

DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning	Commission
----------------------	------------

Date:	February 13, 2025
Time:	After 8:30 a.m.
Place:	Los Angeles City Council Chamber Room 340
	200 North Spring Street
	Los Angeles, CA 90012

And via Teleconference. Information will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissions boards-hearings and/or by contacting cpc@lacity.org

- PublicInitial public hearing completed onHearing:December 9, 2024
- AppealThe Off-Menu Density Bonus/AffordableStatus:Housing Incentive Program Review is not
appealable. The On-Menu Density
Bonus/Affordable Housing Incentive Program
Review is appealable to City Council by
adjacent and abutting owners and tenants
only. The Site Plan Review is appealable to
City Council by any party.

Expiration Date:February 13, 2025Multiple Approval:Yes

Case No.: CEQA No.: Related Cases:	CPC-2024-480-DB-SPR- VHCA ENV-2024-481-CE N/A
Council No.: Plan Area: Specific Plan: Certified NC:	13 – Soto-Martinez Hollywood None Central Hollywood
GPLU: Zone:	Regional Center Commercial and Low Medium II Residential C4-2D-SN and RD1.5-1XL
Applicant: Representative:	Sycamore Corner LLC Kyndra Casper, DLA Piper LLP

PROJECT7014 West Sunset Boulevard, 90028 (7014-7022 West Sunset Boulevard and 1438-1446**LOCATION:**North Sycamore Avenue)

PROPOSED PROJECT: The project proposes the demolition of an existing 6,690-square-foot commercial building, an existing 6,633-square-foot institutional building, and an associated surface parking lot, and the construction of a new seven-story mixed-use residential and commercial building consisting of 112 dwelling units and 2,875 square-feet of commercial retail uses, resulting in a total floor area of 91,665 square-feet. The project will have a height of 86 feet, 6 inches and a floor area ratio (FAR) of 3.71:1. The project proposes 60 automobile parking spaces on-site at ground level and within one (1) subterranean level; and 93 bicycle parking spaces (83 long-term and 10 short-term) on-site at ground level. The proposed unit mix consists of 42 studio units, 61 one-bedroom units, and 9 two-bedroom units.

There are two (2) existing Street Trees in the public right-of-way adjacent to the project site. The project will retain both existing Street Trees and plant an additional 29 trees on-site. There are four (4) non-protected trees on-site proposed for removal and no existing Protected Trees on-site. Development of the Project would require the cut and export of approximately 11,000 cubic yards (cy) of soil. No import or fill is proposed. The project is required to provide 11,425

square-feet of open space and is voluntarily providing a total of 15,064 square feet of open space.

- **REQUESTED ACTION:** 1. Pursuant to California Exemption Quality Act (CEQA) Guidelines Section, 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 Los Angeles Municipal Code (LAMC) Section 16.05, a **Site Plan Review** for a development project that creates, or results in an increase of, 50 or more dwelling units; and
 - 3. Pursuant to LAMC Section 12.22 A.25(g)(2) and 12.22 A.25(g)(3), a **Density Bonus/Affordable Housing Incentive Program Compliance Review** to permit the construction of a mixed-use housing development totaling 112 dwelling units, reserving 12 units for Very Low Income Households for a period of 55 years, with the following On-Menu Incentive and Off-Menu Incentive:
 - a. An On-Menu Incentive to permit averaging of floor area, density, parking, open space, and vehicle access to allow the site to be developed as a unified project; and
 - b. An Off-Menu Incentive to permit a front yard setback of 10 feet in lieu of the 15 feet otherwise required for the lots fronting Sycamore Avenue in the RD1.5-1XL Zone.

RECOMMENDED ACTIONS:

- 1. **Determine**, that based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies.
- 2. **Approve**, pursuant to LAMC Section 16.05, a **Site Plan Review** for a development project that results in a development project that creates, or results in an increase of, 50 or more dwelling units;
- 3. Approve, pursuant to LAMC Section 12.22 A.25(g), a **Density Bonus/Affordable Housing Incentive Program Compliance Review** to permit the construction of a mixed-use housing development totaling 112 dwelling units, reserving 12 units for Very Low Income households for a period of 55 years, with the following **On-Menu Incentive and Off-Menu Incentive:**
 - a. An On-Menu Incentive to permit averaging of floor area, density, parking, open space, and vehicle access to allow the site to be developed as a unified project;
 - b. An Off-Menu Incentive to permit a front yard setback of 10 feet in lieu of the 15 feet otherwise required for the lots fronting Sycamore Avenue in the RD1.5-1XL Zone;
- 4. Adopt the attached Conditions of Approval; and
- 5. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP Director of Planning

hoi no, l

978-1299.

Jape Choi, AICP, Principal City Planner

Dylan Lawrence, City Planning Associate Dylan.lawrence@lacity.org

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300) or emailed to cpc@lacity.org. 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)

M

Valentina Knox-Jones, City Planner

TABLE OF CONTENTS

Projec	ct AnalysisA-1
P B R U U C	roject Summary ackground equested Actions ublic Hearing rban Design Studio: Professional Volunteer Program onclusion
Condi	tions of ApprovalC-1
Findir	ngsF-1
D S E	ensity Bonus / Affordable Housing Incentive Program Findings ite Plan Review Findings nvironmental Findings
Public	: Hearing and CommunicationsP-1
Exhib	its:
A.	Architectural and Landscape Plans
В.	Maps – Vicinity Map Radius Map ZIMAS Map and Parcel Profile Report Site Aerial Map AB 2097 Map
C.	Environmental Clearance – Categorical Exemption No. ENV-2024-481-CE
D.	Environmental Studies – Tree Report Transportation Assessment Acoustical Assessment Air Quality Assessment Phase 1 Environmental Site Assessment (ESA) Historic Memorandum

E. Project Design Features (PDFs)

PROJECT SUMMARY

The project proposes the demolition of an existing 6,690-square-foot commercial building, an existing 6,633-square-foot institutional building, and an associated surface parking lot, and the construction of a new seven-story mixed-use residential and commercial building consisting of 112 dwelling units and 2,875 square-feet of commercial retail uses, resulting in a total floor area of 91,665 square-feet. The project will have a height of 86 feet, 6 inches and a floor area ratio (FAR) of 3.71:1. The project proposes 60 automobile parking spaces on-site at ground level and within one (1) subterranean level; and 93 bicycle parking spaces (83 long-term and 10 short-term) on-site at ground level. The project will provide reduced vehicular parking in accordance with the provisions of Assembly Bill 2097 (AB 2097) and proposes 60 parking spaces. 121 spaces would have otherwise been required by the Municipal Code.

The project will include 112 dwelling units, including 12 dwelling units set aside for Very Low Income Households and one (1) Manager's Unit. The proposed unit mix consists of 42 studio units, 61 one-bedroom units, and 9 two-bedroom units. The project also includes 2,475 square-feet of commercial retail uses on the ground floor and 400 square-feet of commercial retail uses on the second floor. The subterranean level will include 43 residential parking spaces and eight (8) commercial parking spaces, along with mechanical rooms and bike storage space. The ground level will consist of the lobby, the leasing office, retail space, nine (9) vehicle parking spaces, trash/recycling rooms, 93 bicycle parking spaces, and eight (8) dwelling units. The remaining 104 dwelling units will be located within the second through seventh floors of the proposed building.

Vehicular access to the project site will be provided via a driveway along Sycamore Avenue. This driveway will provide access to both the ground level parking and the subterranean level parking garages. Pedestrian access to the commercial space will be provided via corner entry doors located at the intersection of Sunset Boulevard and Sycamore Avenue; pedestrian access to the residential lobby will be provided via entry doors located along Sycamore Avenue, south of the driveway. Two (2) of the short-term bicycle parking spaces are located adjacent to the commercial entrance; the remaining eight (8) short-term spaces are located adjacent to the residential entrance. There is one additional pedestrian entrance designated solely for the leasing office, which is located along Sunset Boulevard, on the northeastern portion of the project site.



There are two (2) existing Street Trees in the public right-of-way adjacent to the project site. The project will retain both existing Street Trees and plant an additional 29 trees on-site. There are four (4) non-protected trees on-site proposed for removal and no existing Protected Trees on-site. Development of the Project would require the cut and export of approximately 11,000 cubic yards (cy) of soil. No import or fill is proposed.

The project is required to provide 11,425 square-feet of open space and is voluntarily providing a total of 15,064 square feet of open space. The project proposes 11,514 square feet of outdoor common open space consisting of landscaping and seating areas, located across the ground floor, second floor, third floor, and roof deck. Within this outdoor common open space, 3,105 square-feet of landscaped open space will be provided. The project also proposes 1,900 square-feet of indoor common open space, consisting of two (2) recreation rooms located on the first and second floors. The project will provide 1,650 square-feet of private open space across 33 residential balconies and patios.

BACKGROUND

Site Description

The project site consists of four rectangular lots with a frontage of approximately 120 feet along Sunset Boulevard to the north and 240 feet along Sycamore Avenue to the west; and a total lot area of approximately 28,919 square-feet. The site is currently improved with a 6,690-square-foot commercial building built in 1963, a 6,633-square-foot institutional building built in 1932, and an associated surface parking lot.



Zoning and Land Use Designation

The project site is located within the Hollywood Community Plan area. An update of the Hollywood Community Plan was adopted by City Council on January 3, 2023 and will become operative on February 11, 2025. The project was filed before January 22, 2024 as a Vesting Housing Crisis Act project, and is vested to the local planning and zoning rules that were in place at the time the complete application was submitted. Therefore, the project is not subject to the new Hollywood Community Plan and its Community Plan Implementation Overlay and the Chapter 1A Processes and Procedures ordinance of the Los Angeles Municipal Code. The applicable zoning for the site are C4-2D-SN and RD1.5-1XL.

The zoning and land use designations at the time of the filing of the case for the two lots fronting Sunset Boulevard is C4-2D-SN for Regional Center Commercial land uses and RD1.5-1XL for the two lots fronting Sycamore Avenue for Low Medium II Residential land uses. The portion of the site in the C4-2D-SN zone is not limited as to height or stories, as the project is vested to the zoning provisions which existed at the time of case filing; the portion of the site in the RD1.5-1XL zone is limited to a height of 30 feet, but unlimited as to stories, given that the project only proposes residential uses on this portion of the site.

The project site is also located within the jurisdiction of the Hollywood Redevelopment Plan. The two lots at the north of the site are zoned C4-2D-SN and designated for Regional Center Commercial land uses under the Hollywood Redevelopment Plan; the two lots at the south are zoned RD1.5-1XL. Of the two lots zoned RD1.5-1XL, the northernmost one is designated for Regional Center Commercial land uses under the Hollywood Redevelopment plan, which permits a maximum Floor Area Ratio of 4.5:1. The southernmost lot zoned RD1.5-1XL is designated for Low Medium 2 Residential land uses under the Hollywood Redevelopment Plan, which does not impose a maximum FAR; therefore, the maximum FAR for this lot defaults to the 3:1 limit prescribed by LAMC Section 12.21.1 A.1.

The portion of the site in the C4-2D-SN zone is also subject to a "D" limitation that limits the total floor area of all buildings on the lot to two (2) times the buildable area of the lot. However, pursuant to this "D" limitation found in Ordinance No. 165,655-Subarea 90, the proposed project may exceed the 2:1 floor area ratio if:

a. The Community Redevelopment Agency Board finds that the project conforms to: (I) the Hollywood Redevelopment Plan, (2) a Transportation Program adopted by the Community Redevelopment Agency Board pursuant to Section 518.1 of the Redevelopment Plan and, if applicable, (3) any Designs for Development adopted pursuant to Section 503 of the Redevelopment Plan; and

b. The project complies with the following two requirements: A Disposition and Development Agreement or Owner Participation Agreement has been executed by the Community Redevelopment Agency Board; and the Project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in Municipal Code Section 12.24-B.3.

The project was reviewed by the Department of City Planning's Redevelopment Unit and Planning staff issued a signed Redevelopment Project Area Referral Form dated December 14, 2023, confirming that the proposed project conforms with the Redevelopment Plan and a Transportation Program adopted by the Community Redevelopment Agency Board; there are no Designs for Development that the project is subject to. Additionally, in an email communication dated November 21, 2024, Redevelopment Unit Planning staff noted that the 2:1 FAR limit is superseded by the Redevelopment Plan standard of 4.5:1 pursuant to LAMC Section 11.5.14 B.2, which states, "Whenever the Redevelopment Regulations conflict with provisions contained in Chapter 1 of this Code or any other relevant City ordinances, the Redevelopment Limitation are superseded by the Redevelopment Plan provisions in the "D" Development Limitation are superseded by the Redevelopment Plan provisions which were in effect when the case was vested.

The site is located within the Adaptive Reuse Incentive Areas Specific Plan overlay, the Hollywood Redevelopment Project Area, Local Emergency Temporary Regulations – Time Limits and Parking Relief area, a Transit Priority Area in the City of Los Angeles, Los Angeles State Enterprise Zone, Al Fresco Ordinance within Planning Overlay, Urban Agriculture Incentive Zone, Fire District No. 1, an Opportunity Zone, and is partially located within the Hollywood Signage Supplemental Use District (Media District) overlay and the Hollywood Signage Supplemental Use District (CRA Area) overlay.



Surrounding Uses

The project site is located in an urbanized area surrounded by various uses. The lots directly to the north of the site across Sunset Boulevard are zoned C4-2D-SN and are improved with an In-N-Out Burger restaurant and surface parking lot, a two-story hotel consisting of 74 guest rooms, and a three-story office building. The lots directly to the west of the site, across Sycamore Avenue, are zoned C4-2D-SN and are improved with a surface parking lot and one-story commercial building. The lots abutting the site to the east are zoned C4-2D-SN and RD1.5-1XL and are improved with a one-story commercial building and surface parking lot. The lots abutting the site to the south are zoned RD1.5-1XL and are improved with a one-story childcare facility and two three-story single-family dwellings.

