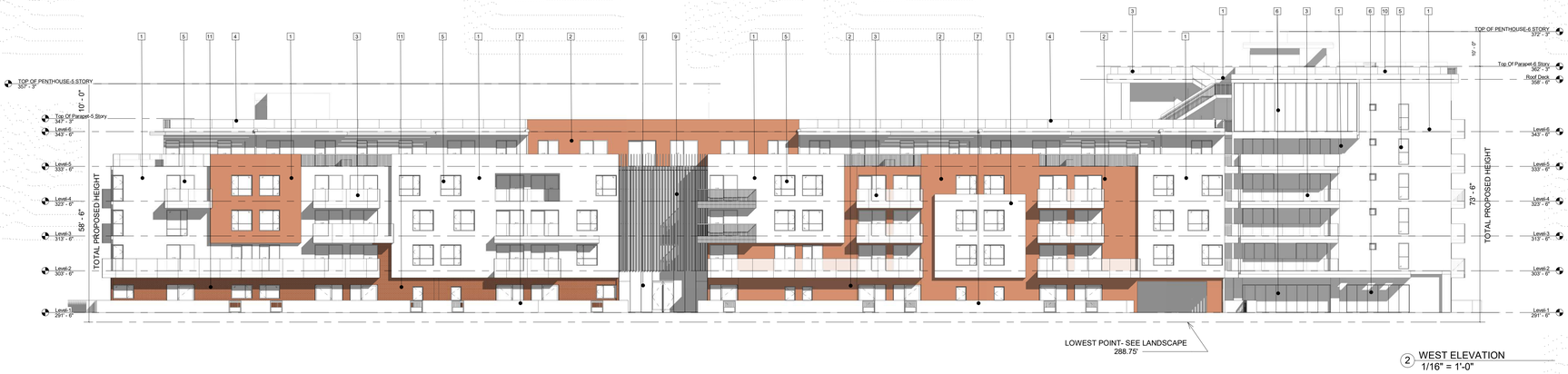
NATURAL FINISH EXPOSED CONCRETE

GLASS GUARDRAIL

GLASS GUARDRAIL

MATERIAL LEGEND	
NUMBER	MATERIAL
1	STEEL TROWELED CEMENT PLASTER-COLOR 1
2	STEEL TROWELED CEMENT PLASTER-COLOR 2
3	COLORED GLASS GUARDRAIL
4	PAINTED METAL GUARDRAIL
5	BRONZE COLOR ALUMINUM DOOR/WINDOW
6	FRAMELESS CLEAR GLASS
7	NATURAL FINISH EXPOSED CONCRETE
8	METAL CANOPY
9	BRONZE COLOR ALUMINUM BAGUETTE
10	FIBERGLASS PLANTER
11	NEW BRICK VENEER TO MATCH WITH EXISTING COMMERCIAL BUILDING

1 EAST ELEVATION
1/16" = 1'-0"



2 WEST ELEVATION
1/16" = 1'-0"

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EAST & WEST ELEVATIONS

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BRONZE COLOR ALUMINUM BAGUETTE

BRONZE COLOR ALUMINUM DOOR/WINDOW

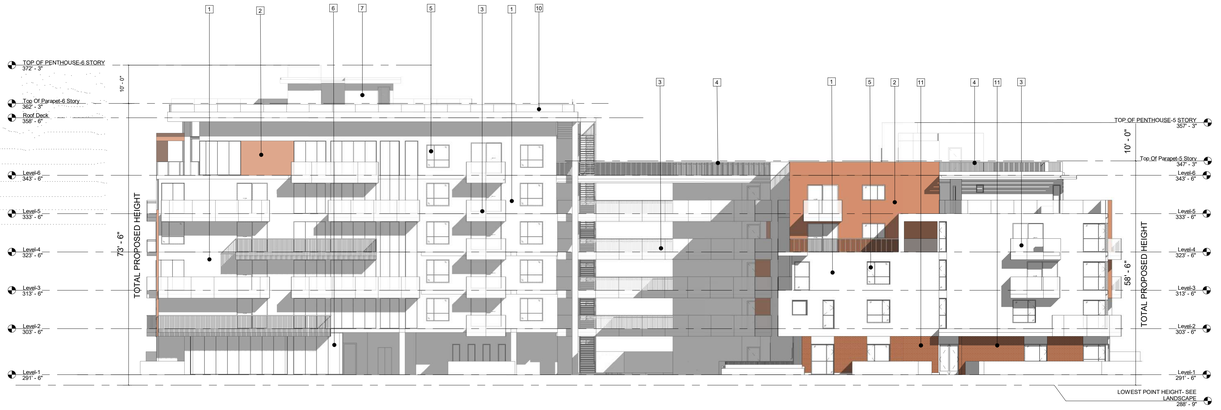
STEEL TROWELED CEMENT PLASTER

NATURAL FINISH EXPOSED CONCRETE

GLASS GUARDRAIL

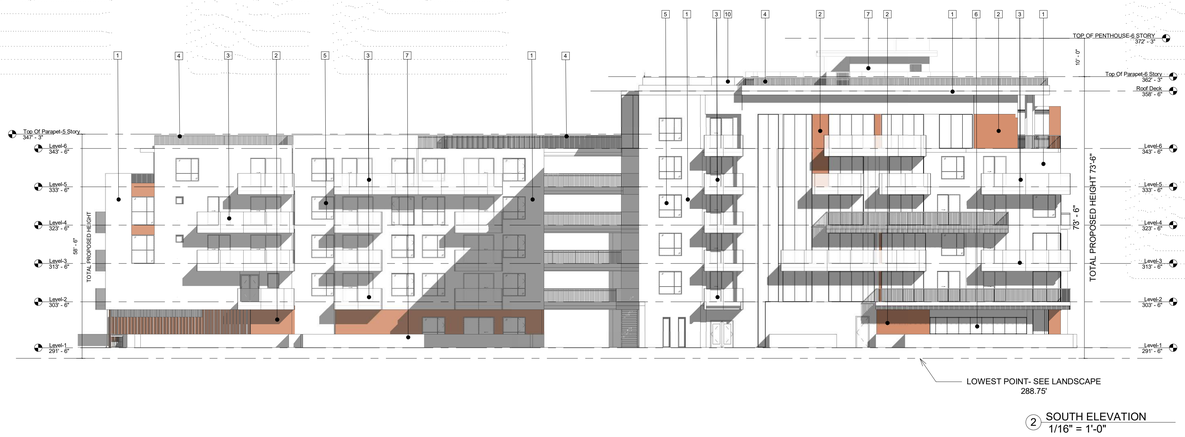
GLASS GUARDRAIL

MATERIAL LEGEND	
NUMBER	MATERIAL
1	STEEL TROWELED CEMENT PLASTER-COLOR 1
2	STEEL TROWELED CEMENT PLASTER-COLOR 2
3	COLORED GLASS GUARDRAIL
4	PAINTED METAL GUARDRAIL
5	BRONZE COLOR ALUMINUM DOOR/WINDOW
6	FRAMELESS CLEAR GLASS
7	NATURAL FINISH EXPOSED CONCRETE
8	METAL CANOPY
9	BRONZE COLOR ALUMINUM BAGUETTE
10	FIBERGLASS PLANTER
11	NEW BRICK VENEER TO MATCH WITH EXISTING COMMERCIAL BUILDING