Streets and Circulation

<u>North Sycamore Avenue</u> – Adjoining the Site on the west is a designated Local Street - Limited. Pursuant to Mobility Plan 2035, this Local Street – Limited has a designated right-of-way width of 50 feet with a designated roadway width of 30 feet. Sycamore Avenue is improved with sidewalks, curbs, and gutters, and is currently improved with a half right-of way of 22.5 feet, a half roadway of 12.5 feet, and a 10-foot sidewalk.

<u>West Sunset Boulevard</u> – Adjoining the site on the north is a designated Avenue I. Pursuant to Mobility Plan 2035, this Avenue I has a designated right-of-way width of 100 feet with a designated roadway width of 70 feet. Sunset Boulevard is improved with sidewalks, curbs, and gutters, and is currently improved with a half right-of way of 50 feet, a half roadway of 35 feet, and a 15-foot sidewalk.

Public Transit

The site is located approximately 1,663 feet southwest of the intersection of Hollywood Boulevard and Highland Avenue, which is the site of the Metro B Line subway station. The site fronts Sunset Boulevard, which is served by multiple local and regional bus lines. Along Sunset Boulevard is a Metro line 2 bus stop, which provides service from USC to Westwood via Sunset Boulevard. At the intersection of Highland Avenue and Sunset Boulevard, three blocks to the east, there is also a Metro line 212 bus stop, which provides service from Hollywood/Vine Station to the Hawthorne/Lennox Station via La Brea Avenue.

Relevant Cases

Subject Property:

Building Permit No. 1932LA10856 / Certificate of Occupancy No. 1968LA74814 – On June 28, 1932, the Department of Building and Safety issued a building permit for a new medical office building located at 7022 West Sunset Boulevard. Although no original certificate of occupancy associated with this building permit could be located, building records indicate that on January 14, 1969, the Department of Building and Safety issued a certificate of occupancy for a change of use from medical center to business college located at 7022 West Sunset Boulevard.

Certificate of Occupancy No. 1963LA35900 / 1963LA40287 / 1963LA49051 – On March 31, 1964, the Department of Building and Safety issued a certificate of occupancy for a new bank building located at 7014 West Sunset Boulevard.

Surrounding Properties (500-foot radius):

<u>Case No. ADM-2021-8995-DB-PSH-SIP-PHP</u> – On February 17, 2022, the Director of Planning approved a ministerial review of a Density Bonus for a Qualified Permanent Supportive Housing Project for a project totaling 98 dwelling units, including three dwelling units for Very Low Income households, 93 dwelling units for Low Income households, and two manager's units. The project received approvals for incentive requests related to density, height, floor area, yards, and parking; along with a waiver of development standards for open space. The project is located at 1532-1538 North Orange Drive and 6914 West De Longpre Avenue, is 63 feet in height, and consists of 45,818 square feet of floor area.

REQUESTED ACTIONS

Site Plan Review

The project is subject to Site Plan Review approval as it is a development project which results in an increase of 50 or more dwelling units. Proposed Site Plan Review Conditions of Approval include requirements for conformance with the submitted Plans.

Density Bonus / Affordable Housing Incentive Program Compliance

The project proposes to utilize Los Angeles Municipal Code (LAMC) Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus) to construct a total of 112 dwelling units, including 12 units restricted to Very Low Income Household occupancy for a period 55 years and 99 market-rate units. The Density Bonus Ordinance grants various Incentives to deviate from development standards in order to facilitate the provision of affordable housing at the site. Given that 11 percent of the dwelling units will be set aside as affordable units for Very Low Income Households, the project is eligible for two (2) Incentives. The Applicant is requesting one (1) On-Menu and one (1) Off-Menu Incentive as follows:

a) An On-Menu Incentive to permit averaging of floor area, density, parking, open space, and vehicle access to allow the site to be developed as a unified project; and

b) An Off-Menu Incentive to permit a front yard setback of 10 feet in lieu of the 15 feet otherwise required for the lots fronting Sycamore Avenue in the RD1.5-1XL Zone.

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

Per the Affordable Housing Referral Form signed and issued by Planning Staff on January 4, 2024 (with revisions on May 7, 2024 and October 17, 2024) the four (4) lots comprising the project site are subject to different ratios due to the split-zoning and the different land use designations from the Hollywood Redevelopment Plan that govern the site. Three (3) of the lots are designated for Regional Commercial land uses under the Hollywood Redevelopment Plan and are subject to a density ratio of one (1) dwelling unit per 200 square feet of lot area. These lots consist of 22,895.3 square feet of lot area and would permit a base density ratio of one (1) dwelling units. The remaining one (1) lot, which is zoned RD1.5-1XL, is subject to a density ratio of one (1) dwelling unit per 1,500 square feet of lot area. This lot consists of 6,024.4 square feet of lot area and would permit a base density of square feet of lot area and would permit a base density ratio of one (5) dwelling units.

LAMC Section 12.22 A.25 allows a maximum 35-percent increase in the number of permitted residential dwelling units for projects setting aside at least 11 percent of their base density for Very Low Income Households. The project is permitted a base density of 121 units and the 35-percent density bonus would permit a maximum of 164 dwelling units. However, the project is not utilizing the Density Bonus Affordable Housing Incentives Program for an increased density. The project is proposing a total density of 112 dwelling units, with 12 units (11 percent) reserved for Very Low Income Households.

Automobile Parking

Pursuant to Assembly Bill 2097 (AB 2097) (California Government Code Section 65863.2), no minimum parking requirement shall be enforced for the proposed residential and commercial uses on the project site if it is located within one-half mile of a Major Transit Stop. As the project site is located within one-half mile of a Major Transit Stop, the project proposes to provide parking that is less than the 121 parking spaces that would have otherwise been required under the Los Angeles Municipal Code. The project proposes to provide 60 vehicle parking spaces located in a ground floor and subterranean level garage, including 47 spaces designated for residential uses and 13 spaces designated for commercial uses. The applicant has provided a written request for parking reductions and a date stamped ZIMAS AB 2097 Eligibility map pursuant to the requirements of the City's AB 2097 Implementation Memo.

Incentives

Pursuant to LAMC Section 12.22 A.25 and California Government Code Section 65915, a project that reserves a minimum of 10 percent of the base density for Very Low Income Households is entitled to two (2) Incentives. The proposed project will set aside 11 percent of the base number of units (112) for Very Low Income Households, which results in 12 restricted affordable units. Accordingly, the project has requested the following two (2) incentives:

Averaging of Floor Area, Density, Parking, Open Space, and Vehicle Access (On-Menu Incentive) – The Applicant is requesting an On-Menu Incentive to permit averaging of floor area, density, parking, open space, and vehicle access so that the project can be designed as a unified

development that accounts for the difference in standards imposed by the different zones comprising the site.

The project site is zoned C4-2D-SN and RD1.5-1XL and is located within the jurisdiction of the Hollywood Redevelopment Plan. The two lots at the north of the site are zoned C4-2D-SN and designated for Regional Center Commercial land uses under the Hollywood Redevelopment Plan; the two lots at the south are zoned RD1.5-1XL. Of the two lots zoned RD1.5-1XL, the northernmost one is designated for Regional Center Commercial land uses under the Hollywood Redevelopment plan, which permits a maximum Floor Area Ratio of 4.5:1. The southernmost lot zoned RD1.5-1XL is designated for Low Medium 2 Residential land uses under the Hollywood Redevelopment Plan, which does not impose a maximum FAR; therefore, the maximum FAR for this lot defaults to the 3:1 limit prescribed by LAMC Section 12.21.1 A.1.

The project has a buildable area of 21,300 square feet in the portion of the site designated for Regional Center Commercial land uses under the Hollywood Redevelopment Plan (two lots zoned C4-2D-SN and one lot zoned RD1.5-1XL) and allows a maximum floor area of 95,850 square feet for these lots. The project has a buildable area of 3,426 square feet in the portion of the site designated for Low Medium 2 Residential land uses under the Redevelopment Plan and allows a maximum floor area of 10,278 square feet for this lot. Taken together for purposes of floor area averaging, the site would therefore be permitted a maximum floor area of 106,128 square feet. The project proposes a total of 91,655 square feet, which equals a FAR of approximately 3.71:1, and is less than the total of 106,128 square feet permitted on the project site. This averaging incentive would allow for the floor area to be spread over the entire site for a unified building, rather than locating less floor area on the parcel with the Low Medium 2 Residential land use in the Redevelopment Plan.

The three (3) Redevelopment Plan Regional Commercial land use lots are subject to a density ratio of one (1) dwelling unit per 200 square feet of lot area. These lots would permit a base density of 116 dwelling units. The remaining one (1) lot, which is zoned RD1.5-1XL, is subject to a density ratio of one (1) dwelling unit per 1,500 square feet of lot area. This would permit a base density of five (5) dwelling units. The project proposes a total of 112 dwelling units, of which 96 dwelling units will be located on the parcel zoned C4-2D-SN and 16 dwelling units will be located on the parcel zoned RD1.5-1XL. The incentive for averaging would permit the density to be spread across the entire site, thereby permitting the provision of 16 dwelling units on the RD1.5 portion of the site, in lieu of the zoning density limitation of five (5) dwelling units.

The project proposes vehicle access to the ground floor and subterranean parking garages from a single driveway adjacent to Sycamore Avenue, located on the portion of the site that is in the C4-2D-SN Zone. This driveway leads to ground floor parking located in the C4-2D-SN portion of the site as well as a subterranean level that is comprised fully of parking spaces and spans both the C4-2D-SN and RD1.5-1XL Zones. The request for averaging would permit vehicular access from the less restrictive C4-2D-SN Zone to the more restrictive RD1.5-1XL Zone. Similarly, this incentive request would also permit the proposed parking to be distributed across the entire project site, regardless of the amount of parking required pursuant to the unit types located in each of the two zones. Finally, the request for averaging would also permit the required amount of Open Space to be distributed across the entire site, regardless of the unit mix within each of the two zones.

Altogether, the request to average these development standards enables the development of a more uniform and more efficiently-designed project across the project site.

Reduction in the Front Yard Setback within the RD1.5-1XL Zone (Off-Menu Incentive) – The RD1.5 Zone requires a 15-foot front yard setback, a 15-foot rear yard setback, and five (5)-foot

side yard setbacks (plus one additional foot for each story above the second floor). The proposed project is a seven-story unified development and includes one easterly 10-foot side yard, a 15-foot rear yard setback at the south, and one 10-foot front yard at the west in the RD1.5 Zone. LAMC Section 12.21 C.1(e) requires that any lot of less than one acre in an "R" Zone which was of record on June 1, 1946 provide and maintain the original required front yard in addition to any new front yard required by any subsequent rearrangement of the lot lines. The two (2) lots zoned RD1.5-1XL were established in 1920 (Tract No. 3890) and front Sycamore Avenue, where they would be required to maintain 15-foot front yard setbacks as part of the project.

However, due to the unified design of the project, which fronts on two streets across multiple zones and lots, the portion of the site located along Sycamore Avenue functions similarly to a side yard. The Applicant is requesting an Off-Menu Incentive to reduce the required 15-foot front yard setback in the RD1.5-1XL Zone to 10 feet, which aligns with the side yard setback requirement for a seven-story building in the RD1.5-1XL Zone pursuant to LAMC 12.09.1 B.2(a). The reduction in the front yard setback would allow for a larger construction envelope to provide the affordable units.

Housing Replacement (No Net Loss Declaration) Background

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (HCA) through Senate Bill (SB) 330 (2019). SB 330 created new statewide rules regarding the production, preservation and planning for housing. The HCA establishes a statewide temporary housing emergency and has been in effect since January 1, 2020. Subsequently, on September 16, 2021, the Governor signed into law SB 8 (2021), the first major clarification of the HCA. SB 8 is in effect as of January 1, 2022. SB 8 extended the term of the emergency period and expanded the provisions established by SB 330 onto Housing Development Projects consisting of a single residential unit and to projects that require no discretionary approvals. Furthermore, as amended by SB 8, a Protected Unit is required to be replaced in a Housing Development Project consisting of two or more units with a unit of equivalent size and include a right-of-first refusal and relocation assistance for lower-income occupants of a Protected Unit and a right to remain up to six months prior to the start of construction activities for all occupants. For the duration of the statewide housing emergency, the HCA, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed Housing Development Project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units.

The Applicant submitted a No Net Loss Declaration signed and dated January 15, 2024. New Housing Development Projects may utilize a No Net Loss Declaration if they meet the following criteria:

- 1) a residential unit that does not involve the removal of more than one unit;
- 2) new Accessory Dwelling Units (ADU), Junior ADUs (JADU), or Movable Tiny Homes (MTH) that do not involve the removal of any number of units;
- 3) a new SB 9 Two Unit Development pursuant to Government Code Section 65852.21 that does not involve the alteration or removal of any number of units; or
- 4) a new SB 9 Urban Lot Split, pursuant to Government Code Section 66411.7, that does not involve the alteration or removal of any units, and is not on a site that has removed any units within the past five years.

5) A Housing Development Project that does not involve the removal of any number of units, is not on a site that has removed any units within the past five years, and where no units were subject to an Ellis Act withdrawal within the past 10 years.

The proposed project is a Housing Development Project that includes 112 dwelling units (with 12 units restricted to Very Low Income Households), does not involve the removal of any existing dwelling units, and is located on a site currently improved with a commercial building from 1963, an institutional building from 1932, and a surface parking lot. No units have been removed from the site in the past five years and no units were subject to an Ellis Act Withdrawal in the past 10 years.

As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

Housing Element Law

Senate Bill (SB) 166 was adopted on September 29, 2017, and amended Government Code Section 65863, the No Net Loss Law, to require sufficient adequate sites to be available at all times through the Housing Element Planning period to meet a jurisdiction's remaining unmet Regional Housing Needs Assessment (RHNA) goals for each income category. Pursuant to this section, as jurisdictions make decisions regarding zoning and land use, or development occurs, jurisdictions must assess their ability to accommodate new housing in each income category on the remaining sites in their Housing Element Site Inventories. A jurisdiction must add additional sites to its inventory if land use decisions or development results in a shortfall of sufficient sites to accommodate its remaining housing need for each income category. In particular, a jurisdiction may be required to identify additional sites if a jurisdiction rezones a site or approves a project at a different income level or lower density than showing in the site's inventory.

The project is located on a site comprising four (4) lots; three (3) of these lots are identified in the Inventory of Sites prepared for the 2021-2029 Housing Element. As a whole, the site would require 0.09 units for Lower Income households and 0.04 units for Above Moderate Income households. The Proposed Project includes 112 units, including 12 units restricted to Very Low Income households. Therefore, the proposed project would not result in any fewer units than those identified in the Housing Element, and the specific findings in Government Code Section 65863(b)(1) are not required.

Density Bonus/Affordable Housing Incentives Program On-Menu Incentive Eligibility Criteria

Pursuant to LAMC Section 12.22 A.25(e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria:

a. The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.

The proposed project has street frontages along Sunset Boulevard and Sycamore Avenue. The proposed building provides a variety of architectural materials and building planes along all facades, including those facing the street. Each façade features accent building materials, balconies, roof elements, and variations in building mass, all of which enhance the appearance of the building and provide breaks in the façade plane. Therefore, the façade of any portion of the building that abuts a street is articulated such that the façade is not an entirely flat surface. b. All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street facing elevation.

The proposed project has street frontages along Sunset Boulevard and Sycamore Avenue and pedestrian access is oriented along Sycamore Avenue with a lobby entrance. The project is served by one driveway along Sycamore Avenue. The front façade also features accent building materials, doors, windows, balconies, and roof elements which highlight the prominence of the façade and the orientation of the building towards the street. Therefore, the proposed building will be oriented towards the street.

c. The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).

The proposed project is not located within a designated Historic Preservation Overlay Zone, and it does not involve a property that is designated as a City Historic-Cultural Monument.

d. The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.

The project is not located in either a Hillside Area or Very High Fire Hazard Severity Zone.

PUBLIC HEARING

An initial Public Hearing was held telephonically for Case No. CPC-2024-480-DB-SPR-VHCA on December 9, 2024. The hearing was attended by the applicant's representatives and approximately five (5) members of the community. Two (2) members of the community provided public testimony at the public hearing. One person spoke in support of the project but stated that they would like to see changes in relation to the color of the building, sidewalk pavers in lieu of concrete, and additional trees. One person, an adjacent neighbor, spoke in opposition to the project due to concerns related to views, construction noise, and traffic.

DESIGN (PROFESSIONAL VOLUNTEER PROGRAM/PVP)

The proposed project was reviewed by the by the Urban Design Studio's Professional Volunteer Program (PVP) on March 5, 2024. The following issues, concerns, and recommendations were discussed:

Pedestrian First:

- Lost opportunity to have more engagement with public realm along Sunset Boulevard, as this frontage forms a long wall that's very closed-off from any interaction with passersby.
- Residential entry along Sycamore could use more emphasis, as now it has more of a back of house feel, subsidiary to the prominent garage entry and with ramp in front.
- Extending canopies or overhangs at corner retail entry and residential lobbies could help with the flatness or monolithic quality of project and better emphasize entries; also, CalGreen requires a minimum projection to shelter pedestrian entries from weather.
- Consider increasing the size of the lobby plus there doesn't seem to be enough mail and parcels-delivery area provided for this many residents.
- The tall planters in front of ground floor units seem intended for added privacy but lend a walled-off and fortress-like aspect; would individual stoops be a friendlier treatment?

- Shifting elevator #2 over toward north/Sunset could create a cleaner, more open circulation loop path on upper levels.
- Recognize that all doors from stairways and along egress paths must swing out-yet not extend beyond the property line in compliance with the building code.
- Ensure that the vehicular entrance into the parking is set back at least 75' from the corner.

360° Design:

- The courtyards are well-planned and enhance the overall positive aspects of the project and the main building offers a nice view of the adjacent lower building's roof.
- Lower two floors could use more articulation and/or differentiation in materials, to create more of a clear base for the larger block, with increased attention to pedestrian experience.
- Wall and window placement on upper levels has an uncomfortable relationship with the structural bays of the lower two floors; many almost but don't quite align.
- Almost monolithic treatment of color makes the larger block seem larger, when breaking down the scale between first two levels and upper floors through color or materials could improve this perception.
- Lower building on south looks like an entirely different building, almost like a nursing home or motel from the 70s; doesn't relate to larger block, even in the height of windows.
- Organization of retail space is somewhat unresolved, with the smaller vestibule space at the corner blocking the views to the interior and awkward access to the two smaller retail spaces; unclear how an accessible path of travel is provided to the upper retail space.
- Ensure that the smaller size of the courtyard does not create unacceptable acoustics.
- Bring more design attention to east-facing facade, perhaps by producing a rendering from northeast and/or east direction; consider creating a better corner for those bedrooms.
- Proximity of transformer to units may preclude window openings within 10'; if this can't be placed underground an alternate location in front of main electrical room might help break down mass but downside would be having it be closer to more residents.
- Steps and ramp at Sycamore entry indicate a considerable slope down from Sunset yet plans are unclear as to how this grade difference is resolved at ground floor levels.

Climate-Adapted:

- Should encourage landscaping and street trees along Sunset and extend the landscape treatment of the lower block along Sycamore so the project appears more unified.
- Clarify access from third floor of larger block onto the roof terrace of the lower wing, i.e. are residents in taller building able to circulate freely to use it; clarify programming and access for the area of this lower terrace in southeast corner.
- East side yard could use some landscaping for added patios at third floor and projections into setback to provide usable balcony spaces for these studios.
- Louvers at east side won't be allowed to exhaust into a 2 foot-wide space and so ventilation requirements may need to be revisited.

In response to the comments by the PVP, the applicant made changes to the project to increase the size of the residential lobby; set back the garage entry door; clarified that the leasing office entry space would be open for residents at all hours to access the elevator and that subterranean parking is not intended to accommodate residential move-ins; added detail to the elevation sheets to reflect the proposed building materials; added detail to the landscape plans; recessed the leasing office entrance; clarified that tiered landscaping would be provided at the ground floor residences along Sycamore Avenue to make the pedestrian environment friendlier; clarified the distance of the vehicular entrance from the corner of the intersection; added articulation to the vertical and horizontal massing at the first and second floors; prepared a rendering of the east-facing façade; clarified that the easterly portion of the 3rd floor roof deck would be used for

mechanical equipment; and clarified that the ground floor garage would feature open mesh screens at the east of the site to allow for ventilation into the garage.

CONCLUSION

Based on the information submitted, public input, including the public hearing, and mandatory findings for the requested entitlements, City Planning Staff recommends that the City Planning Commission approve the requested entitlements for the project as recommended and conditioned.

CONDITIONS OF APPROVAL

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

Density Bonus Conditions

- 1. **Site Development.** The project shall be in substantial conformance with the plans and materials submitted by the Applicant, including the proposed building design elements and materials, stamped Exhibit "A," with a date of December 17, 2024 attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, Project Planning Bureau, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project condition.
- 2. **Use.** Authorized herein is a seven-story mixed-use residential and commercial building consisting of 112 dwelling units and 2,875 square-feet of commercial uses.
- 3. **Residential Density.** The project shall be limited to a maximum density of 112 multi-family residential dwelling units, including On-Site Restricted Affordable Units.
- 4. **On-Site Restricted Affordable Units**. 12 units shall be reserved for Very Low Income Households, as defined by the California Government Code Section 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
- 5. **Changes in Restricted Affordable Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Sections 12.22 A.25 and State Density Bonus Law (Government Code Section 65915).
- 6. **Housing Requirements.** Prior to the issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 12 units available to Very Low Income Households or equal to 11 percent of the project's total base residential density allowed, for sale or rental, as determined to be affordable to such households by LAHD for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall submit a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.

Unless otherwise required by state or federal law, the project shall provide an onsite building manager's unit, which the owner shall designate in the covenant. The Owner may not use an affordable restricted unit for the manager's unit.

7. SB 8 No Net Loss Declaration. Pursuant to California Government Code Section 66300, as amended by Senate Bill (SB) 8 (2021), a Housing Development Project outside the Very High Fire Hazard Severity Zone must include at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the project site within the last five years (i.e., "no net loss"). Projects subject to the Housing Crisis Act of

2019 (HCA) that result in a net loss of housing are prohibited. The applicant has submitted a No Net Loss Declaration dated January 15, 2024.

- 8. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from LAHD regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the new units to be exempt from the Rent Stabilization Ordinance, the applicant will need to either replace all withdrawn RSO units with affordable units on a one-for-one basis or provide at least 20 percent of the total number of newly constructed rental units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by LAHD shall be provided.
- 9. **Parking Per AB 2097.** The project shall be permitted to provide a minimum of zero parking space pursuant to California Government Code Section 65863.2 (AB 2097). 60 parking spaces are provided, including 47 residential parking spaces and 13 commercial parking spaces.
- 10. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e., the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) 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 above.

11. Bicycle Parking

a. Bicycle parking shall be provided consistent with LAMC Section 12.21 A.16 and to the satisfaction of the Department of Building and Safety.

12. Incentives.

- a. Averaging of Floor Area, Density, Parking, Open Space, and Vehicle Access (On-Menu). The project shall be permitted a maximum of 91,665 square-feet of Floor Area (utilizing FAR averaging) for a project in the C4-2D-SN and RD1.5-1XL Zones. The project is permitted to average the floor area, density, parking, and open space across the property.
- **b.** Front Yard Setback in the RD1.5-1XL Zone (Off-Menu). The project shall be permitted to observe a 10-foot front yard setback along Sycamore Avenue in the RD1.5-1XL zoned portion of the site per Exhibit "A."
- 13. **Landscaping.** Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit A. Minor deviations from the requirements provided below may be permitted by the Department of City Planning to permit the existing landscaping conditions provided that the plantings are well established and in good condition.
- 14. **Required Trees per 12.21 G.2.** As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A". There shall be a minimum of 28 24-inch box, or larger, trees onsite pursuant to LAMC Section 12.21 G.2.

Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right-of-way in Exhibit "A" shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of-way is proven to be infeasible due to City-determined physical constraints.

15. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of- way is proven to be infeasible due to City-determined physical constraints.

Site Plan Review Conditions

- 16. **Site Development.** The project shall be in substantial conformance with the plans and materials submitted by the Applicant, including the proposed building design elements and materials, stamped Exhibit "A," with a date of December 17, 2024 attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, Project Planning Bureau, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project condition.
- 17. The project shall comply with all applicable requirements of the D Limitation on the project site, established under Ordinance No. 165,655 (Subarea 90), except as specified herein.
- 18. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.
 - a. Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel.
 - b. All pedestrian walkways, storefront entrances, and vehicular accessways shall be illuminated with lighting fixtures.
 - c. Light fixtures located on the Project Site (and not in the public right-of-way) shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
- 19. **Signage.** All Signage shall comply with the Hollywood Signage Supplemental Use District (HSSUD).
- 20. **Tree Maintenance.** New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.
- 21. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
- 22. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections

99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety.

- 23. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.
- 24. **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.
- 25. **Mechanical Equipment / Utilities.** All mechanical equipment and utilities shall be fully screened from view of any abutting properties and the public right-of-way.
- 26. **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.
- 27. **Construction Fencing**. There shall be no off-site commercial signage on construction fencing during construction.
- 28. **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.
- 29. **Construction Generators.** The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. The Project construction contractor shall use on-site electrical sources and solar generators to power equipment rather than diesel generators, where feasible.
- 30. **Circulation.** The applicant shall submit a parking and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval. Review and approval of the driveways should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024).
- 31. **Coordination with LAUSD.** Prior to final signoff, the applicant shall communicate with the nearby (Hollywood High School) school administrators to share the construction schedule, establish points of contact, and identify measures to be implemented to avoid disruption of school activities including but not limited to pick-up/drop-off by vehicles and foot, use of the school parking lot, outdoor breaks and recreation, noise beyond codified limits, and any construction activities that have potential to create airborne particulates from grading. A copy of this communication shall be submitted to the case file.
- 32. The following conditions of approval are intended for construction of projects approved by the Planning Department to provide technically feasible noise limitations to comply with LAMC Section 112.05, and to implement the goals, objectives and policies of the Noise Element:
 - a. **Noise Shielding and Muffling.** Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site

during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.

- b. **Use of Driven Pile Systems.** Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.
- c. Enclosure or Screening of Outdoor Mechanical Equipment. All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any off-site Noise-Sensitive Uses.
- d. Location of Construction Staging Areas. Construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes "as far as possible" shall be upon the Applicant or Owner, in consideration of the above factors.
- e. **Temporary Walls.** Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.

Project Design Features

- 33. **Implementation.** The Applicant shall be responsible for implementing each Project Design Feature (PDF) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF. Such records shall be made available to the City upon request.
- 34. **PDF-NV-1: Amplified Music.** Operation of permanently wired amplified sound systems at the rooftop terraces shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. and shall not exceed a volume of 80 dBA measured at 3 feet from any speaker. In addition, all speakers shall be designed and installed to direct sound toward the center of the Project terraces.
- 35. **PDF-TRAF-1: Construction Management Plan.** The contractor would develop a Construction Management Plan as a mandatory part of the Project and submit it to the City of Los Angeles for approval to reduce the effects of Project construction. The Construction Management Plan would include the following:
 - Coordinate with the City to ensure adequate access to the Project Site and land uses in proximity of the Project Site is maintained.