1 NORTH ELEVATION
1/16" = 1'-0"

3 EXISTING COMMERCIAL & PROPOSED BUILDING
1/16" = 1'-0"



2 SOUTH ELEVATION
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NORTH&SOUTH ELEVATIONS

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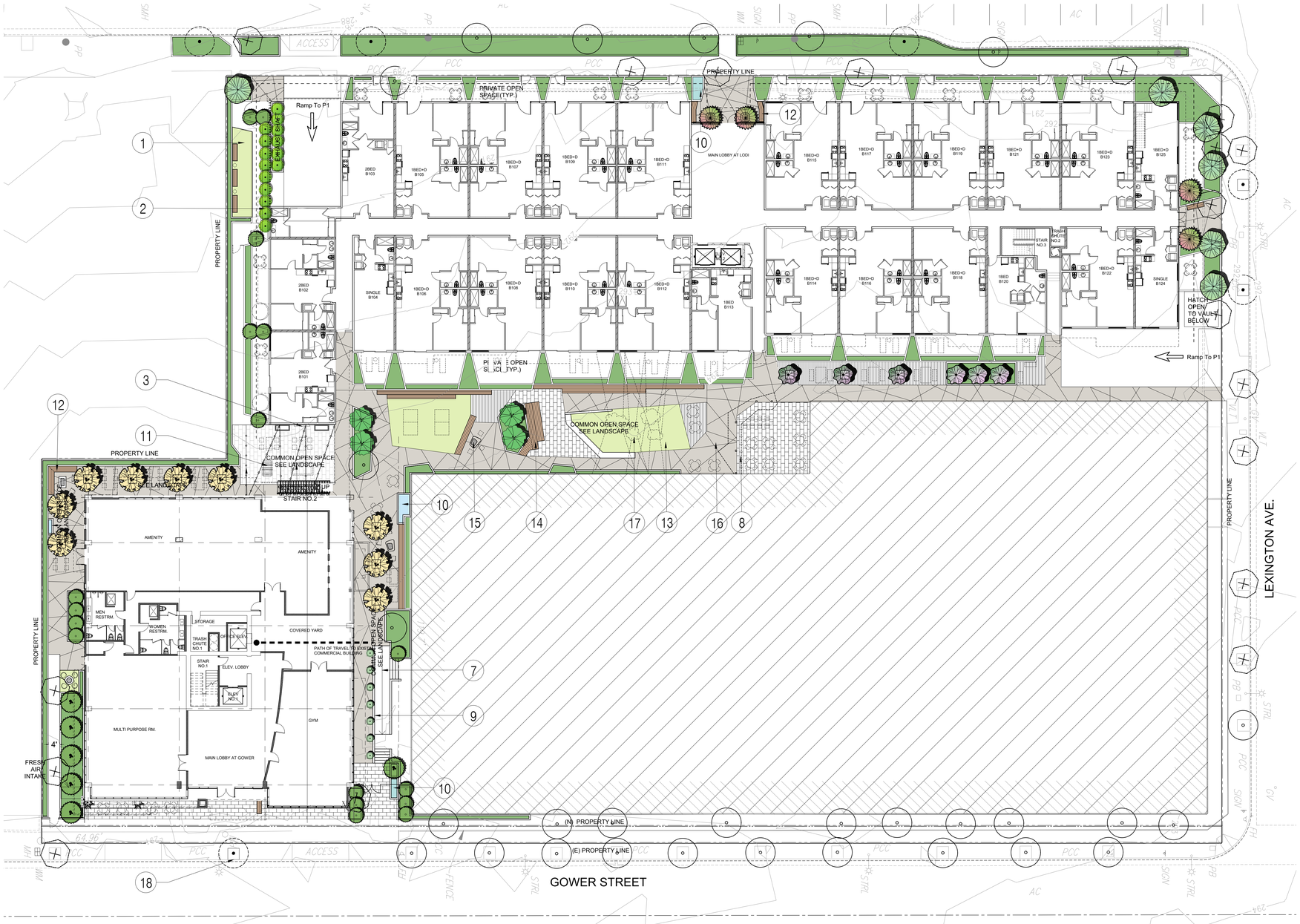


1 PRELIMINARY LANDSCAPE PLAN - ROOF DECK
SCALE: 1/16" = 1'-0"

TREES REQUIRED	
24" BOX TREE REQUIRED FOR EVERY 4 DWELLING UNITS (169/4): 43 TREES	
TREES PROVIDED	
FIRST FLOOR :	10 TREES
LEVEL 6 :	12 TREES
LEVEL 7 DECKS :	21 TREES
TOTAL :	43 TREES

COMMON OPEN SPACE PROVIDED	
YARDS @ FIRST FLOOR	8,250 SF
TERRACE @ 5TH FLOOR	400 SF
TERRACE @ 6TH FLOOR	18,000 SF
ROOF DECK	5,880 SF
TOTAL COMMON OPEN SPACE	32,530 SF
LANDSCAPE PROVIDED	
YARDS @ FIRST FLOOR	3,094 SF
TERRACE @ 5TH FLOOR	80 SF
TERRACE @ 6TH FLOOR	6218 SF
ROOF DECK	1,334 SF
TOTAL LANDSCAPE PROVIDED	10,726 SF


CITRUS LEMON 'MEYER IMPROVED' IMPROVED MEYER LEMON

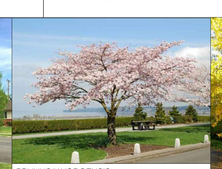
ACER PALMATUM 'BLOODGOOD' JAPANESE MAPLE

CERCIS OCCIDENTALIS WESTERN REDBUD

CERCIDIUM HYBRID 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE


ASPARAGUS DENSIFLORUS 'MYERSII' ASPARAGUS FERN


GELIERA PARVIFLORA AUSTRALIAN WILLOW


PRUNUS X YODOENSIS 'AKEBONO' FLOWERING CHERRY


GINKGO BILBOA MAIDENHAIR TREE


BAMBUSA OLDHAMII GIANT TIMBER BAMBOO

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

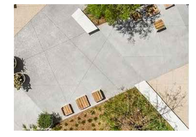
KEYNOTES

11. FOOSBALL TABLE
12. BUILT-IN BENCH
13. COR-TEN STEEL SLOP PLANTER

14. WOOD STEATING STEP

15. FIREPIT

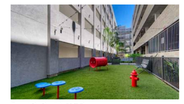
16. SAW CUT CONCRETE



17. HANGING MESH SHADE SCULPTURE

18. HANGING MESH SHADE SCULPTURE

1. SYNTHETIC GRASS FOR DOG RUN



2. LID PLANTER
3. OUTDOOR TV

4. POOL TABLE
5. SHADE & STRING LIGHTS
6. ROCK & GRAVEL GARDEN

7. EXTENDED RAMP
8. CANOPY STRUCTURE W/ DROP DOWN SCREEN

9. NEW CORTEN STEEL WALL W/ PLANTERS & RAILING
10. WATER FEATURE

PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS
CERCIDIUM HYBRID 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE	24" BOX / 6 EA	LOW
CERCIS OCCIDENTALIS WESTERN REDBUD	24" BOX / 4 EA	LOW
PRUNUS X YODOENSIS 'AKEBONO' FLOWERING CHERRY	24" BOX / 4 EA	MODERATE
GINKGO BILBOA MAIDENHAIR TREE	24" BOX / 9 EA	MODERATE
ACER PALMATUM 'BLOODGOOD' JAPANESE MAPLE	24" BOX / 6 EA	MODERATE
GELIERA PARVIFLORA AUSTRALIAN WILLOW	24" BOX / 6 EA	LOW
CITRUS LEMON 'MEYER IMPROVED' IMPROVED MEYER LEMON	24" BOX / 17 EA	MODERATE
NEW STREET TREES PER CITY OF L.A. URBAN FORESTRY STREET TREE DIV.	6 EA.	
EXISTING TREE TO REMAIN	29 EA.	
EXISTING TREE TO BE REMOVED	19 EA.	

SHRUBS & GROUND COVERS	SIZE & QUAN.	WUCOLS
BAMBUSA OLDHAMII GIANT TIMBER BAMBOO	15"GAL / 15 EA	
ASPARAGUS DENSIFLORUS 'MYERSII' ASPARAGUS FERN	15" GAL / 4 EA	