- Pick-ups, deliveries, and exports of construction materials should be scheduled during off-peak hours to the extent possible.
- Reduce the potential of trucks waiting for extended periods to load or unload.
- Determine the number and location of flag personnel required during traffic rerouting and deliveries.
- Contractor to post construction notices/hotlines at several locations on the Project Site.
- Establish requirements for storage of materials and loading/unloading on the Project Site.
- Worksite traffic control plans approved by the City of Los Angeles should be implemented to route vehicles, bicyclist and pedestrians around the area during any parking, travel lane or sidewalk closures.
- The crosswalk at the North Sycamore Avenue and Sunset Boulevard intersection identified in the Hollywood High School Safe Routes to School (SRTS) plan would be maintained during construction or an alternative pedestrian access route would be provided per the standards of the SRTS.

Administrative Conditions

- 36. **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.
- 37. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
- 38. **Notation 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.
- 39. **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.
- 40. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full code compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the City Planning Commission, and which are deemed necessary by the Department of Building and Safety Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
- 41. **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.

- 42. **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.
- 43. **Expiration**. In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposed of this grant.
- 44. **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.
- 45. **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.
- 46. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in Site Plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.

47. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including <u>but not limited to</u>, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Density Bonus / Affordable Housing Incentives Program Findings

- 1. Pursuant to Government Code Section 65915 and LAMC Section 12.22 A.25(g)(2)(i)(c), the Commission <u>shall approve</u> a density bonus and requested Incentive(s) unless the Commission finds that:
 - a. The Incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested Incentives do not result in actual and identifiable 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.

The project substantially complies with the applicable regulations, standards, and provisions of the State Density Bonus Program. The project includes 11 percent of the project's total density as Very Low Income restricted affordable units, for a total of 12 residential units. The project represents an urban in-fill development on an existing residentially zoned lots in the C4-2D-SN and RD1.5-1XL Zones. No substantial evidence has been entered into the record indicating that the requested incentives do not result in identifiable and actual cost reductions to provide for the project's affordable housing costs (as defined in California Health and Safety Code Sections 50052.5 or 50053) and/or accommodate the restricted very low income unit rents.

Additionally, the list of On-Menu Incentives in Section 12.22 A.25 of the LAMC were preevaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the Density Bonus On-Menu Incentive does result in identifiable and actual cost reductions to provide for affordable housing costs because the incentives by their nature increase the scale of the project and thus facilitates the provision of affordable housing units.

Averaging of Floor Area, Density, Parking, Open Space, and Vehicle Access

The project site is zoned C4-2D-SN and RD1.5-1XL and is located within the jurisdiction of the Hollywood Redevelopment Plan. The two lots at the north of the site are zoned C4-2D-SN and designated for Regional Center Commercial land uses under the Hollywood Redevelopment Plan; the two lots at the south are zoned RD1.5-1XL. Of the two lots zoned RD1.5-1XL, the northernmost one is designated for Regional Center Commercial land uses under the Hollywood Redevelopment plan, the Hollywood Redevelopment Ploor Area Ratio of 4.5:1. The southernmost lot zoned RD1.5-1XL is designated for Low Medium 2 Residential land uses under the Hollywood Redevelopment Plan, which does not impose a maximum FAR; therefore, the maximum FAR for this lot defaults to the 3:1 limit prescribed by LAMC Section 12.21.1 A.1.

The Applicant is requesting an On-Menu Incentive to permit averaging of floor area, density, parking, open space, and vehicle access so that the project can be designed as a unified development that accounts for the difference in standards imposed by the different zones comprising the site.

The project has a buildable area of 21,300 square feet in the portion of the site designated for Regional Center Commercial land uses (two lots zoned C4-2D-SN and one lot zoned RD1.5-1XL) under the Hollywood Redevelopment Plan and allows a maximum floor area of 95,850 square feet for these lots. The project has a buildable area of 3,426 square feet in the portion of the site designated for Low Medium 2 Residential land uses under the Hollywood Redevelopment Plan and allows a maximum floor area of 10,278 square feet for this lot. Taken together for purposes of floor area averaging, the site would therefore be permitted a maximum floor area of 106,128 square feet. The project proposes a total of 91,655 square feet, which equals a FAR of approximately 3.71:1, and is less than the total of 106,128 square feet permitted on the project site. This averaging would allow for the site to be developed in such a way that can accommodate and provide the affordable units.

As previously discussed, three (3) of the lots are designated for Regional Commercial land uses under the Hollywood Redevelopment Plan and are subject to a density ratio of one (1) dwelling unit per 200 square feet of lot area. These lots consist of 22,895.3 square feet of lot area and would permit a base density of 116 dwelling units. The remaining one (1) lot, which is zoned RD1.5-1XL, is subject to a density ratio of one (1) dwelling unit per 1,500 square feet of lot area. This lot consists of 6,024.4 square feet of lot area and would permit a base density of five (5) dwelling units. The project proposes a total of 112 dwelling units, of which 96 dwelling units will be located on the parcel zoned C4-2D-SN and 16 dwelling units will be located on the parcel zoned RD1.5-1XL. The incentive for averaging would permit the density to be averaged across the site, thereby permitting the provision of 16 dwelling units on the RD1.5 portion of the site, in lieu of the zoning density limitation of five (5) dwelling units.

The project proposes vehicle access to the ground floor and subterranean parking garages from a single driveway adjacent to Sycamore Avenue, located on the portion of the site that is in the C4-2D-SN Zone. This driveway leads to ground floor parking located in the C4-2D-SN portion of the site as well as a subterranean level that is comprised fully of parking spaces and spans both the C4-2D-SN and RD1.5-1XL Zones. The request for averaging would permit vehicular access from the less restrictive C4-2D-SN Zone to the more restrictive RD1.5-1XL Zone. Similarly, this incentive request would also permit the proposed parking to be distributed across the entire project site, regardless of the amount of parking required pursuant to the unit types located in each of the two zones. Finally, the request for averaging would also permit the required amount of Open Space to be distributed across the entire site, regardless of the amount of open space required pursuant to the unit mix within each of the two zones. Altogether, the request to average these development standards enables the development of a more uniform and more efficiently-designed project across the project site, rather than impractically limiting development on the more restrictively zoned portion of the site. The requested incentive allows an expanded building envelope that allows for the construction of the proposed affordable housing units and enables a more practical and efficient development overall, all of which provides actual and identifiable cost reductions that provide for affordable housing costs.

Reduction in the Front Yard Setback within the RD1.5-1XL Zone

The RD1.5 Zone requires a 15-foot front yard setback, a 15-foot rear yard setback, and five (5)-foot side yard setbacks (plus one additional foot for each story above the second floor). The proposed project is a seven-story unified development and includes one easterly 10-foot side yard, a 15-foot rear yard setback at the south, and one 10-foot front yard at the west in the RD1.5 Zone. LAMC Section 12.21 C.1(e) requires that any lot of less than one acre in an "R" Zone which was of record on June 1, 1946 be required to provide and maintain the original required front yard in addition to any new front yard required by any subsequent rearrangement of the lot lines. The two (2) lots zoned RD1.5-1XL were established in 1920 (Tract No. 3890) and front Sycamore Avenue, where they would be required to maintain 15-foot front yard setbacks as part of the project.

However, due to the unified design of the project, which fronts on two streets across multiple zones and lots, the portion of the site located along Sycamore Avenue functions similarly to a side yard. The Applicant is requesting an Off-Menu Incentive to reduce the required 15-foot front yard setback in the RD1.5-1XL Zone to 10 feet, which aligns with the side yard setback requirement for a seven-story building in the RD1.5-1XL Zone pursuant to LAMC 12.09.1 B.2(a). The reduction in the front yard setback would allow for a larger construction envelope to provide the affordable units.

b. The Incentives will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Government Code Section 65915(d)(1)(B) and 65589.5(d)).

There is no evidence in the record that the proposed Density Bonus Incentive(s) will have a specific adverse impact on 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. Accordingly, the project will not have a significant impact on any on-site resource or any resource in the surrounding area. The project is not located within any special hazard area; accordingly, the project will not have a specific adverse impact upon public health and safety or the physical environment. The property is not located on a substandard street in a Hillside area or in a Very High Fire Hazard Severity Zone, or any other special hazard area. The project is required to comply with all other pertinent regulations including those governing construction, use, and maintenance, and will not create any significant direct impacts on public health and safety. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

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

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

Site Plan Review Findings

As the project was filed before January 22, 2024, the project is not subject to Chapter 1A procedures of the Los Angeles Municipal Code or the Project Review procedures in Section 16.05 of the Municipal Code. Instead, the project is subject to Site Plan Review procedures of Section 16.05 which existed prior to the adoption of Ordinance No. 187,712 (which amended Chapter 1 of the LAMC and established Chapter 1A of the LAMC to reorganize the administrative process and procedures related to zoning and land use entitlements).

The applicant is requesting a Site Plan Review pursuant to LAMC Section 16.05, to permit the construction of a development project that creates, or results in an increase of, 50 or more dwelling units. Required Findings 2 through 4 below are analyzed to determine whether the request should be granted.

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

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code (LAMC). Except for the entitlement described herein, the project does not propose to deviate from any of the requirements of the LAMC.

The proposed project is consistent with the relevant goals, objectives, policies, and programs of the General Plan.

The Framework Element of the General Plan, the Hollywood Redevelopment Plan, and the Hollywood Community Plan encourage a diversity of uses that support the needs of existing and future residents, businesses, and visitors.

Framework Element

The Framework Element states:

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

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

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

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

Objective 3.13: Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrated commercial, housing, and/or public service uses.

Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

Land Use Element – Hollywood Community Plan

The project site is located within the Hollywood Community Plan area. An update of the Hollywood Community Plan was adopted by City Council on May 3, 2023 and will become operative on February 11, 2025. The project was filed before January 22, 2024 as a Vesting Housing Crisis Act project and is vested to the local planning and zoning rules that were in place at the time the complete application was submitted. Therefore, the project is not subject to the new Hollywood Community Plan and its Community Plan Implementation Overlay and the Chapter 1A Processes and Procedures ordinance of the Los Angeles Municipal Code.

The intent of the Community 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; guide the development, betterment, and change of the Community to meet 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. Additionally, the Hollywood Community Plan states:

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.

Objective 4a: To promote economic well-being and public convenience through: Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.

The approval of the Site Plan Review will facilitate the redevelopment of this site with the proposed project, which will provide a function that is both essential and beneficial to the community. The redevelopment of the site will add needed housing (including restricted affordable units) and commercial retails uses, will provide a public convenience to residents, and will promote economic activity in the area with ground floor commercial retail floor area. Therefore, the project is in substantial conformance with the objectives of the Hollywood Community Plan.

Hollywood Redevelopment Plan

The project site is located within the Hollywood Redevelopment Plan area; accordingly, the project has been reviewed for consistency and compliance with Hollywood Redevelopment Plan.

The project is consistent with the goals of the Redevelopment Plan, which seeks to preserve and increase employment, and business and investment opportunities through redevelopment programs and, to the greatest extent feasible, promote these opportunities for men and women and promote a balanced community meeting the needs of the residential, commercial, industrial, arts, and entertainment sectors, provide housing choices and increase the supply and improve the qualify of housing for all income and age groups, especially for persons with low and moderate incomes. Specifically, the project is also consistent with the relevant land use and development regulation of the Redevelopment Plan.

Pursuant to Section 300, the Redevelopment Plan sets forth 16 goals. The Redevelopment Plan goals applicable to the project include:

Goal 2 Preserve and increase employment, and business and investment opportunities through redevelopment programs and, to the greatest extent feasible, promote these opportunities for minorities and women.

Goal 3: Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.

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.

Goal 10: Promote the development of sound residential neighborhoods through mechanisms such as land use, density and design standards, public improvements, property rehabilitation, sensitive in-fill housing, traffic and circulation programming, development of open spaces and other support services necessary to enable residents to live and work in Hollywood.

Therefore, as proposed, the project complies with Section 300 of the Redevelopment Plan.

Pursuant to Section 502 of the Hollywood Redevelopment Plan, the proposed use is permitted according to the C4-2D-SN and RD1.5-1XL Zones. Furthermore, the Redevelopment Plan Map designates the project site for Regional Center Commercial and Low Medium 2 land uses. A mixed-use building containing residential and commercial uses is a permitted use in the Regional Center Commercial and Low Medium 2 Residential areas of the Hollywood Redevelopment Plan. Therefore, as proposed, the project complies with Section 502 of the Redevelopment Plan.

Section 505 of the Hollywood Redevelopment Plan specifies that areas shown as residential on the map shall be maintained and developed at or below the housing densities listed in the Plan. According to the Redevelopment Plan Referral Form, the project, as proposed, utilizing State Density Bonus provisions, complies with the residential density requirements of the Redevelopment Plan.

Sections 506, 506.2, 506.2.3, and 506.3 of the Hollywood Redevelopment Plan address commercial land uses. A maximum average Floor Area Ratio (FAR) of 4.5:1 is permitted on Regional Center Commercial lands. The project complies with this limitation, as it

proposes an FAR of only 3.74:1 for portions of the land with the Regional Center designation. Furthermore, Section 506.3 encourages residential uses within the Regional Center Commercial designation. Therefore, the project, as proposed, complies with Sections 506, 506.2, 506.2.3, and 506.3 of the Hollywood Redevelopment Plan.

Housing Element

The City's Housing Element for 2021-2029 was adopted by City Council on November 24, 2021. The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages units to accommodate all income groups.