REGISTERED LANDSCAPE ARCHITECT SAMUEL KYUN KIM NO.3248 Renewal Date 5-30-2019 Date STATE OF CALIFORNIA

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Landscape Architects
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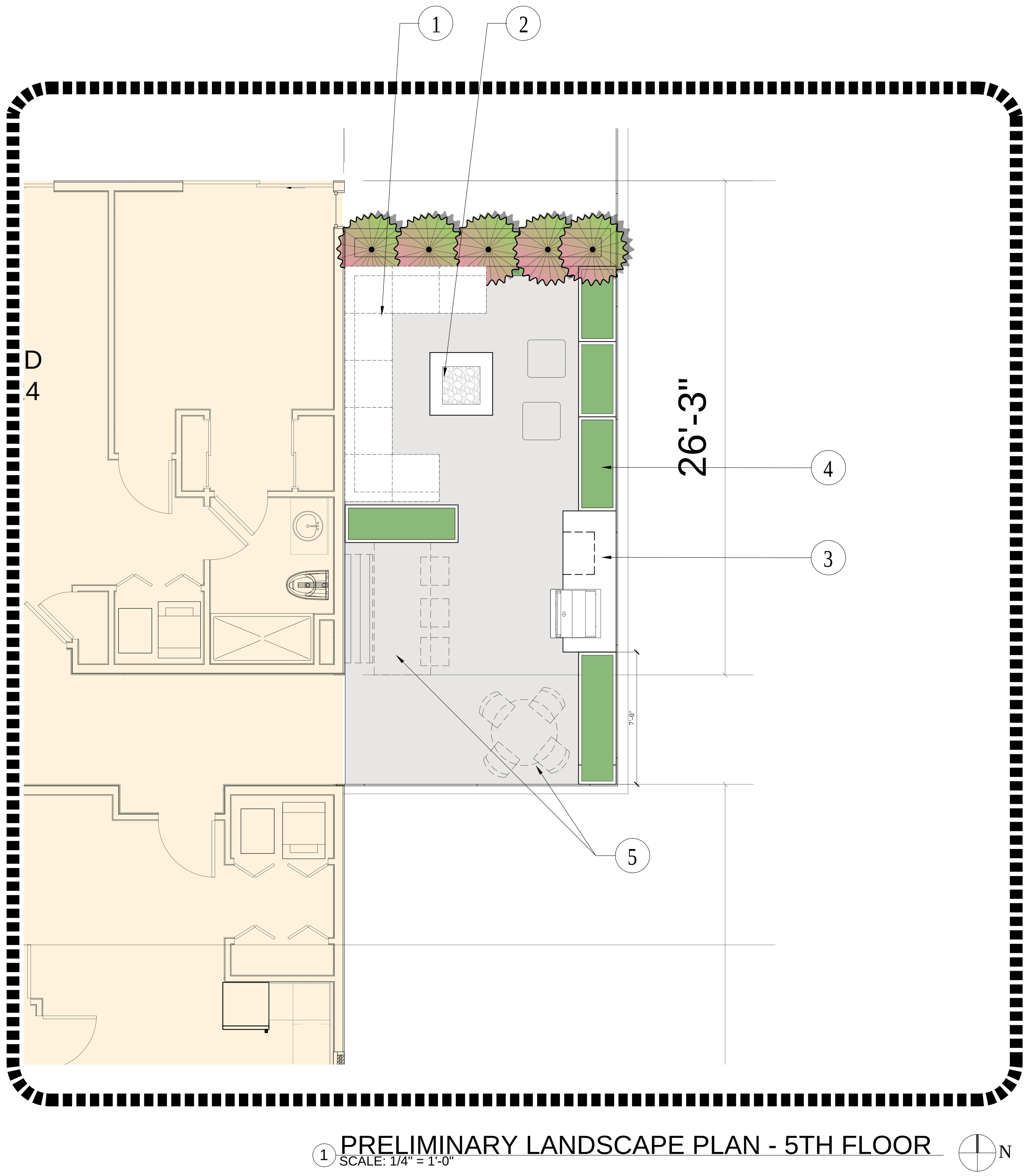
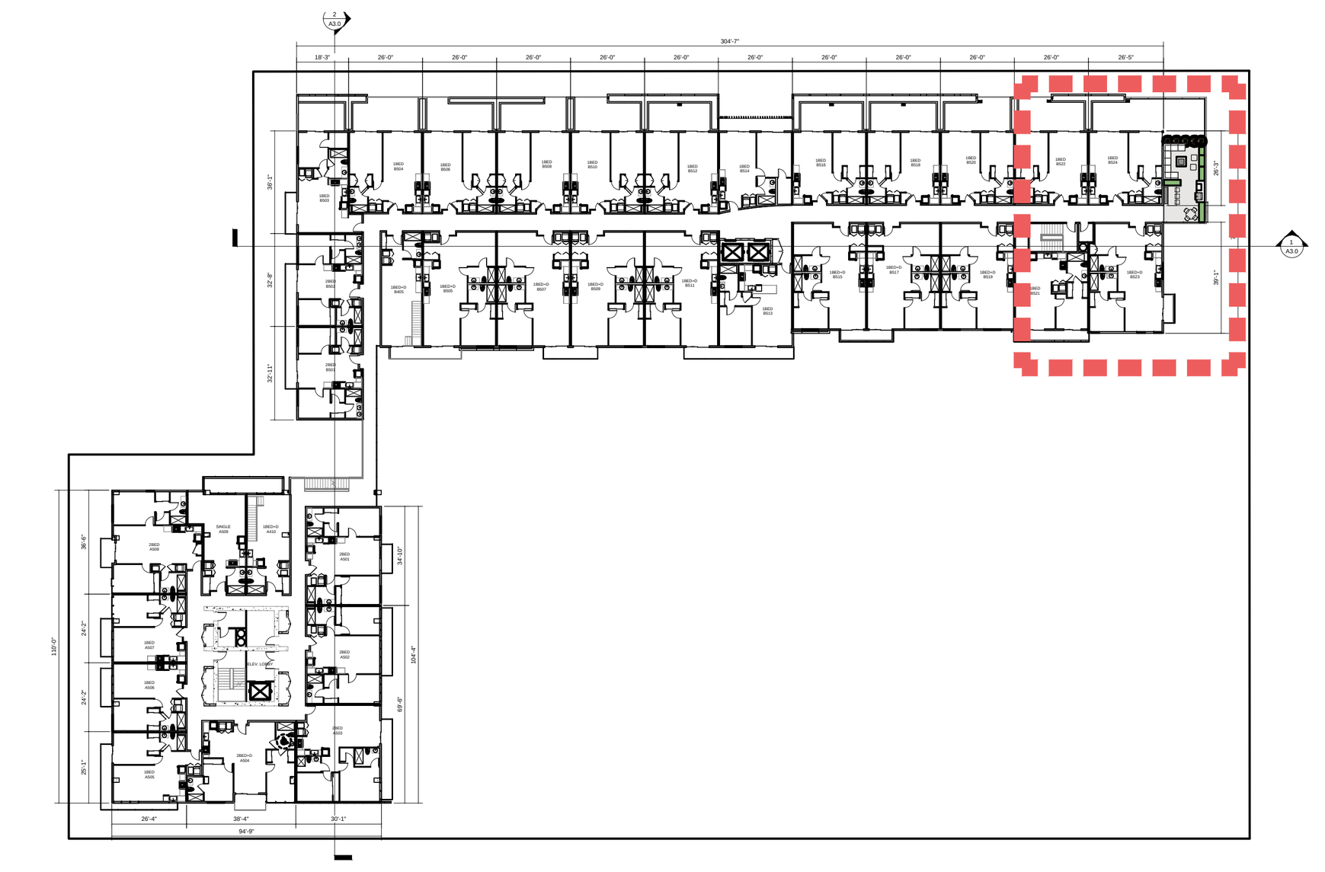
architecture.planning.sustainable design.engineering.interior design t 323.655.6404
6399 wilshire boulevard suit 105 los angeles ca. 90048 323.655.6499

date : 05-31-2019
scale : AS SHOWN
drawn :
job : #21953
sheet : LP-1
of sheets



1 PRELIMINARY LANDSCAPE PLAN - 5TH FLOOR
SCALE: 1/4" = 1'-0"
N



KEYMAP - 5TH FLOOR

KEYNOTES

1. OUTDOOR SOFA

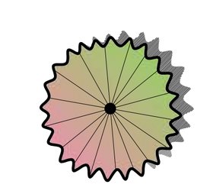
2. FIRE PIT

3. BBQ W/ BAR

4. FIBERGLASS PLANTER

5. DINING TABLE

PLANTING LEGEND

	TREES	SIZE & QUAN.	WUCOLS
	PODOCARPUS ELONGATUS 'MONMAL' ICEE BLUE YELLOW - WOOD	15 GAL / 5 EA	LOW
	2' x 2' PEDESTAL PAVER SYSTEM		

PODOCARPUS ELONGATUS
'MONMAL'
ICEE BLUE YELLOW-WOOD

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

SQLA INC
Landscape Architects

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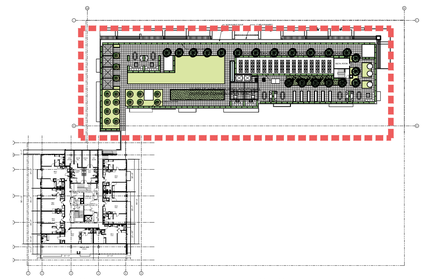
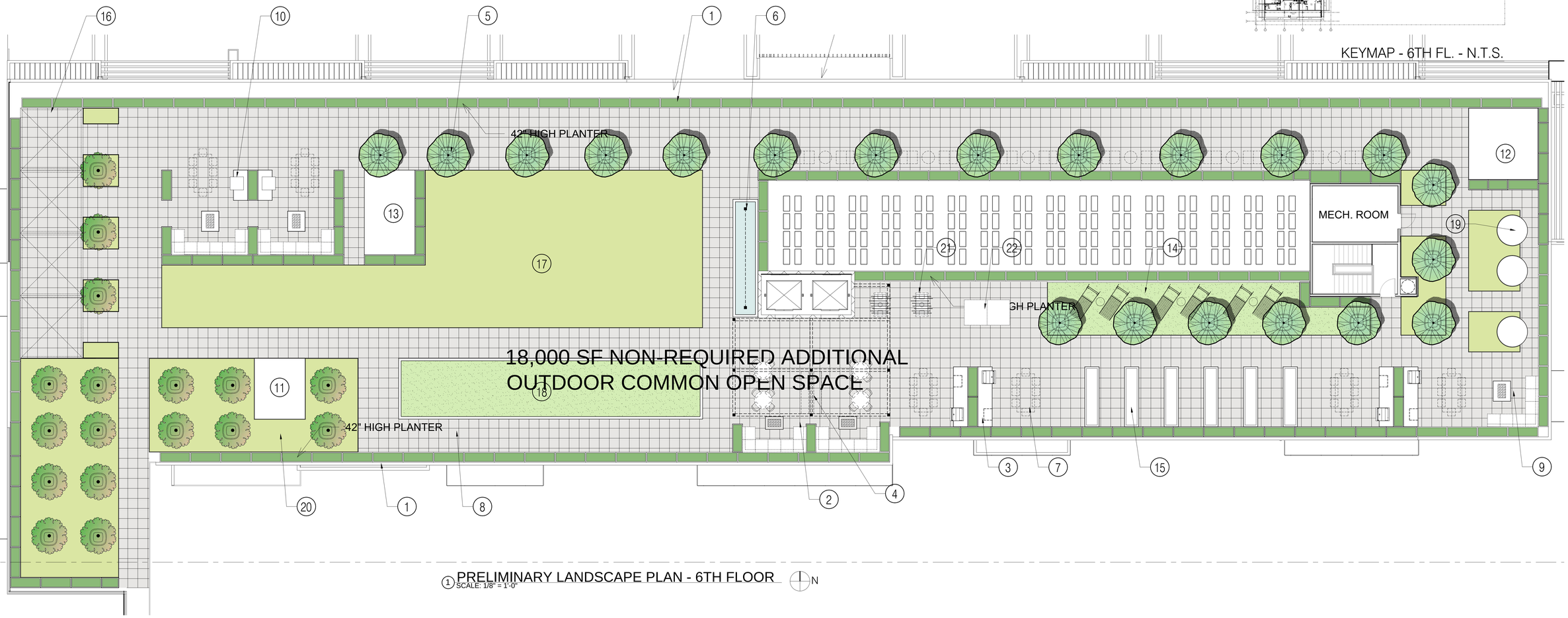
date : 05-31-2019
scale : AS SHOWN
drawn :
job : #21953
sheet :
LP-2
of sheets



KEYMAP - 6TH FL. - N.T.S.