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

The proposed project will replace two existing commercial and institutional buildings with a seven (7)-story mixed-use building with 112 residential units, which reserves 11 percent of total units, that is 12 units, for Very Low Income Households. The project will provide 91,665 square feet of residential floor area and 2,875 square feet of commercial floor area, with a maximum FAR of 3.71:1. The project is proposing to utilize density bonus incentives to the development of additional affordable housing units. The project will provide needed housing in close proximity to job opportunities and an area well-served by public transportation including the Metro B Line, Metro Bus Route 2, and Metro Bus Route 212. The project conserves the scale and character of the surrounding commercial and residential neighborhoods. The project is compatible with existing development patterns adjacent to the project site, which are characterized by a variety of commercial and multifamily residential uses. As such, the proposed project substantially conforms to the purpose of the Housing Element of the General Plan.

Noise Element

The City's Noise Element lays out noise mitigation regulations, strategies, and programs and sets forth noise management goals, objectives, policies, and programs of the City of Los Angeles. The Noise Element prioritizes noise management across the City and highlights the role of land use in ensuring that noise-sensitive uses are protected from the effects of development and changes in land use.

In addition to the Noise Element, Los Angeles Municipal Code Section 112.05 regulates noise as follows:

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) 75dB(A) 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) 75dB(A) 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) 65dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors;

The noise limits for particular equipment listed above in (a), (b) and (c) shall be deemed to be superseded and replaced by noise limits for such equipment from and after their establishment by final regulations adopted by the Federal Environmental Protection Agency and published in the Federal Register.

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.

Chapter 3 of the Noise Element outlines the Goals, Objectives, and Policies related to noise management within the City, including the following goal, objective, and policy, related to the proposed project:

GOAL A city where noise does not reduce the quality of urban life

Objective 2 (Nonairport) Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.

Policy 2.2 Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

Objective 3 (Land Use Development) Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

Policy 3.1 Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

The proposed project involves the demolition of two existing buildings and the construction of a new mixed-use residential and commercial building consisting of 112 dwelling units and 2,875 square feet of commercial floor area. Conditions of approval related to noise shielding and muffling, driven pile systems, enclosure of outdoor mechanical equipment, location of construction staging areas, and temporary walls have been recommended as means of ensuring conformance with the Noise Element; furthermore, the proposed project is also required to comply with the City's Noise Ordinance. As such, the project conforms to the purpose of the Noise Element of the General Plan.

Mobility Element

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. Among other objectives and policies, the Mobility Plan aims to support ways to reduce vehicle miles traveled (VMT) per capita by increasing the availability of affordable housing options with proximity to transit stations and major bus stops and offering more non-vehicle alternatives, including transit, walking and bicycling.

In the Mobility Plan 2035, Chapter 3 entitled "Access for All Angelinos" includes the discussion topic "A transportation system is only useful insofar as it accessible and convenient."

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

Policy 3.4 Transit Services: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

Policy 3.8 Bicycle Parking: Provide bicyclists with convenient, secure and wellmaintained bicycle parking facilities.

In the Mobility Plan 2035, Chapter 5 entitled "Clean Environments & Healthy Communities" includes the discussion topic "Transportation is deeply implicated in the health of both human beings and natural systems. Mobility directly impacts human health and wellness, both physical and mental. 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."

Policy 5.1 *Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.*

Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.

The proposed mixed-use building is a pedestrian-oriented development that provides 12 affordable units within one-half mile of the Metro B Line Hollywood and Highland, Metro Bus Route 2, and Metro Bus Route 212 transit stops. The transit services located adjacent to the project site will provide access to employment centers and jobs, local and regional destinations, and other neighborhood services for project residents. Additionally, neighborhood-serving retail is present in the area surrounding the project site and can be accessed by biking and walking.

The proposed project will also allow for the reduction of vehicle trips by providing a highdensity mixed-use development within proximity to public transit. The availability of the transit options within walking distance creates a lesser need for the use of personal vehicles. The project will provide 60 vehicular parking spaces. Additionally, the project will provide a total of 83 long-term and 10 short-term bicycle parking spaces on site. As such, the project conforms to the purpose of the Mobility Element of the General Plan.

Plan for a Healthy Los Angeles and Conservation Elements

The Plan for Healthy LA was adopted in 2015 and includes goals, objectives, policies, and programs that relate to the health of the city. The Conservation Element primarily addresses the conservation of the open spaces.

The Vision contained in this plan calls for" ample green and open space, including a robust tree canopy in all neighborhoods and opportunities for urban agriculture." The Action Plan calls for, among other directives, "energy efficiencies, weatherization, proper positioning of trees to shade buildings, alternative energy and solar generation systems, explore the feasibility of building designs that incorporate facile systems to charge electric vehicles, and use of rainwater, storm water, gray water and recycled water."

The Conservation Element was adopted in 2001 and primarily addresses the conservation aspects of the open spaces:

It is important to conserve natural open space lands and enhance urban open spaces. "Open space" is a broad term that can include virtually anything from a sidewalk or lawn to the mountains and ocean. It is defined by the California general plan law (Government Code Section 65560) as "any parcel or area of land or water that essentially is unimproved and devoted to an open-space use," whether for preservation and protection of natural resources or for human activity.

The proposed mixed use multi-family residential and commercial building is a pedestrianoriented development that preserves two (2) existing street trees adjacent to the project site. The trees located in the public right-of-way will prevent the heat island effect and provide passive cooling opportunities for the enjoyment of the public. As such, the project conforms to the purpose of the Plan for a Healthy Los Angeles and Conservation Elements of the General Plan.

In regard to the Citywide Design Guidelines, the project is required to comply with the guidelines, as they apply to all new developments that seek a discretionary action for which the Department of City Planning has design authority. The project is consistent with the following Design Guidelines:

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.

Guideline 4: Organize and shape projects to recognize and respect surrounding context.

The project complies with all four of these goals. The site features a prominent pedestrian entry on adjacent to a Local Street (Sycamore Avenue) and includes only one two-way vehicle driveway along Sycamore Avenue for the parking garage. The commercial floor area is located along Sunset Boulevard and the entry to this space is located at a prominent corner, at the intersection of Sunset Boulevard and Sycamore Avenue. Long-term and short-term bicycle parking is provided for both the residential and commercial uses. The portion of the site located in the RD1.5-1XL zone is limited to two (2) stories and respects the context of the restricted density residential land uses abutting the site to

the south. The two (2) existing Street Trees adjacent to the site are also proposed for preservation.

The architectural design of the building includes references to two prominent styles associated with Hollywood, including Art Deco/Streamline Moderne and courtyard apartment buildings. The project is located at a prominent intersection and includes a curved corner along Sunset Boulevard and Sycamore Avenue, soft colors and finishes (linen white and desert green smooth cement plaster), bronze wire mesh screening, ceramic wall tiles, and bronze railings; thereby creating a consistent architectural design along all facades. Additionally, a series of projecting and recessed balconies span all facades of the proposed project.

In conclusion, the proposed project is in substantial conformance with the objectives of the General Plan, Hollywood Community Plan, and Citywide Design Guidelines, demonstrating alignment with the purposes, intent, and provisions of applicable community and specific plans.

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

The project site consists of four rectangular lots with a frontage of approximately 120 feet along Sunset Boulevard to the north and 240 feet along Sycamore Avenue to the west; and a lot area of approximately 28,919 square-feet. The site is currently improved with a 6,690-square-foot commercial building built in 1963, a 6,633-square-foot institutional building built in 1932, and an associated surface parking lot. The project site is located within the Hollywood Community Plan area. The current Community Plan designates the two lots zoned C4-2D-SN (fronting Sunset Boulevard) for Regional Center Commercial land uses and the two lots zoned RD1.5-1XL (fronting Sycamore Avenue) for Low Medium II Residential land uses. The portion of the site in the RD1.5-1XL zone is limited to a height of 30 feet, but unlimited as to stories, given that the project only proposes residential uses on this portion of the site.

The project site is also located within the jurisdiction of the Hollywood Redevelopment Plan. The two lots at the north of the site zoned C4-2D-SN are designated for Regional Center Commercial land uses under the Hollywood Redevelopment Plan. The two lots at the south are zoned RD1.5-1XL; of these two lots, the northernmost one is designated for Regional Center Commercial land uses under the Hollywood Redevelopment plan, which permits a maximum Floor Area Ratio of 4.5:1. The southernmost lot zoned RD1.5-1XL is designated for Low Medium 2 Residential land uses under the Hollywood Redevelopment Plan, which does not impose a maximum FAR; therefore, the maximum FAR for this lot defaults to the 3:1 limit prescribed by LAMC Section 12.21.1 A.1.

The site is partially located within the Hollywood Signage Supplemental Use District (Media District) overlay, the Hollywood Signage Supplemental Use District (CRA Area) overlay, the Adaptive Reuse Incentive Areas Specific Plan overlay, the Hollywood Redevelopment Project Area, Local Emergency Temporary Regulations – Time Limits and Parking Relief area, a Transit Priority Area in the City of Los Angeles, Los Angeles State Enterprise Zone, Al Fresco Ordinance within Planning Overlay, Urban Agriculture Incentive Zone, Fire District No. 1, and an Opportunity Zone.
The project site is located in an urbanized area surrounded by various uses. The lots directly to the north of the site across Sunset Boulevard are zoned C4-2D-SN and are improved with an In-N-Out Burger restaurant and surface parking lot, a two-story hotel consisting of 74 guest rooms, and a three-story office building. The lots directly to the west of the site, across Sycamore Avenue, are zoned C4-2D-SN and are improved with a surface parking lot and one-story commercial building. The lots abutting the site to the east are zoned C4-2D-SN and RD1.5-1XL and are improved with a one-story commercial building and surface parking lot. The lots abutting the site to the south are zoned RD1.5-1XL and are improved with a one-story single-family dwellings.

The project proposes the demolition of an existing 6,690-square-foot commercial building, an existing 6,633-square-foot institutional building, and an associated surface parking lot, and the construction of a new seven-story mixed-use residential and commercial building consisting of 112 dwelling units and 2,875 square-feet of commercial retail uses; resulting in a total floor area of 91,665 square-feet. The project will have a height of 86 feet, 6 inches and a floor area ratio (FAR) of 3.71:1. The project proposes 60 automobile parking spaces on-site at ground level and within one (1) subterranean level; and 93 bicycle parking spaces (83 long-term and 10 short-term) on-site at ground level. The project will provide reduced vehicular parking in accordance with the provisions of Assembly Bill 2097 (AB 2097) and proposes 60 parking spaces (121 spaces would otherwise have been required by the Municipal Code).

The project will include 112 dwelling units, including 12 dwelling units set aside for Very Low Income Households and one (1) Manager's Unit. The proposed unit mix consists of 42 studio units, 61 one-bedroom units, and 9 two-bedroom units. The project also includes 2,475 square-feet of commercial retail uses on the ground floor and 400 square-feet of commercial retail uses on the second floor. The subterranean level will include 43 residential parking spaces and eight (8) commercial parking spaces, along with mechanical rooms and bike storage space. The ground level will consist of the lobby, the leasing office, retail space, nine (9) vehicle parking spaces, trash/recycling rooms, 93 bicycle parking spaces, and eight (8) dwelling units. The remaining 104 dwelling units will be located within the second through seventh floors of the proposed building.

There are two (2) existing Street Trees in the public right-of-way adjacent to the project site. The project will retain both existing Street Trees and plant an additional 29 trees onsite. There are four (4) non-protected trees on-site proposed for removal and no existing Protected Trees on-site. Development of the Project would require the cut and export of approximately 11,000 cubic yards (cy) of soil. No import or fill is proposed.

The project is required to provide 11,425 square-feet of open space and is voluntarily providing a total of 15,064 square feet of open space. The project proposes 11,514 square feet of outdoor common open space consisting of landscaping and seating areas, located across the ground floor, second floor, third floor, and roof deck. Within this outdoor common open space, 3,105 square-feet of landscaped open space will be provided. The project also proposes 1,900 square-feet of indoor common open space, consisting of two (2) recreation rooms located on the first and second floors. The project will provide 1,650 square-feet of private open space across 33 residential balconies and patios.

<u>Height</u>

The project site is split zoned. The two lots at the north, adjacent to Sunset Boulevard and Sycamore Avenue, are zoned C4-2D-SN and the two lots to the south, adjacent to Sycamore Avenue, are zoned RD1.5-1XL. Height District No. 2 does not limit height or

stories in the C4 Zone and the proposed project will reach a maximum height of 86 feet, 6 inches across seven (7) stories on the lots located in the C4-2D-SN Zone. Height District 1XL limits height to 30 feet and two (2) stories in the RD1.5 Zone and the proposed project will reach a maximum height of 28 feet, 10 inches across two (2) stories on the lots located in the RD1.5-1XL Zone. Therefore, the proposed project is within the allowable maximum height of the subject zones.

Bulk/Massing

The project site is zoned C4-2D-SN and RD1.5-1XL and is located within the jurisdiction of the Hollywood Redevelopment Plan. The two lots at the north of the site are zoned C4-2D-SN and designated for Regional Center Commercial land uses under the Hollywood Redevelopment Plan; the two lots at the south are zoned RD1.5-1XL. Of the two lots zoned RD1.5-1XL, the northernmost one is designated for Regional Center Commercial land uses under the Hollywood Redevelopment plan, which permits a maximum Floor Area Ratio of 4.5:1. The southernmost lot zoned RD1.5-1XL is designated for Low Medium 2 Residential land uses under the Hollywood Redevelopment Plan, which does not impose a maximum FAR; therefore, the maximum FAR for this lot defaults to the 3:1 limit prescribed by LAMC Section 12.21.1 A.1.

The Applicant is requesting an On-Menu Incentive to permit averaging of floor area, density, parking, open space, and vehicle access so that the project can be designed as a unified development that accounts for the difference in standards imposed by the different zones comprising the site.