1 PRELIMINARY LANDSCAPE PLAN - 6TH FLOOR
SCALE: 1/8" = 1'-0"

N

CITRUS LEMON
'MEYER IMPROVED'
IMPROVED MEYER LEMON

CERCIDIUM HYBRID
'DESERT MUSEUM'
DESERT MUSEUM PALO VERDE

PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS
CERCIDIUM HYBRID 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE	24" BOX / 20 EA	LOW
CITRUS LEMON 'MEYER IMPROVED' IMPROVED MEYER LEMON	24" BOX / 17 EA	MODERATE

SHRUBS & GROUND COVERS	SIZE & QUAN.	WUCOLS
LIVE ROOF		
PLANTING AREA		

KEYNOTES

1. 42"H. FIBERGLASS PLANTER

2. TRELLIS
3. BBQ W/ SINK

4. OUTDOOR TV ON BOTH SIDES
5. 40" x 40" SQUARO POT

6. RAIN CURTAIN

7. DINING TABLE

8. 2' x 2' PEDESTAL PAVER SYSTEM
9. SQUARE FIRE PIT

10. BBQ
11. PAR COURSE #1
12. PAR COURSE #2
13. PAR COURSE #1
14. SYNTHETIC GRASS
15. EDIBLE GARDEN
16. CABANA

17. LAWN AREA W/ MOVIE SCREEN

18. BOCCE BALL COURT
19. DAY BED
20. GREEN ROOF

21. FOOSBALL TABLE

22. PING PONG TABLE

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

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6399 wilshire boulevard suit 105 los angeles ca. 90048
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f 323.655.6499

REGISTERED LANDSCAPE ARCHITECT
SAMUEL KYUN KIM
NO. 5248
Renewal Date
5-31-2019
STATE OF CALIFORNIA

SQLA INC
Landscape Architects
2960 SATURN STREET
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T. 562-905-0800 (Main)
F. 562-905-0880
T. 213-383-1788 (Studio)

date : 05-31-2019
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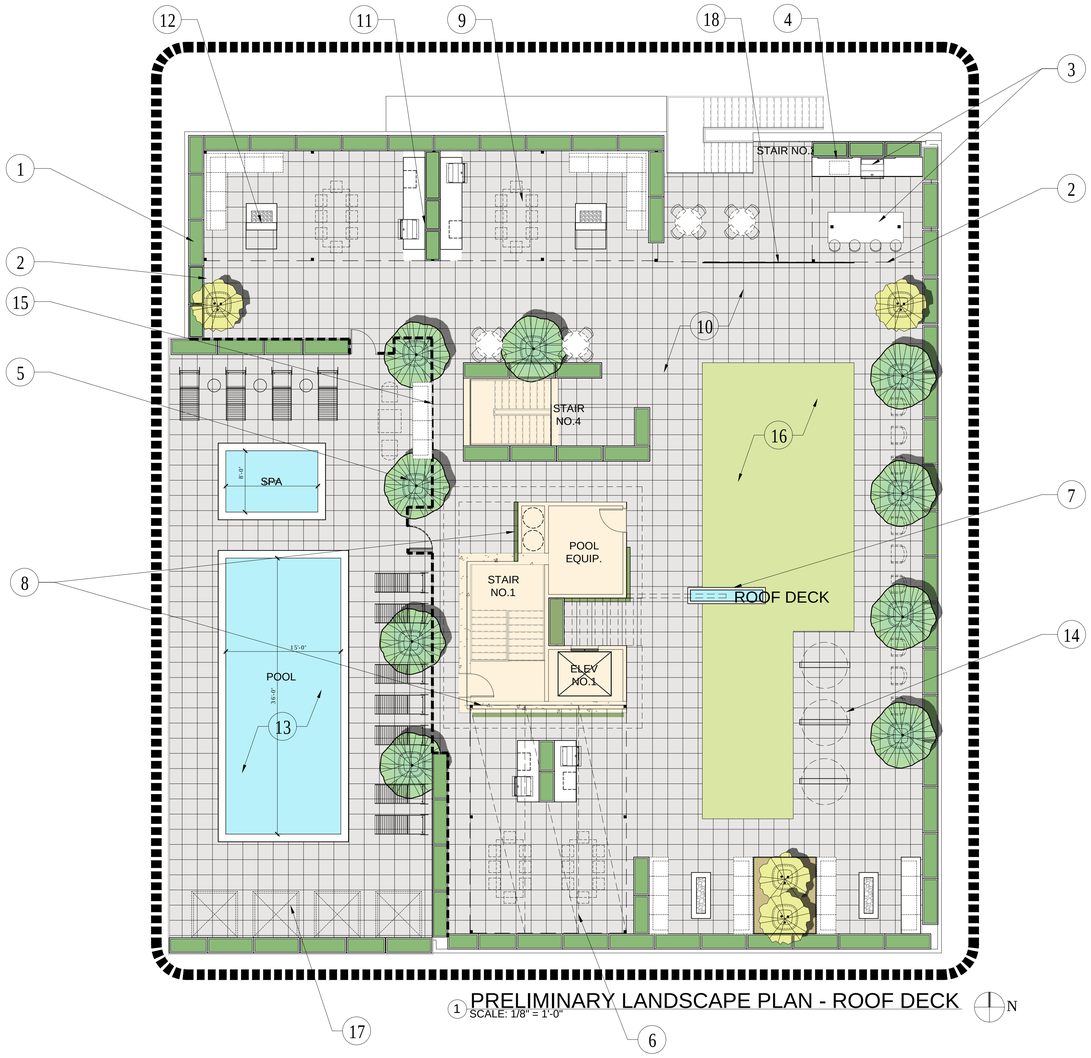


PRELIMINARY LANDSCAPE PLAN - ROOF DECK

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

N

CERCIS OCCIDENTALIS
WESTERN REDBUD

CERCIDIUM HYBRID
'DESERT MUSEUM'
DESERT MUSEUM PALO VERDE

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

9. DINING TABLE

10. 2' x 2' PEDESTAL PAVER SYSTEM

11. BBQ

12. SQUARE FIRE PIT

13. POOL

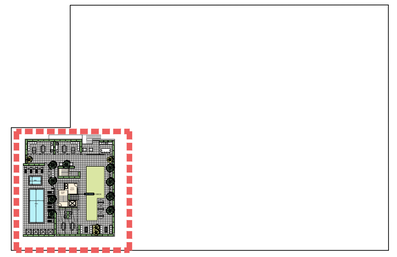
14. LED SWINGS

15. GLASS POOL FENCE

16. LAWN AREA

17. 6' x 6' DAYBED CABANA

18.MOVIE SCREEN



KEYMAP - ROOF DECK - N.T.S.

KEYNOTES

1. FIBERGLASS PLANTER

2. TRELLIS

3. BBQ W/ BAR

4. OUTDOOR TV

5. 40" x 40" SQUARO POT

6. STRING LIGHTS

7. RAIN CURTAIN

8. GREEN WALL

PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS
CERCIDIUM HYBRID 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE	24" BOX / 8 EA	LOW
CERCIS OCCIDENTALIS WESTERN REDBUD	24" BOX / 4 EA	MODERATE

SHRUBS & GROUND COVERS	SIZE & QUAN.	WUCOLS
LIVE ROOF		
PLANTING AREA		

2' x 2' PEDESTAL PAVER SYSTEM

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t 323655.6404
f 323655.6499

date : 05-31-2019
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sheet :

LP-4

of sheets

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F. 562-905-0880
T. 213-383-1788 (Studio)

Attachment H: Qualifications

JENNA SNOW

In January 2015, Jenna Snow launched an independent historic preservation consulting practice with offices in Los Angeles. With twenty years of professional experience, Ms. Snow has a strong and broad understanding of best historic preservation practice, including federal, state, and local regulations. Throughout her career, Ms. Snow has authored, co-authored, and/or served as project manager for over 100 historic preservation projects, including a wide variety of historic resource assessments, National Register, California Register, and local nominations, as well as historic resources surveys. She regularly contributes to environmental impact reports, historic preservation certification applications, Section 106 reviews and other work associated with historic building rehabilitation and preservation planning. For five years, she served on the board of the South Carthay Historic Preservation Overlay Zone in mid-city Los Angeles.

EDUCATION

Columbia University in the City of New York, Master of Science in Historic Preservation, 2002

Brandeis University, Bachelor of Arts in Fine Arts, 1998

QUALIFICATIONS

Secretary of the Interior's Professional Qualifications Standards in Architectural History

LEED GA

AWARDS

Rosalind W. Levine Prize for excellence in Fine Arts, June 1998

COMMUNITY INVOLVEMENT

Secretary, South Carthay Historic Preservation Overlay Zone Board, 2011-2016

Pick Leader, Food Forward, 2011-present

Los Angeles Conservancy ModCom Working Group, 2013-2014

Guest Editor, *The Next American City*, Fall 2006, Issue 12

New Orleans recovery team from Western Regional Office of the National Trust for Historic Preservation, February 2006

PROFESSIONAL EXPERIENCE

Jenna Snow, Historic Preservation Consulting, January 2015-present

Chattel, Inc., Los Angeles, CA, July 2002 – December 2014

International Council on Monuments and Sites, Transylvania Trust Foundation, Cluj-Napoca, Romania, Fall 2004

Neighborhood Preservation Center, New York, NY, Spring 2002

New York City Department of Design and Construction, Historic Preservation Office, New York, NY, Summer 2001

The Freedom Trail Foundation, Boston, MA, January 1999 - October 1999

SELECTED PROJECTS

Temple Ohave Israel (Brownsville, PA) – Prepared a National Register nomination for a 1919 synagogue located in a small, economically depressed town of western Pennsylvania. The synagogue, significant as an anchor for the small, but influential Jewish community of Brownsville, PA, was listed in the National Register in February 2016. Listing in the National Register makes the property eligible for state grants to maintain the building, including replacement of a much needed roof.