The project has a buildable area of 21,300 square feet in the portion of the site designated for Regional Center Commercial land uses (two lots zoned C4-2D-SN and one lot zoned RD1.5-1XL) under the Hollywood Redevelopment Plan and allows a maximum floor area of 95,850 square feet for these lots. The project has a buildable area of 3,426 square feet in the portion of the site designated for Low Medium 2 Residential land uses under the Hollywood Redevelopment Plan and allows a maximum floor area of 10,278 square feet for this lot. Taken together for purposes of floor area averaging, the site would therefore be permitted a maximum floor area of 106,128 square feet. The project proposes a total of 91,655 square feet, which equals a FAR of approximately 3.71:1, and is less than the total of 106,128 square feet permitted on the project site. The proposed project has a base density of 121 units and is setting aside 12 units for Very Low Income Households, which allows for up to 164 dwelling units. The project is proposing 112 dwelling units, which is within the maximum density. The project is in compliance with FAR and density.

The project has been designed as an integrated single structure with articulation and variation consistent with applicable City design guidance. The project seeks to reflect the commercial and residential context in the area by placing its commercial spaces toward Sunset Boulevard, with community spaces located on roof decks and in the interior of the building further to the south from Sunset Boulevard. Parking within the building (subterranean and ground levels), commercial spaces, and residential units located within the building have been integrated into the overall architectural theme of the project. Vehicular access is located at the west of the site to limit vehicle activity along Sunset Boulevard, enhancing the pedestrian experience along the commercial spaces of the building. The vast majority or parking is located in the subterranean level, which enables the building to increase the visual interest of the project by placing residences and commercial spaces on much of the ground floor.

The building creates variation through its use of various materials, placement of balconies, and roof decks that are located at the third level in the RD1.5 Zone and at the roof in the

C4 Zone. Residential units are located on the first through seventh floors, with first floor residences limited to the RD1.5 Zone, providing a buffer from the commercial and pedestrian activity on the ground level in the C4 Zone. Ground floor commercial uses will enhance the pedestrian experience along Sunset Boulevard, further activating the street with pedestrian activity. The project as articulated in stamped "Exhibit A" is consistent with the Citywide Design Guidelines.

<u>Setbacks</u>

The C4 Zone does not require yards for commercial portions of buildings on the first floor. The proposed project contains first floor retail uses, along with parking, and a residential lobby area, but no dwelling units, and is therefore not providing any setbacks at the ground level in the C4 portion of the project site. However, the C4 Zone does require side yard and rear yard setbacks at the lowest residential story, in alignment with the requirements for the R4 Zone. LAMC 12.22 A.18(c)(3) permits zero yards on mixed-use buildings when abutting a street. As the project is mixed-use and abuts Sycamore Avenue to the west, it is not required to have a westerly side yard at the 2nd floor (the first residential story) in the C4 Zone. The project is providing the required 10-foot easterly side yard setback at the 2nd floor in the C4 Zone. There is no rear yard in the C4 portion of the site, as the project is proposed as a unified development spanning multiple lots and zones, and the site's rear yard is located in the portion zoned RD1.5.

The RD1.5 Zone requires a 15-foot front yard setback, a 15-foot rear yard setback, and five (5)-foot side yard setbacks (plus one additional foot for each story above the second floor). The proposed project is a seven-story unified development and includes one easterly 10-foot side yard, a 15-foot rear yard setback at the south, and one 10-foot front yard at the west in the RD1.5 Zone. LAMC Section 12.21 C.1(e) requires that any lot of less than one acre in an "R" Zone which was of record on June 1, 1946 be required to provide and maintain the original required front yard in addition to any new front yard required by any subsequent rearrangement of the lot lines. The two (2) lots zoned RD1.5-1XL were established in 1920 (Tract No. 3890) and front Sycamore Avenue, where they would be required to maintain 15-foot front yard setbacks as part of the project. However, due to the unified design of the project, which fronts on two streets across multiple zones and lots, the portion of the site located along Sycamore Avenue functions similarly to a side yard. The Applicant is requesting an Off-Menu Incentive to reduce the required 15foot front yard setback in the RD1.5-1XL Zone to 10 feet, which aligns with the side yard setback requirement for a seven-story building in the RD1.5-1XL Zone pursuant to LAMC 12.09.1 B.2(a).

Parking/Loading

Vehicular access to the project site will be provided via one (1) driveway along Sycamore Avenue. This driveway will provide access to both the ground level parking and the subterranean level parking garages. The project proposes to provide 60 vehicle parking spaces located in a ground floor and subterranean level garage, including 47 spaces designated for residential uses and 13 spaces designated for commercial uses.

Pursuant to Assembly Bill 2097 (AB 2097) (California Government Code Section 65863.2), no minimum parking requirement shall be enforced for the proposed residential and commercial uses on the project site if it is located within one-half mile of a Major Transit Stop. As the project site is located within one-half mile of a Major Transit Stop, the project proposes to provide parking that is less than the 121 parking spaces otherwise required under the Los Angeles Municipal Code. The applicant has provided a written request for parking reductions and a date stamped ZIMAS AB 2097 Eligibility map pursuant to the

requirements of the City's AB 2097 Implementation Memo. As such, the City is not able to require any parking minimums for commercial or residential use for the project.

In accordance with LAMC Section 12.21 A, the project is required to provide a minimum of eight (8) short-term and 81 long-term bicycle parking spaces for residential uses. Additionally, the project is required to provide a minimum of two (2) short-term and two (2) long-term commercial bicycle spaces. Two (2) of the short-term bicycle parking spaces are located adjacent to the commercial retail entrance; the remaining eight (8) short-term spaces are located adjacent to the residential entrance. The project will provide the minimum required bicycle parking spaces.

Lighting

The project is conditioned so that all pedestrian walkways and vehicle access points will be well-lit with lighting fixtures that are harmonious with the building design. As conditioned, all outdoor lighting provided on-site will be shielded to prevent excessive illumination and spillage onto adjacent public rights-of-way, adjacent properties, and the night sky.

Landscaping

The project proposes 11,514 square feet of outdoor common open space consisting of landscaping and seating areas, located across the ground floor, second floor, third floor, and roof deck. Within this outdoor common open space, 3,105 square-feet of landscaped open space will be provided.

The project proposes a mix of plants and trees that include Japanese Maple Trees, Maidenhair Trees, Purple-leaf Plum trees, Sweet Hakea Trees, Myers Asparagus Ferns, Royal Trumpet Vines, Lime Rickey Coral Bells, Otto Quast Spanish Lavender, Gulf Stream Heavenly Bamboo, Little Ollie Olive, New Zealand Flax, Bird of Paradise, Chinese Star Jasmine, Flowering Maple, Purple Tree Aeonium, Silver Falls Dichondra, Afterglow Echeveria, Razzleberri Fringe Flower, Purple Spiderwort, Coast Rosemary, Sticks on Fire Pencil Tree, Ghost Plants, Paddle Plants, New Gold Lantanas, Jester Conebush, Foxtail Agave, Purple Hopseed Bush, and Scarlet Sprite Grevillea.

The project proposes 29 trees in addition to two (2) existing street trees. 17 trees are proposed for the ground level, four (4) trees are proposed for the second level, and eight (8) trees are proposed for the third level. Additionally, the project will preserve two (2) existing street trees in the public right-of-way, including one (1) Mexican Fan Palm Tree on Sunset Boulevard and one (1) Camphor Tree on Sycamore Avenue.

The project is conditioned to include an automatic irrigation system, and for the landscaping to be maintained in accordance with a landscape plan prepared by a licensed landscape architect or architect and submitted for approval to the Department of City Planning, Development Services Center.

Trash Collection

Trash storage and collection are proposed to be enclosed in the parking garage on the interior of the building and are therefore not visible from the drive aisle or public view. Trash collection can only be accessed from the garage and shall not interfere with traffic on any public street, as conditioned. Therefore, service providers will be required to access the trash area from the driveway, to avoid effects to circulation along the drive aisle.

Building Materials

The project is located at a prominent intersection and includes a curved corner along Sunset Boulevard and Sycamore Avenue, soft colors and finishes (linen white and desert green smooth cement plaster), bronze wire mesh screening, ceramic wall tiles, and bronze railings; thereby creating a consistent architectural design along all facades. Additionally, a series of projecting and recessed balconies span all facades of the proposed project. The proposed design provides articulation to create visual interest along the façade. The building has a prominent pedestrian entrance for the commercial portion of the project at the corner of Sunset Boulevard and Sycamore Avenue. Additionally, the building activates Sunset Boulevard with a glazed storefront that will provide visual interest to pedestrians. The pedestrian entrance for the residential portion of the building is located to the south, along Sycamore Avenue, beyond the vehicle driveway for the commercial and residential parking spaces.

Landscaping is provided along the ground floor perimeter of the project to the south, west, and east, mainly along the boundary of the two-story portion of the building located in the RD1.5-1XL Zone; this landscaping provides a buffer for residents in this part of the building and for residents/users of the property abutting the project site to the south. Landscaping is also proposed in a ground floor courtyard, two second floor courtyards, and separate roof decks for the RD1.5-1XL and C4-2D-SN portions of the site. The variety of building materials and articulation as shown on the stamped "Exhibit A" is consistent with the Citywide Design Guidelines, the Urban Design Studio's Design Review meeting on February 14, 2023, and the Professional Volunteer Program meeting on March 5, 2024.

Electric Vehicle Charging Stations

The project is conditioned to provide electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) per the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety.

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

The project is required to provide 11,425 square-feet of open space and is voluntarily providing a total of 15,064 square feet of open space. The project proposes 11,514 square feet of outdoor common open space consisting of landscaping and seating areas, located across the ground floor, second floor, third floor, and roof deck. Within this outdoor common open space, 3,105 square-feet of landscaped open space will be provided, along with a swimming pool. The project also proposes 1,900 square-feet of indoor common open space, consisting of two (2) recreation rooms located on the first and second floors. The project will provide 1,650 square-feet of private open space across 33 residential balconies and patios. As such, the project will provide recreation and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

ADDITIONAL MANDATORY FINDINGS

5. **Environmental Finding.** It has been determined based on the whole of the administrative record that the project is 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 proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption and its five established qualifiers and if it is not subject to an Exception that would disqualify it. The Categorical Exception document found in Case No. ENV-2024-481-CE and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

6. 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 outside of a flood zone.

PUBLIC HEARING AND COMMUNICATIONS

The public hearing was held on December 9, 2024, at approximately 1:00pm telephonically via Zoom. The hearing was conducted by the Hearing Officer, Dylan Lawrence, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2024-480-DB-SPR-VHCA. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to hearing. The environmental determination was among the matters considered at the hearing.

The public hearing was attended by the applicant's representative team and approximately five (5) members from the community. Two (2) members of the public spoke at the hearing.

Applicant Presentation:

The applicant's representative described the site location, project description, requested entitlements, and project history.

Public Comment:

As mentioned, two (2) members of the community provided public testimony at the public hearing. One (1) person spoke in support of the project but stated that they would like to see changes in relation to the color of the building, sidewalk pavers in lieu of concrete, and additional trees. One (1) person, an adjacent neighbor, spoke in opposition to the project due to concerns related to views, construction noise, and traffic.

The applicant's representative responded to the concerns of the two (2) speakers. They indicated that the building's color palette was influenced by the architectural style and that the project was providing the required number of trees; they also noted that they were unsure that pavers would be permitted for the adjacent sidewalk. They also indicated that the project had been designed to not have significant impacts in relation to noise and traffic; and that the applicant would prepare a construction management plan to address traffic concerns and implement environmental protection measures to address any noise from the construction and operation of the project.

Communications Received:

The Los Angeles Unified School District (LAUSD) issued a letter on December 9, 2024 stating that Hollywood High School is located across the street from the project site and that its students should be recognized as sensitive receptors. This letter includes a list of measures that LAUSD recommends be applied to the project to reduce potential impacts related to Air Quality, Noise, and Transportation/Traffic.

Alek Friedman, a member of the public, sent emails to project planning staff on February 1, 2024, August 12, 2024, and December 9, 2024. He noted that while he is in support of the project, there are design changes he would like the project to apply, including a decorative sidewalk and additional trees. He also spoke at the public hearing on December 9, 2024.

A – ARCHITECTURAL AND LANDSCAPE PLANS





ENTITLEMENT ISSUE: PROJECT NUMBER .: 22001 DATE: DECEMBER 17, 2024 CLIENT: SYCAMORE CORNER LLC 6671 SUNSET BOULEVARD, SUITE 1575 LOS ANGELES, CA 90028 COVER SHEET G000









ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE THE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND THE SAME MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.



ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE THE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND THE SAME MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.