Hawk House (Los Angeles, CA) – Prepared a successful Historic Cultural Monument nomination for a 1939 single family residential house designed by renown Los Angeles architect Harwell Hamilton Harris for Stan and Ethyl Hawk. The house severed as the headquarters for the furnishing company "Hawk House."

Chuey House (Los Angeles, CA) - Prepared a Historic-Cultural Monument nomination for a single family residence designed by one of the most influential Los Angeles architects, Richard Neutra, in 1956. As the property was for sale, the house was threatened with demolition. While the nomination was ultimately withdrawn, it served as a negotiation tool for the Los Angeles Conservancy.

Frank's Camera (Los Angeles, CA) – Completed a Historic Structures Report in support of a Mills Act Contract for a former S.H. Kress & Co., a five-and-dime-store. A contributor to the Highland Park-Garvanza Historic Preservation Overlay Zone, the building was constructed in 1928 and is undergoing a rehabilitation to convert the building to smaller retail spaces. The building serves as a visual and economic anchor to the revitalizing commercial strip along North Figueroa.

Monday Women's Club (Los Angeles, CA) - Prepared a historic resource assessment for a black women's club in the Venice neighborhood. Moved to the site in 1926, the building on the property was proposed for demolition. Worked with the project team on a focused EIR that studied alternatives.

Additional Projects:
Commodore Apartments (Los Angeles, CA) - Process Investment Tax Credit application for a 1926 Hollywood apartment building that completed a major rehabilitation project. The rehabilitation carefully restored the primary façade, which had experienced multiple alterations over the years.

West Los Angeles Veteran's Affairs (Los Angeles, CA) – Between 2010 and 2014, prepared Section 106 review and consultation for the first of 11 buildings that are undergoing seismic retrofit and limited rehabilitation. The buildings will be reused to house veterans who are homeless. The rehabilitation won a Los Angeles Conservancy award. Also prepared a successful National Register nomination for the whole campus, which was listed in November 2014. Work was done at Chattel, Inc. as a subconsultant to Leo A. Daly.

West Los Angeles Veteran's Affairs Building 205 and Building 208 (Los Angeles, CA) - Process Investment Tax Credit application and Section 106 review for two buildings out-leased to a nonprofit developer. The two buildings will be rehabilitated to house homeless veterans. Work is estimated to be complete in 2021.

Boyle Hotel/Cummings Block (Los Angeles, CA) – Completed Investment Tax Credit Application and National Register nomination for 1898 hotel in Boyle Heights neighborhood of Los Angeles. The building has been reused to house low-income residents of Boyle Heights and has been a catalyst for economic rehabilitation in the neighborhood. The rehabilitation won a Los Angeles Conservancy award, as well as a National Preservation Honor Award. Work was done at Chattel, Inc. for the East Los Angeles Community Corporation.

Breed Street Shul Project, Inc. – Project Manager for Phase 1 seismic stabilization and stained glass window restoration. Provided design review and construction monitoring and prepared historic review documentation for local environmental review. Consulted with federal agencies on Section 106 compliance for a FEMA grant and a federal appropriation. Work was done at Chattel, Inc.

Historic Resources Survey Update (Los Angeles, CA) - Served as the project manager for preparation of historic context statements and intensive-level historic resource survey. The survey were prepared in close coordination with the Los Angeles Office of Historic Resources to dovetail into SurveyLA. Surveyed approximately 3,000 properties, including property-specific research on approximately 400 of these properties. Attended several public hearings at both the beginning and end of the process, as well as presented at nearly a dozen neighborhood council meetings. Work was done with Chattel, Inc.

Judson Rives Building (Los Angeles, CA)– Completed Investment Tax Credit Application for a 1908 office building in downtown Los Angeles, a contributing resource to the Broadway Historic District that was converted to residential use. Work was done at Chattel, Inc.

Hollywood Profession Building (Los Angeles, CA) - Completed Investment Tax Credit Application for a 1926 office building on Hollywood Boulevard. The building is significant not only for its distinctive Neo-Gothic style, but also with for its association with former United States President Ronald Reagan. The office building was converted to residential use. Work was done for Chattel, Inc. for CIM Group.

Residential Survey (Whittier, CA) - Prepared a historic context statement focusing on architectural contexts and themes connected with residential development in Whittier. Feld surveyed approximately 1,540 properties generally constructed prior to 1941 using an Access database incorporating GIS mapping to collect survey data in the field. The survey was prepared in close coordination with the City of Whittier staff and Historic Resources Commission and was adopted by the City of Whitter in 2015. Work was done with Chattel, Inc.

SurveyLA City of Los Angeles (Office of Historic Resources) – Participated in completing a historic resource survey of over 97,000 properties in South and Southeast Los Angeles. Co-authored historic context statement of Los Angeles' industrial history. Work was done at Chattel, Inc.

Kathryn McGee

kathryn@mcgeehistoric.com
(949) 872-6737

Architectural Historian
Historic Preservation Planner

Statement of Qualifications and Resume

Summary

Ms. McGee is an architectural historian based in Los Angeles. She has eight years of experience in the field of historic preservation consulting and launched an independent practice in 2015. Her work entails writing reports for environmental and local project review; preparing historic resource assessments and surveys; preparing technical reports for General Plan Updates; evaluating properties seeking or complying with Mills Act Contracts; and consulting on adaptive reuse and federal Investment Tax Credit projects.

Qualifications

- Secretary of the Interior's Professional Qualifications Standards in Architectural History
- LEED Accredited Professional with specialty in Neighborhood Development

Education

- USC Summer Program in Historic Preservation (2008)
- UC Irvine, Masters of Urban and Regional Planning (2008)
- UC Santa Barbara, Bachelor of Arts, Art History, emphasis in Architectural History, Minor in English (2006)
- UC Riverside Palm Desert, MFA in Creative Writing and Writing for the Performing Arts (2015)

Employment

- Independent Architectural Historian/Historic Preservation Consultant (2015-2016)
- Senior Associate, Chattel, Inc. Historic Preservation Consultants, Los Angeles (2008-2014)
- Urban Planning and Design Intern, MVE Architects, Irvine (2008)
- Program Coordinator, UC Irvine Office of Technology Alliances (2007)

Select Projects

- Pacific Mutual Building: Wrote memo evaluating compliance of this building on W. 6th Street in Downtown Los Angeles (constructed in phases, 1908-1937) with its Mills Act Contract, evaluating the rehabilitation, restoration, and maintenance plan, and extent of completed work. Work was completed in 2015.

- Historic Resource Evaluations in Venice: Prepared reports evaluating potential historic resources and compatibility of several new construction projects in historic districts in the Venice neighborhood of Los Angeles for purposes of environmental and local project review. Work was completed in 2015.

- Hollywood Redevelopment Project Area survey: Worked on historic resource survey of historic properties in Hollywood, conducted property specific research, and assisted in preparation of the appropriate Department of Parks and Recreation (DPR) forms. Work was done at Chattel, Inc. for the Community Redevelopment Agency of the City of Los Angeles.

- SurveyLA: Wrote historic context statement on cold storage facilities in Los Angeles as part of the City's ongoing citywide historic resources survey. Performed evaluation of properties in South and Southeast Los Angeles. Work was done at Chattel, Inc. for the City of Los Angeles Office of Historic Resources.

- LAC+USC Medical Center (General Hospital): Wrote mothballing and reuse plan for historic, 19-story 1930s hospital in East Los Angeles, based on interior historic resource survey. Used this study to evaluate and provide consultation on later plans to reuse the lower floor as a wellness center. Work was done at Chattel, Inc. for the Chief Executive Office and Department of Public Works of the County of Los Angeles.

Select Projects (continued)

- Golden Gate Theater: Evaluated adaptive reuse of a 1928 movie palace in East Los Angeles as a CVS/Pharmacy for local permit and environmental review. Involved collaboration with project architect, developer and property owner, and County of Los Angeles Department of Regional Planning staff. Work was done at Chattel, Inc. for Charles Company.

- City of Rancho Cucamonga General Plan Update: Managed completion of an historic resource survey and prepared an historic context statement for purposes of the 2010 General Plan Update. Work was done at Chattel, Inc. for Hogle-Ireland and the City of Rancho Cucamonga.

- Gas Company Lofts: Worked on Federal Investment Tax Credit application for conversion of the former Southern California Gas Company Complex to residential units, with ground floor commercial. Work was done at Chattel, Inc. for CIM Group.

- Santa Barbara Mission: Managed multi-year preparation for and implementation of preservation projects under a $1.3 million federal Save America's Treasures grant. Wrote Historic Structures Report prioritizing proposed rehabilitation and restoration work in support of grant project approvals. Presented findings to local Historic Landmarks Commission to secure local approvals. Work was done at Chattel, Inc., collaborating with California Missions Foundation, for Old Mission Santa Barbara, Inc.

- Jane B. Eisner Middle School: Wrote report on adaptive reuse of historic telephone company garage in Los Angeles as a charter school. Entailed collaboration with project architect to ensure reuse conformed with the Secretary of the Interior's Standards and public outreach. Work was done at Chattel, Inc. for Frederick Fisher and Partners Architects and Pueblo Nuevo Development.

- Santa Monica Post Office: Wrote report on history of building, identifying original materials and alterations for purposes of local landmark nomination. Presented findings to the City of Santa Monica Landmarks Commission. Work was done at Chattel, Inc. for Harding Larmore Kutcher & Kozal, LLP.

- Village Trailer Park: Evaluated proposed plans to demolish 1950s trailer park in Santa Monica. Prepared original history of the trailer park property type for environmental and project review. Work was done at Chattel, Inc. for Luzzatto Company.

- Olive View Medical Center: Managed completion of Section 106 review for new buildings to be constructed on this historic medical center campus. Buildings replaced those damaged in the Sayre Fire. Work involved archaeological and Native American consultation and was done at Chattel, Inc. for the County of Los Angeles.

- Villa Bonita: Completed a City of Los Angeles Historic-Cultural Monument nomination for this 1929 Spanish Colonial Revival apartment building in Hollywood. Work was done at Chattel, Inc. for the property owner.

August 26, 2022

Mr. More Song, City Planner
City of Los Angeles
200 N. Spring St., Room 763
Los Angeles, California 90012

Note to File: Case No.: CPC-2020-3253-DB-SPR-HCA, ENV-2020-3254-CE, VTT-82714 and ZA-1997-797-ZV-PA1

Dear Mr. Song:

The following correspondence to the file is to confirm that the Categorical Exemption (CE) for the TENTEN Hollywood Project, located at 6118-6124 W. Lexington Avenue, 1121-1127 N. Gower Street, and 1124-1150 N. Lodi Place ("Project Site") adequately analyzes the environmental impacts of the Proposed Project and that the changes proposed to the requested entitlements and Tract Map result in no physical changes to the proposed construction or use of the Proposed Project and consequently, require no changes to the environmental impact analysis contained in the Justification to Support a Categorical Exemption dated August 2021.

The Project includes preservation of an existing legally permitted commercial office building and site clearing of surface parking lots for the construction, use, and maintenance of a new mixed-income multifamily residential project consisting of a five-story building and a six-story building containing a total of 169 residential dwelling units, including 19 restricted affordable units to be made available to very low-income households with a 3-level subterranean parking garage ("Project").

To allow the development of the Project, the Applicant has requested approval of a Density Bonus with two off-menu incentives, Site Plan Review, a Plan Approval to Case No. ZA-1997-ZV in connection with the preservation of the existing commercial building and Vesting Tentative Tract No. 82714 (VTT-82714-HCA) for the Project (the "Approvals"). On October 28, 2021 the City Advisory Agency approved VTT-82714-HCA to permit the merger and resubdivision of 16 existing lots into one ground lot and two airspace lots in the R3-1 and R3-1-XL zones for the maintenance of an existing 64,000 square foot commercial building and the development of two new connected residential buildings with a total of 169 units providing 278 vehicle parking spaces, along with a haul route for the export of 66,000 cubic yards of soil. On May 26, 2022, the Zoning Administrator adopted a Class 32 Categorical Exemption for the Project (ENV-2020-6701-CE) and approved ZA-1997-797-ZV-PA1 to allow the same development as described above.

In response to an appeal filed on the Project, the Applicant has made minor modifications related to the proposed configuration of the Tract Map air space lots and is seeking amended discretionary approvals for the same project as described above. The requested entitlement requests have been modified to

clarify that the Applicant is seeking a Reduction in Site Area Plan Approval (instead of a Plan Approval as previously requested) to allow the continued use of the existing legally permitted commercial office building and the relocation of the existing parking spaces that serve this commercial use to another location on site. This modified request, along with the proposed modifications to the Tract Map to create one ground lot and three airspace lots merely clarifies that the parking serving the existing commercial building will remain on site. No physical changes to the construction or use of the Proposed Project are being proposed. The relocation of parking spaces to serve the existing commercial use would be located in the same physical location as previously identified on the plans, but the modifications to the Tract Map clarify that these spaces would be provided in an airspace lot tied to the ground lot and are thus being provided on-site. The physical description of the Proposed Project is entirely consistent with the description and analysis of the Proposed Project as addressed in the Justification to Support a Categorical Exemption dated August 2021. As such, no changes to the environmental analysis in the CE are warranted.

Should you have any questions, please feel free to contact me at (661)257-2282 ext 1, or by email at shane@parkerenvironmental.com.