PLANNING DEPARTMENT INFO	ORMATIO	N, CONT	. BUILDING I	DEPARTMEN		I PROJECT	INFORM	IATION	PROJECT	⁻ RENDERING
ZONING: DENSITY ANALYSIS DENSITY ANALYSIS REDEVELOPMENT PLAN AREA LAND USE DESIGNATION: SF BASE DENSITY ZONING: SIZE (SF)* BASE DENSITY LAMC BY RIGHT REGIONAL COM MERCIAL / C4 16,870.60 IDU/200 SF 84 LOW MEDIUM II RESIDENTIAL / RD1.5 6,024.65 IDU/1500 SF 30	ITY ALLOWABLE D BASE DENSITY 84.3 = 85* 31 30.1 = 31 5 4.01 =	ENSITY WITH 35% DB 10%VL 1.35 = 114.7 = 115 8. *1.35 = 41.8 = 42 3. 5*1.35 = 6.7 = 7 0.	APPLICABLE CODES:	2020 LOS ANGELES B 2020 LOS ANGELES C 2020 LOS ANGELES R 2019 CALIFORNIA BL 2019 CALIFORNIA PL 2019 CALIFORNIA EL 2019 CALIFORNIA MI	BUILDING CODE GREEN BUILDING CODE RESIDENTIAL CODE JILDING CODE LUMBING CODE LECTRICAL CODE ECHANICAL CODE	PROJECT ADDRE 7014-7022 SUN 1438-1444 N SY PROJECT DESCRI THE APPLICATIC COMMERCIAL BU BUILDING OVER GARAGE, MIXED	SS: SET BOULEVARD CAMORE AVE, LO PTION: N PROPOSES DE JILDINGS AND C ONE LEVEL OF SI USE BUILDING P	9, LOS ANGELES, CA 90028 OS ANGELES, CA 90028 MOLISHING THE (2) EXISTING CONSTRUCT A NEW 7-STORY JBTERRANEAN PARKING ROVIDING 112 RESIDENTIAL		
TOTAL: 28,919.90 118 PROPOSED DENSITY (INCLUDES 1 MANAGER'S UNIT) *SF REFLECTS THE ENTIRE LOT SF PER ZIMAS-SEE LEGAL DESCRIPTION *PER AHRF PAGE 6 ZONING: RPA FAR CALCULAT *REDEVEL OPMENT PLANLAREA	121 MAX ALLOWAE	3LE DENSITY = 164 1		2017 LOS ANGELES F R-2 RES A-3 ASS S-2 PAI S-2 R-2 A-3 TY	FIRE CODE SIDENTIAL SEMBLY RKING GARAGE PF 1-A	APARTMENT UN 1 MANAGER'S UI 60 ONSITE PARK RECREATION AR LEGAL DESCRIPTIONS: AI	ITS, INCLUSIVE C NIT, 2,875 SF RE ING STALLS ANE EAS.	OF 12 VLI UNITS AND TAIL AREA, O SUPPORTING RESIDENTIAL	LOT SF	
BUILDABLE AREA EXCLUDING THE SETBACKS/DEDICATION RPA FAR CALCULATION: REDEVELOPMENT PLAN AREA LAND USE DESIGNATION REGIONAL COMMERCIAL	C4 2 LOTS	TOTALS: 16,405 SF 4895 SF	TYPE: ALLOWABLE FLOOR AREAS:	R-2, A-3: TY TYPE 1-A: TY TYPE III-A: TY FROM CBC-506.2.4	PE III-A PE 1-A PE III-A	5548-0	LOT 3 OF TRACK 3890 BLOCK NONE LOT 4 OF TRACK 3890 BLOCK NONE LOT 14 OF LOT 14 OF	EGIONAL CENTER COMMERCIAL C4-2D-SN REGIONAL COMMERCIAL C4-2D-SN REGIONAL COMMERCIAL COMMERCIAL	8,435 SF 8,435 SF	
TOTAL BUILDABLE AREA REGIONAL COMMERCIAL:	RD1.5 1 LOT 4 LOTS	3,426 SF 24,726 SF	ALLOWABLE HEIGHT:	TYPE 1-A: UL TYPE III-A: 5 S FROM CBC-506.2.4	TORIES	5548-0 5548-0 5548-0 EXISTING USE:	16-003 TRACK 3890 BLOCK NONE LOT 15 OF 16-004 TRACK 3890 BLOCK NONE	LOW MEDIUM II RESIDENTIAL RD1.5-1XL REGUNAL COMMERCIAL LOW MEDIUM II RESIDENTIAL RD1.5-1XL LOW MEDIUM II RESIDENTIAL	6,024.5 SF 6,024.5 SF	
(2) C4 LOTS + (1) RD1.5 LOT BASE ALLOWABLE FAR: 4.5:1 BASE BUILDABLE AREA: 16,405SF(C4) + 4895SF(RD1.5)=21,30 MAXIMUM PERMITTED FLOOR AREA PROPOSED FLOOR AREA/FAR AREA/FAR TOTAL PROPOSED AREA: 91,665 SF	(1) RD1.5 LO 3:1 0 SF 3,426 SF 10,278 SF 5,910 SF (1.73)	T 106,128 SF 3:1 FAR)				(ASSESSOR): 7014 S 6,690 S 7022 S (ONE S DENSITY BONUS	UNSET- ADULT DAY CAR SF (1963) UNSET -VACANT COMM FORY) 6,633 SF INCENTIVES REQ	UEST:		
ZONING: YARD SETBACKS	R))	PLANNING	DEPARTMEI	NT INFORMATIO	N EXCHANGE, TI	LUSIVE OF 1 MAN TRICTED AFFOR FROJECT REQ	UCT 112 DWELLING UNITS (NO DEI IAGER'S UNIT) AND PROVIDE 10% V DABLE UNITS (12 UNITS). UESTS TWO INCENTIVES:	NSITY ERY	
C4-2D-SN FRONT YARD: NONE LOWEST RESIDENTIAL USE ON SIDE YARD: LOWEST RESIDENTAIL FLOOR.*	RD1.5-1XL (NA) 15' 5' + 1'FOR EACH	,	APPLICABLE COD ZONING INFORMATION ZONING	ES: LOS ANGELES MU	INICIPAL CODE RD1.5-1XL	1. ON-MENU I RATIO, DEN ACCESS.	NCENTIVE TO AI ISITY, PARKING,	LOW THE AVERAGING OF FLOOR A OPEN SPACE, AND PERMITTED VEH		DIRECTORY
5' + 1' FOR EACH STORY OVER 2ND, 16' MAX.** REAR YARD: NA *EXCEPTION PER LAMC SECTION 12.22-A18(c)(3): "NO YARD REQUIREMENTS SHALL APPLY TO LOTS IN THE CR, C1, C1.5, C2, C4 AND C5 ZONES USED FOR COMBINED COMMERCIAL AND FEXCLUSIVELY FOR RESIDENTIAL USES, ABUT A STREET, PRIVATE STREET OR ALLY, AND THE FIUSED FOR COMMERCIAL USES OR FOR ACCESS TO THE RESIDENTIAL PORTIONS OF SUCH BL **(2'-6" STREET DEDICATION AT SYCAMORE AVENUE PER BOE PCRF 202300137)	STORY OVER 2ND, 16' MAX. 15' THE RESIDENTIAL PORTIONS RESIDENTIAL USES, IF SUCH PORTIONS RESIDENTIAL USES, IF SUCH PORTIONS REST FLOOR OF SUCH BUILDINGS."	OF BUILDINGS LOCATED ON DRTIONS ARE USED NGS AT GROUND LEVEL IS	GENERAL PLAN:REGIONAL CENTER COMMERCIALLOW MEDIUM II RESIDENTIALCOMMUNITY PLAN:HOLLYWOODHOLLYWOODHOLLYWOOD RPA:REGIONAL COMMERCIALHOLLYWOODSPECIAL ZONES:1. ENTERPRISE ZONE1. ENTERPRISE ZONE2. TOC:TIER 32. TOC: TIER 33. HOLLYWOOD SIGNAGE SUPPLEMENTAL USEDISTRICT (CRA AREA)			UNIT AFFORDABI * MARKET RA ONE * VLI: * MANAGER':	SUNIT: 11	DU DU DU	OWNER: ARCHITECT:	SYCAMORE CORNER, LLC 6671 SUNSET BOULEVARD, SUITE 1575 LOS ANGELES, CA 90028 NEWMARK ARCHITECTURE 1263 SOUTH WINDSOR BOULEVARD LOS ANGELES. CA 90019
ZONING: BUILDING HEIGHT				DISTRICT (CRA AREA) 4. HOLLYWOOD SIGNAGE DISTRICT)	DISTRICT (MEDIA	PROJECT IS EXPO CUT: 11,000 CY FILL: 0 CY IMPORT: 0 CY	RTING 11,000 C	Υ.	CIVIL ENGINEEF STRUCTURAL ENGINEER:	TBD
C4-2D-SN BASE HEIGHT ALLOWED: UNLIMITED HEIGHT PROPOSED: 86'-6" * BUILDING STORIES ALLOWED: UNLIMITED BUILDING STORIES PROPOSED: 7 STORIES * HEIGHT PROPOSED AS MEASURED FROM THE LOWEST GRADE WITHIN	RD1.5-1XL 30'-0" 28'-10" 2STORIES 2STORIES 5' OF THE ENTIRE BUI	LDING'S PERIMETER				UNDER SEPARAT 1. MECHANIC 2. ELECTRICA 3. SIGNAGE	E PERMIT: D AL -	EMOLITION SCOPE OF WORK: EXISTING SITE: 1. REMOVE (E) ASPHALT PARKINC 2. REMOVE (E) BUILDINGS	MEP: LANDSCAPE ARCHITECT:	TBD COURTLAND STUDIO 16906 BURBANK BOULEVARD ENCINO. CA 91306
PARKING SUMMARY			DWELLING Idwelling unit matrix	UNIT SUMM	IARY					
REQUIRED RESIDENTIAL AUTOMOBILE PARKING: LAMC: SECTION 12.21(4(a)) GENERAL PROVISIONS-OFF STREET PARK FOR DWELLING UNITS REQUIRED STALLS PER UNIT: NUMBER OF UNITS STUDIO: 42	SING ST/	ALLS	UNIT NAME SF STUDIOS UNIT STUDIO A 380 SF UNIT STUDIO A-1 380 SF UNIT STUDIO B 380 SF UNIT STUDIO C 380 SF	GROUND FLOORBALCONYROOM ##OF UNITVARIESYESNOVARIES	SECOND FLOORTHIRD FLOORTSROOM ##OF UNITSROOM ## OF UNITS060601000000	FOURTH FLOORFIFTSROOM ## OF UNITSROOM555111222	FLOOR SIX # # OF UNITS ROOM 5	TH FLOOR SEVENTH FLOOR OTAL UNIT # OF UNITS ROOM # # OF UNITS OF UNITS 2 2 25 1 1 6 0 0 3 1 1 8		
1 BEDROOM: 61 1 SPACE < 3 HABITABLE ROOMS		61 STALLS 13 STALLS 116 STALLS	TOTAL 1 BEDROOM UNIT JUNIOR 1A 450 SF UNIT JUNIOR 1B 460 SF UNIT 1-A 580 SF UNIT 1-B 500 SF UNIT 1-C 680 SF	YES VARIES YES NO NO	0 7 0 0 0 0 4 7 1 1 0 0	9 9 1 1 1 1 4 4 0 0 1 1	9 1 1 4 0 1	4 4 42 1 1 5 1 1 6 3 3 29 0 0 2 1 1 5	37.50%	N LA BREA A
REQUIRED COMMERCIAL AUTOMOBILE PARKING: *LAMC COMMERCIAL SF/NON-RESIDENTIAL AREA: COMMERCIAL SF REQUIRED: 2,875	1 STALL/50(SF/ 500=) SF 5 STALLS	UNIT 1-D 650 sf UNIT 1-E 600 SF UNIT 1-F 600 SF UNIT 1-G 760 SF UNIT 1-H 760 SF TOTAL	YES YES YES YES YES	0 1 0 0 2 2 0 0 0 0 7 12	0 0 1 1 0 0 0 0 0 0 8 8	0 1 0 0 0 8	0 0 1 1 1 5 0 0 4 1 1 2 1 1 2 9 9 61	\\\\\Docum	Ints\Newmark Architecture\ARCH JOBS\22001-SUNSET\DWGS\XREF\GOOGLEN SUNSET BOULEVARD
*PER AB2097 BECAUSE THE SITE IS WITHIN 0.5 MILES OF THE H SUBWAY STATION, A MAJOR TRANSIT STOP, THE SITE MAY PR REQUIRED. RESIDENTIAL AUTMOMOBILE PARKING TABULATIONS LEVEL: ADA COMPACT	IOLLYWOOD/HIGHLA OVIDE FEWER PARKI STANDARD	AND METRO B LINE NG SPACES THAN	2 BEDROOM AREA UNIT 2-A 920 SF UNIT 2-B 1000 SF UNIT 2-C 870 SF TOTAL GRAND TOTAL	YES YES YES	0 0 0 0 1 1 1 1 8 20	1 1 0 0 0 0 1 1 8 18	1 0 0 1 1	1 1 5 1 1 5 0 0 2 2 2 9 15 15 112	8%	CAMORE DR 7022 SUNSET B
GROUND FLOOR: 1 0 PARKING LEVEL 1: 2 TOTAL: 3 0 NON-RESIDENTIAL AUTOMOBILE PARKING TABULATIONS:	3 41 44 STANDARD	4 43 47	OPEN SPACE	CE SUMMAR	Y	BUILDING A	AREA DIA	AGRAM/PLOT PLA	N	
	4 0 4	101AL 5 8 13	REQUIRED OPEN SPACE LAMC SECTION 12.21.G UNIT TYPE: < 3 HABI	# REQ STUDIO: 42 ABLE ROOMS - 1 BEDROOM: 61 ABLE ROOMS - 2 BEDROOM: 9 ABLE ROOMS - 2 BEDROOM: 9 ABLE ROOMS - BEDROOM: - BEDROOM: - ABLE ROOMS - BEDROOM: - ABLE ROOMS - BEDROOM: <	QUIRED SF / UNIT SF REQUIRED 100 SF 4200 SF 100 SF 6100 SF 100 SF 6100 SF 125 SF 1125 SF 11,425 SF 5,713 SF			ACK 346.74	240'-0" PROPERTY BUILDABLE AREA AT O 24,720 5	INE 10' SETBACK
DICTCLE FARMING SUIVINIARY BICYCLE PARKING REQUIRED RESIDENTIAL BICYCLE PARKING: *LAMC SECTION 12.21.A16 (TABLE 12.21) NUMBER OF UNITS: SHORT TERM 1-25 UNITS 1 PER10 UNITS: 25 UNITS 1 PER 10 UNITS: 26-100 UNITS 1 PER 15 UNITS:	DNG TERM //T: //1= 25 STALLS /NITS:	TOTAL RESIDENTIAL	MAXIMUM ALLOWED IN (25% OF TOTAL OPEN SPACE) PROPOSED OPEN SPACE PRIVATE OPEN SPACE F BALCONIES/PATIOS: TOTAL:	IDOOR OPEN SPACE E PROPOSED: ROPOSED: 33	2,856 SF 50 SF 1,650 SF 1,650 SF		SE I BOULEVA SUNSET <u>BOUL</u> EVARE 120'-5"	PROPOSED DI CONSTRUCTION CONSTRUCTION Z STORY TYPE 1 LEVEL TYPE P	4 ZONE: 5 STORY TYPE III ON BUILDING OVER 1-A CONSTRUCTION AND 1-A SUBTERRANEAN ARKING	RD1.5.ZONE: PROPOSED 2 STORY TYPE III CONSTRUCTION BUILDING OVER 1 LEVEL TYPE 1-A SUBTERRANEAN PARKING
UNITS/15=5 STALLS75 UNITS/100-200 UNITS1 PER 20 UNITS:12 UNITS1 PER 2 UIUNIT/20=1 STALL12 UNITSTOTAL REQUIRED:8 STALLSTOTAL PROVIDED:8 STALLS	1.5= 50 STALLS VITS:	89 STALLS 89 STALLS	COMMON OPEN SPACE OUTDOOR COMMON C GROUND FLOOR: SECOND FLOOR: THIRD FLOOR: ROOF DECK:	PROPOSED: PEN SPACE:	2,254 SF 1,300 SF 3,500 SF				DEDICATION	10'SETBACK (N)PROPERTY LINE
REQUIRED COMMERCIAL BICYCLE PARKING: *LAMC SECTION 12.03 (TABLE 12.21A16(a)(2)) SHORT TERM LC 1 PER 2,000 SF: 1 PER 2,000 2 STALLS MINIMUM 2 STALLS MINIMUM 2875/2000= 1.1	DNG TERM - 0 SF: - NIMUM - 00= 1	TOTAL COMMERCIAL	TOTAL OUTDOOR COM ENCLOSED COMMON (GROUND FLOOR: SECOND FLOOR: TOTAL ENCLOSED COM TOTAL COMMON OPEN	MON OPEN SPACE: OPEN SPACE: IMON OPEN SPACE: SPACE SF PROPOSED:	4,460 SF 11,514 SF 660 SF 1,240 SF 1,900 SF 13,414 SF			20'-0"	240'-0" ^E NORTH SYCAM PLOT PLAN	
TOTAL REQUIRED: 2 STALLS TOTAL PROVIDED: 2 STALLS TOTAL REQUIRED BICYCLE PARKING: TOTAL PROVIDED BICYCLE PARKING: ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE THE ORIGINAL AND	2 STALLS 2 STALLS	4 STALLS 4 STALLS 93 STALLS 93 STALLS E ARCHITECT AND THE SAME	TOTAL OPEN SPACE PR REQUIRED LANDSCAPE (25% OF COMMON OPEN SPA MAY NOT BE DUPLICATED. USED OR	OPOSED: 1,650 SF + COMMON OPEN SPACE: CE) 11,514 SF * DISCLOSED WITHOUT THE WRITTEN C	13,414 SF = 15,064 SF 25% = 2,879 SF CONSENT OF THE ARCHITECT. 1				SCALE: 1/32" = 1'-0"	