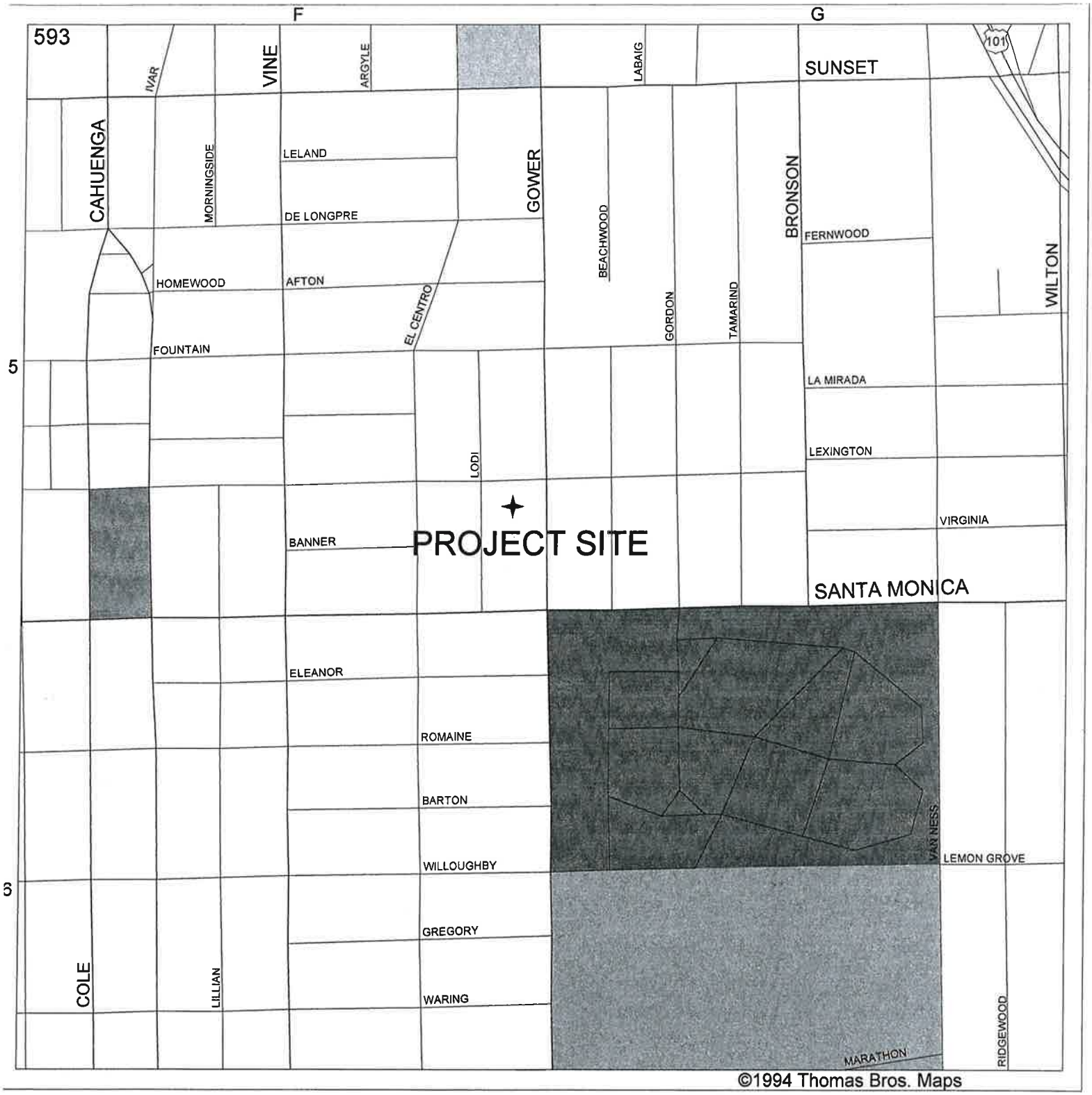
Sincerely,

PARKER ENVIRONMENTAL CONSULTANTS

Shane E. Parker

EXHIBIT C

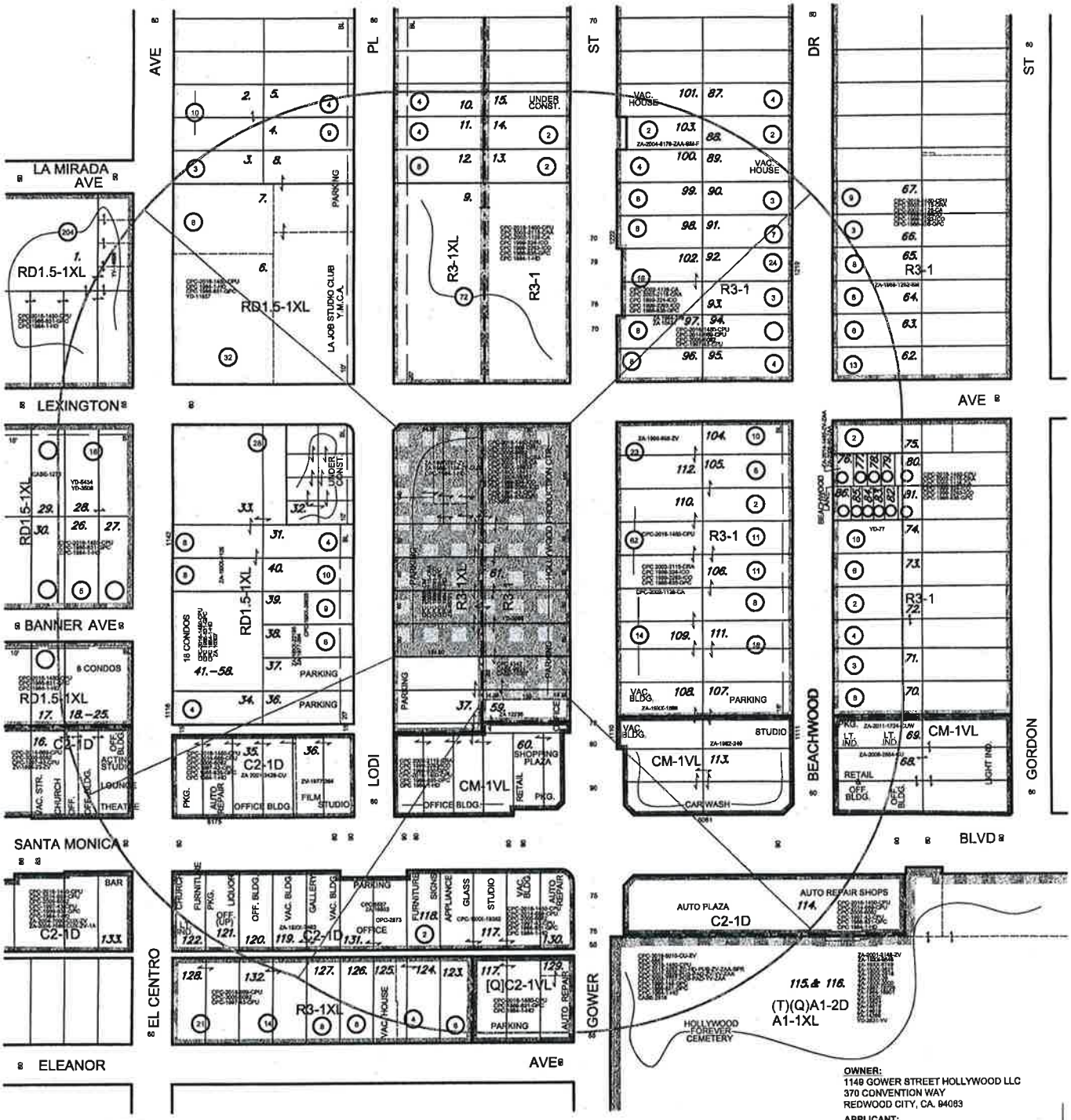
MAPS



VICINITY MAP

SITE : 1121-49 N. GOWER ST/6104-24 W. LEXINGTON AVE/1124-50 N. LODI PL

GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080, FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM



OWNER:
1149 GOWER STREET HOLLYWOOD LLC
370 CONVENTION WAY
REDWOOD CITY, CA. 94063

APPLICANT:
AMIDI GROUP
C/O NASSER AHMADI
256 E. BROADWAY, LOBBY
GLENDALE, CA. 91205

REPRESENTATIVE:
CRAIG LAWSON & CO. LLC.
ATTN: CRYSTAL VILLALPENEDO
3221 HUTCHISON AVE., SUITE D
LOS ANGELES, CA. 90034
(310)-838-2400

DENSITY BONUS
PLAN APPROVAL
SITE PLAN REVIEW
VESTING TENTATIVE TRACT MAP NO. 82714

LEGAL: LOTS 1-7, & 17-20, AND N'LY 14.96' OF LOT 16, BLK. B, TRACT NO. 1842, ALSO PORTION OF BLOCK 20, COLGROVE, M.R. 53-10.(SEE APPLICATION)

C.D. 13
C.T. 1908.00
P.A. HOLLYWOOD

N

GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850
gcmapping@radiusmaps.com

SITE ADDRESS:
1121-1149 N. GOWER ST.
6104-6124 W. LEXINGTON AVE.
1124-1150 N. LODI PL.

2.31 NET AC.

CASE NO.
DATE: 11-07-2019
SCALE: 1" = 100'
USES FIELD
D.M. 144 B 189

T.B. PAGE: 593 GRID: F-5

EXHIBIT D

PHOTOS

SITE PHOTO EXHIBIT
Applicant: 1149 Gower Street Hollywood, LLC
Site Address: 1149 N. Gower Street

1. View of adjacent commercial and residential properties, east facing from Gower Street

2. View of Project Site, easterly facing from Gower Street

3. View of Project Site, easterly facing from Gower Street

4. View of Project Site, easterly facing from Gower Street and Lexington Avenue

5. View of Project Site, north facing from Lexington Avenue

6. View of Project Site, northeasterly facing from Lexington Avenue

7. View of Project Site, north facing from Lexington Avenue

8. View of Project Site, northwesterly facing from Lodi Place

9. View of Project Site, western facing from Lodi Place

10. View of adjacent commercial property, western facing from Lodi Place

11. View of curb and driveway into Project Site, north facing on Gower Street

12. View of driveway entrance into Project Site, north facing from Gower Street

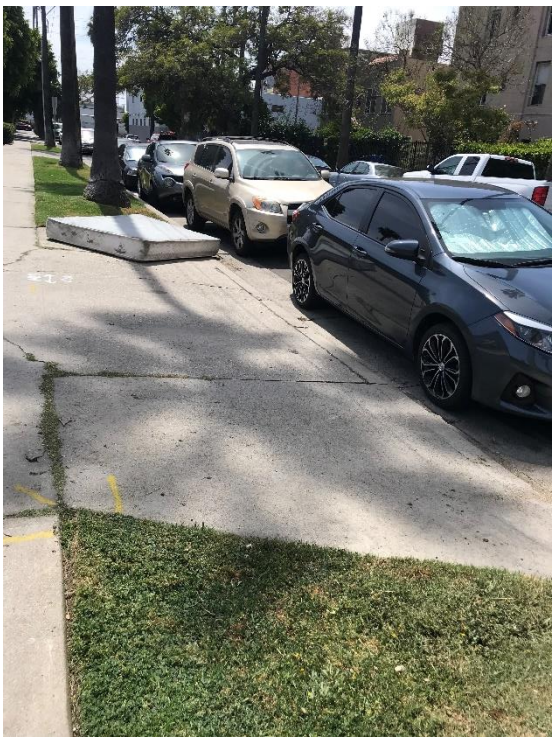
13. View of Gower Street sidewalk, north facing from Gower Street and Lexington Avenue

14. View of northeast curb at the intersection Gower Street and Lexington Avenue

15. View of sidewalk and curb, east facing from Lexington Avenue

16. View of northwest curb at the intersection of Lodi Place and Lexington Avenue

17. View of sidewalk, north facing from Lodi Place



18. View of driveway entrance into Project Site, north facing from Lodi Place

19. View of driveway entrance into Project Site, north facing from Lodi Place

20. Adjacent under-construction residential complex on the southwestern corner of Lexington Avenue and Lodi Place

21. Adjacent residential properties, westerly facing from Lodi Place

22. Adjacent training school on the northwestern corner of Lexington Avenue and Lodi Place

23. Adjacent residential properties, north-east facing from Lexington Avenue.

24. Adjacent residential properties, southeasterly facing from the corner of Gower Street and Lexington Avenue.

25. Adjacent residential and commercial properties facing southeasterly facing from Gower Street.

EXHIBIT E

PUBLIC COMMENTS

3-9-20
Date

Members of the Planning Commission
City Planning Commission
City of Los Angeles

Reference: **1010 Hollywood Project**
1125 N. Gower St., Los Angeles

Dear Members,

I am (we are) the occupant/owner(s) of the property located at
6115 Santa Monica Blvd in the City of Los Angeles.

I am (we are) aware of the pending application by 1149 Gower Street Hollywood, LLC for the proposed 5 and 6-story Project which proposes 169 residential units on an existing surface parking lot located at 1125 N. Gower Street in the City of Los Angeles. It is also our understanding that the existing 2-story commercial building will be maintained, and its surface parking will be replaced during the new development.

The proposed Project is designed to generate housing near a job rich corridor along the Santa Monica Boulevard that is conveniently located to various transit facilities. The Project is an aesthetically appealing upgrade to the neighborhood that provides a gym, parking spaces, and various amenity spaces. I (we) hereby consent and **fully support** this application and urge you to approve the proposed Project.

Sincerely,

Signature

SHARAM KALOUSTIAN
Name (Please Print)

Signature

Name (Please Print)

6115 Santa Monica Blvd
Mailing Address

Hollywood, CA 90038
City, State and Zip Code

323 462 5262
Phone

info@hosepsbodyshop.com
E-mail address

3-9-20

Date

Members of the Planning Commission
City Planning Commission
City of Los Angeles

Reference: **1010 Hollywood Project**
1125 N. Gower St., Los Angeles

Dear Members,

I am (we are) the occupant/owner(s) of the property located at
6100 Santa Monica Blvd Hollywood in the City of Los Angeles.

I am (we are) aware of the pending application by 1149 Gower Street Hollywood, LLC for the proposed 5 and 6-story Project which proposes 169 residential units on an existing surface parking lot located at 1125 N. Gower Street in the City of Los Angeles. It is also our understanding that the existing 2-story commercial building will be maintained, and its surface parking will be replaced during the new development.

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Sincerely,

[signature] SHARAM KACOUSTIAN

Signature Name (Please Print)

Signature Name (Please Print)

6100 Santa Monica Blvd

Mailing Address

Hollywood, CA 90038

City, State and Zip Code

323 462 5262 info@hosepsbodyshop.com

Phone E-mail address

2/20/20
Date

Members of the Planning Commission
City Planning Commission
City of Los Angeles

Reference: **1010 Hollywood Project**
1125 N. Gower St., Los Angeles

Dear Members,

I am (we are) the occupant/owner(s) of the property located at
6115 Santa Monica Bl in the City of Los Angeles.

I am (we are) aware of the pending application by 1149 Gower Street Hollywood, LLC for the proposed 5 and 6-story Project which proposes 169 residential units on an existing surface parking lot located at 1125 N. Gower Street in the City of Los Angeles. It is also our understanding that the existing 2-story commercial building will be maintained, and its surface parking will be replaced during the new development.

The proposed Project is designed to generate housing near a job rich corridor along the Santa Monica Boulevard that is conveniently located to various transit facilities. The Project is an aesthetically appealing upgrade to the neighborhood that provides a gym, parking spaces, and various amenity spaces. I (we) hereby consent and **fully support** this application and urge you to approve the proposed Project.

Sincerely,

Signature

Luis Salazar
Name (Please Print)

Signature

Name (Please Print)

6115 Santa Monica Blvd
Mailing Address

Los Angeles, CA
City, State and Zip Code

323 856 8888
Phone

info@salazarservices.com
E-mail address

2-21-20

Date

Members of the Planning Commission
City Planning Commission
City of Los Angeles

Reference: **1010 Hollywood Project**
1125 N. Gower St., Los Angeles

Dear Members,

I am (we are) the occupant/owner(s) of the property located at 1149 N. Gower in the City of Los Angeles.

I am (we are) aware of the pending application by 1149 Gower Street Hollywood, LLC for the proposed 5 and 6-story Project which proposes 169 residential units on an existing surface parking lot located at 1125 N. Gower Street in the City of Los Angeles. It is also our understanding that the existing 2-story commercial building will be maintained, and its surface parking will be replaced during the new development.

The proposed Project is designed to generate housing near a job rich corridor along the Santa Monica Boulevard that is conveniently located to various transit facilities. The Project is an aesthetically appealing upgrade to the neighborhood that provides a gym, parking spaces, and various amenity spaces. I (we) hereby consent and **fully support** this application and urge you to approve the proposed Project.

Sincerely,

Lupe Reynoso

Signature

Reynoso Cafe
Lupe Reynoso

Name (Please Print)

Signature

Name (Please Print)

1149 N. Gower L.A 90038 — R. Cafe

Mailing Address

Los Angeles, CA 90038

City, State and Zip Code

323 785 2110

Phone

E-mail address

August 31, 2022

Chuanzhe Song, City Planner
more.song@lacity.org
213-978-1319

Dear City Planning Commission,

We are writing to you in support of the proposed 169-unit mixed use development, including 19 affordable units, at 1149 N. Gower St, CPC2020-3253-DB-SPR-HCA. The project maintains the post-production office building, and the new construction will replace an adjacent surface parking lot. We urge the city to approve the project with the Density Bonus and incentives, and to find the project exempt from CEQA.

The greater Los Angeles region is facing a severe housing shortage, particularly affordable housing. Replacing vacant buildings and creating new housing in this neighborhood will help to reduce issues of gentrification and displacement. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

This project is in a good location for housing, with multiple bus stops, schools, a recreation center, and grocery shopping nearby. The neighborhood is highly walkable, with amenities including restaurants, stores, and theaters.

It is great to see the developer using the Density Bonus program to bring new homes, including badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. This project is a good project for Los Angeles and for the region and we urge the city to approve the Density Bonus and incentives and find the project exempt from CEQA.

Best Regards,

Leonora Camner
Leonora Camner
AHLA Executive Director

Jaime Del Rio
Jaime Del Rio
AHLA Field Organizer

Tami Kagan-Abrams
Tami Kagan-Abrams
AHLA Project Director

More Song <more.song@lacity.org>

Hollywood Redevelopment Project Area Environmental Case No. ENV-2020-3254-CE

Richard Lubetzky <rlubetzky@aol.com> Sat, Aug 13, 2022 at 4:31 PM
Reply-To: Richard Lubetzky <rlubetzky@aol.com>
To: "more.song@lacity.org" <more.song@lacity.org>

Dear Mr. Song:

I am a resident of 1120 N El Centro Ave., Los Angeles, CA 90038, and am writing in opposition to the proposed residential complex construction project on Lodi Ave. in Hollywood, assigned the Environmental Case No. referenced above.

This area is already a highly congested high density area, which condition has been severely aggravated by the completion of the recent residential complex construction project on the corner of El Centro Ave. and Sunset Blvd.

Already there is a scarcity of street parking in the area, and the influx of people into the area as a result of the newly completed construction in the area has caused the streets to become congested by the surrounding traffic, and the littering of trash and scooters and animal feces on the front lawns of the homes in the area, which has turned the area into a most unpleasant living experience, and
contributed to the decrease of the property values in the area, has dramatically increased.

Even more importantly, the parking lot area where the construction is slated to occur is currently used for parking by the patrons of the events held at Hollywood Forever down the street to accommodate the overflow parking that the venue is unable to accommodate. I have observed at least several hundred vehicles parked in the parking lot during the holding of these events. If not for the availability of this parking accommodation, the entire surrounding area would be inundated by vehicular traffic and clogged streets. Where are these people to park, if this parking area is no loner available?

Additionally, the noise, pollution and congestion that will be caused by the construction in the area, will be very disruptive to the residents in the area, as well as to their pets. I can testify to this based on my personal experience of having to live through the mess caused by the construction on the corner of El Centro Ave. and Sunset Blvd.

The environmental controls put in place were put there to maintain a healthy living environment for the residents living in the community, and the granting of waivers and exemptions, seemingly being granted routinely by the city to accommodate the interests of big corporate developers rather than to protect the living environment of the residents living in the areas of these projects, is becoming quite distressing.
It would indeed be refreshing to at least occasionally see the Department of City Planning do the job it was created to do, and protect the legitimate interests of the affected residents.

Thank you for your consideration of this matter.

Richard Lubetzky
1120 N El Centro Ave.
Los Angeles, CA 90038
(310) 407-5350

More Song <more.song@lacity.org>

Re: Case No. VTT-82714; Next Hearing Date; Request for Notice; Violation of Due Process

Veronica Lebron <emailveronicalebron@gmail.com> Fri, May 27, 2022 at 3:27 PM
To: More Song <more.song@lacity.org>

Good afternoon Mr. Song:

Please advise why I learned from a third party about the attached letter of determination from the Zoning Administrator regarding the property.

I, on several occasions and including the below December 10, 2021 e-mail, requested advanced notice of any and all matters pursuant to this property. As an appellant, I have a due process right to be notified of any change in the City's entitlement process related to the applications. However, no information was provided to me related to the plan approvals recently issued by your office.

I request your immediate attention and response to these issues.

Thank you,
Veronica Lebron

On Fri, Dec 10, 2021 at 12:49 PM Veronica Lebron <emailveronicalebron@gmail.com> wrote:

> Good afternoon, Mr. Song:
>
> This is a follow-up to the voice message I just left on your phone. Please let me know when the next hearing will be held for the above-referenced case no. I imagine it won't be in the next 2 weeks since that would not allow sufficient time for a person to submit an unlimited page comment by the usual deadline.
>
> Please also provide me with advance written notice of any and all meetings, hearings, and votes in any way related to the above-referenced proposed project and any related projects / entitlements / actions related to the above-referenced proposed project, including but not limited to Case Nos. CPC-2020-3253, ZA-1997-797, and ENV-2020-3254.
>
> Thank you,
> Veronica Lebron
> (213) 590-1898

ZA-1997-797-ZV-PA1_Signed LOD.pdf
15218K

More Song <more.song@lacity.org>

Hearing Notice for CPC-2020-3253 / VTT-82714-HCA-1A / ZA-1997-797-ZV-PA1-1A

Veronica Lebron <emailveronicalebron@gmail.com> Mon, Aug 29, 2022 at 11:26 AM
To: More Song <more.song@lacity.org>

Dear Mr. Song:

It is inappropriate and unfair for City Planning staff to complete and produce the report on or after the Regular Submission deadline of September 12, 2022. Your office is denying our group, and the public, due process to substantively respond to your findings. City Planning staff have certainly had plenty of time to work on it since our group submitted our appeals on November 7, 2021 and June 10, 2022. To provide your staff report on the day of or after the Regular Submission deadline continues the City's pattern and practice of ensuring stakeholders are not afforded sufficient time to review your findings.

I demand the Staff Report be provided at least 21 days before the September 22, 2022 hearing, no later than **Friday, September 2**, so that we may have enough time to review City Planning's findings and provide substantive comment.

Please confirm this communication will be added to the record for the above-referenced cases, and will be distributed to the City Planning Commissioners. Please also advise when exactly the Staff Report will be provided.

Thank you,
Veronica Lebron

[Quoted text hidden]