RENDERING

DIRECTORY

SHEET INDEX

	JILL			
	G000	COVER SHEET		
ORNER, LLC BOULEVARD, SUITE 1575	G001	PROJECT RENDERING		
5, CA 90028	G002	PROJECT RENDERING		
RCHITECTURE WINDSOR BOULEVARD	G003	PROJECT RENDERING		
5, CA 90019	G004	PROJECT RENDERING		
	G004.1	PROJECT RENDERING		
	G005	COLORED ELEVATIONS		
	G006	COLORED ELEVATIONS		
	G007	COLORED ELEVATIONS		
STUDIO ANK BOULEVARD	G008	COLORED ELEVATIONS		
91306	A001	PROJECT INFORMATION		
	A001.1	VCA INFORMATION SHEET		
	A002	SITE PHOTOS AERIAL VIEWS		
	A003	SITE PHOTOS		
	A004	BUILDING DEPARTMENT NOTES AND ABBREVIATIONS		
	A005	FAR DIAGRAMS		
OOD BOULEVARD Z	A005.1	RPA FAR DIAGRAMS		
HCF	A006	BUILDING AREA DIAGRAMS		<u> </u>
ILAN AN	A007	OPEN SPACE DIAGRAMS		
DAV	A008	BICYCLE RACK SPECS		_
	A009	GRANT DEED		<u> </u>
	A009.1	GRANT DEED		-
	A010			-
RAN	D100			<u> </u>
	A100	ENTITLEMENT SITE PLAN/PLOT PLAN		-
	A101			-
-7022 SUNSET BOULEVARD	A102			 -
	A104			-
	A104			-
	A106			 -
	A107	SIXTH FLOOR PLAN		 ┢
	A108	SEVENTH FLOOR PLAN		\vdash
↓ ↓ ↓ ↓ ↓	A109	ROOF PLAN		 \vdash
	A200	EXTERIOR ELEVATIONS		 \vdash
BACK	A201	EXTERIOR ELEVATIONS		-
	A202	EXTERIOR ELEVATIONS		 \vdash
	A203	EXTERIOR ELEVATIONS		
	A300	SECTIONS		
	A301	SECTIONS		
	A500	ENLARGED UNIT PLANS		
	A501	ENLARGED UNIT PLANS		
OPE	A502	ENLARGED UNIT PLANS		
	A700	DOOR SCHEDULE		
	A701	WINDOW SCHEDULE		
2	LANDSCAP	PE		
E	L1.0	LANDSCAPE PLAN 1ST LEVEL		
-	L1.1	LANDSCAPE PLAN 2ND LEVEL		
(1)	L1.2	LANDSCAPE PLAN 3RD LEVEL		
	L1.3	LANDSCAPE PLAN ROOF		
	L		I	 <u> </u>

DATE	
DATE	
DATE	
5/7/24	
5/7/24	
8/29/24	S
12/17/24	\leq
DECEMBEN 17, 2024	ISSUE
	S/1/24 5/7/24 8/29/24 12/17/24

CLIENT: SYCAMORE CORNER LLC 6671 SUNSET BOULEVARD, SUITE 1575 LOS ANGELES, CA 90028

newmark architecture

www.newmark-architecture.com t: 310.980.4401

PROFESSIONAL STAMP:

BUILDING AREA (NON-PARKING)

BUILDING AREA (NON-	PARKING)							
BUILDING	FLOOR LEVEL		SF/AREA					
RETAIL	GROUND FLOOR		2,475	SF				
RETAIL	SECOND FLOOR	SECOND FLOOR 400						
TOTAL RETAIL:	TOTAL RETAIL:							
RESIDENTIAL	PARKING LEVEL 1		240	SF				
RESIDENTIAL	GROUND FLOOR		9,735	SF				
RESIDENTIAL	SECOND FLOOR		16,565	SF				
RESIDENTIAL	THIRD FLOOR		12,400	SF				
RESIDENTIAL	FOURTH FLOOR	FOURTH FLOOR 17						
RESIDENTIAL	FIFTH FLOOR		12,400	SF				
RESIDENTIAL	SIXTH FLOOR		12,400	SF				
RESIDENTIAL	SEVENTH FLOOR		12,400	SF				
RESIDENTIAL	ROOF		250	SF				
TOTAL RESIDENTIAL:			88,790	SF				
TOTAL NON-PARKING BUILDING AREA: 91,665 SF								
NON-PARKING AREA RA	TIOS:							
RETAIL:	2,875	SF/	91,665	3.14%				
RESIDENTIAL:	88,790	SF/	91,665	96.86%				

BUILDING AREA (PARKING)

BUILDING	FLOOR LEVEL	SF/AREA								
RETAIL	PARKING LEVEL 1	-	SF							
RETAIL	GROUND FLOOR 1,310 SF									
TOTAL RETAIL:	1,310	SF								
RESIDENTIAL	PARKING LEVEL 1	21,520	SF							
RESIDENTIAL	GROUND FLOOR	5,510	SF							
TOTAL RESIDENTIAL	27,030	SF								
TOTAL PARKING BUIL	DING AREA:	28,340	SF							
NON-PARKING AREA R	ATIOS:									
RETAIL:	1,310 SF	28,340	4.62%							
RESIDENTIAL:	27,030 SF	28,340	95.38%							
BUILDING AR	BUILDING AREA (RATIOS)									
BUILDING AREA TOTAL: 120.005 SF=										

RETAIL:	4,185 SF/	120,005 SF=	3%
RESIDENTIAL:	115,820 SF/	120,005 SF=	97%

BUILDABLE AREA CALCULATIONS

PER A001:		
MAXIMUM PERMITTED FLOOR AREA	106,380	SF
PROPOSED AREA:	91,665	SF
PROPOSED FAR:	3.71:1	
PROPOSED FAR		

ZONING: PROPOSED) FAR: GENERAL PL	AN				
FLOOR LEVEL	C4-2D-SN: FAR	(2 LOTS) S	F/AREA	RD1.5-1XL : FA	R (2 LOTS)	SF/AREA
GROUND FLOOR	RETAIL	2,475	SF	RETAIL	-	SF
SECOND FLOOR	RETAIL	400	SF	RETAIL	-	SF
TOTAL RETAIL SF:		2,875	SF		-	SF
P1 PARKING	RESIDENTIAL	240	SF	RESIDENTIAL	-	SF
GROUND FLOOR	RESIDENTIAL	2,975	SF	RESIDENTIAL	6,760	SF
SECOND FLOOR	RESIDENTIAL	10,325	SF	RESIDENTIAL	6,240	SF
THIRD FLOOR	RESIDENTIAL	12,400	SF	RESIDENTIAL	-	SF
FOURTH FLOOR	RESIDENTIAL	12,400	SF	RESIDENTIAL	-	SF
FIFTH FLOOR	RESIDENTIAL	12,400	SF	RESIDENTIAL	-	SF
SIXTH FLOOR	RESIDENTIAL	12,400	SF	RESIDENTIAL	-	SF
SEVENTH FLOOR	RESIDENTIAL	12,400	SF	RESIDENTIAL	-	SF
ROOF	RESIDENTIAL	250	SF	RESIDENTIAL	-	SF
TOTAL RESIDENTIA	L SF:	75,790	SF		13,000	SF
SUB-TOTAL:		78,665	SF		13,000	SF

TOTAL FAR SF: C4-2D-SN + RD1.5= 91,665 SF

PROPOSED RPA FAR

						1 4 1				
ZUNING: RPA DE	REGIONA									
FLOOR LEVEL	C4-2D-SN	: FAR	(2 LC	DTS)			RD1.5-12 (1 LOT)	KL	TOTAL	:
GROUND FLOOR	RETAIL			2	,475	SF		SF	2,475	SF
SECOND FLOOR	RETAIL				400	SF		SF	400	SF
TOTAL RETAIL S	F:			2	,875	SF		SF	2,875	SF
			_							
P1 PARKING	RESIDENT	IAL	_		240	SF	-	SF	240	SF
GROUND FLOOR	RESIDENT	_	2	<u>,975</u>	SF	3,805	SF	6,780	SF	
SECOND FLOOR		_	10	,325	SE	3,285	SE	13,610	SF	
	RESIDENT	RESIDENTIAL			<u>,400</u> 400	SF		SF	12,400	SF
FIFTH FLOOR	RESIDENT	RESIDENTIAL			.400	SF		SF	12,400	SF
SIXTH FLOOR	RESIDENT	IAL		12	,400	SF		SF	12,400	SF
SEVENTH FLOOR	RESIDENT	IAL		12	,400	SF		SF	12,400	SF
ROOF	RESIDENT	IAL			250	SF		SF	250	SF
TOTAL RESIDEN	TIAL SF:			75	,790	SF	7,090	SF	82,880	SF
SUB-TOTAL	1		Т	78	665	1	7 090		85 755	
LOW MEDIUM		ENTI					1,050			10.
RD1.5-1XL : FA	AR (1 LO	T) SI	-/AF	REA	1					
RETAIL	-	Ś	F		1					
RETAIL	-	S	F							
		S	F							
			-							
RESIDENTIAL	-	s	F							
RESIDENTIAL	2.9	55 S	F							
RESIDENTIAL	2.9	55 S	F							
RESIDENTIAL	-	S	F							
RESIDENTIAL	-	S	F							
RESIDENTIAL	-	S	F							
RESIDENTIAL		5	F							
RESIDENTIAL		5	F							
RESIDENTIAL		5	F							
RESIDENTIAL	59	10 5	F		1					
	,,,,	10 5	•							
SUB-TOTAL:	5.9	10	SF							
	ESIDENTI/									
	TOTALSF:		-	SF						
PROPO	SED FAR:	1.	73:1	(5,	910 S	F/3	.426 SF =	1.73		
UN	TCOUNT:		8	DL	J					
REGIONALCENT	ER(C4(2L	OTS) +	RD1	.5(1	LOT)	:				
	TOTALSF:		-	SF						
PROPO	DSED FAR:	4.	03:1	(85	5,755	SF/2	21,300 SF	=4.0	03)	
UNITCOUNT:				DL	J				· · · ·	

		στι γ ΑΝΑ	171212				
DENSITY ANALYSIS REDEVELOPM zonii	ENT PLAN AF	REA LAND USE DESIGNATIO	ON: SF BASE DENSIT Y LAMC BY RIGHT LU DENSITY B ^A	TY ase densi	TY ALLOWABI	E DENSITY WITH 35% DB	10%VLI
REGIONAL COMMER REGIONAL COMMER LOW MEDIUM II RESIDENTIA	CIAL / C4 CIAL / RD1.5 AL/ RD1.5 TOTAL:	16,870.60 1DU/200 SF 6,024.65 1DU/200 SF 6,024.65 1DU/1500 SF 28,919.90	= 84 = 30 SF 4 118	85 31 5 121	84.3 = 3 30.1 = 4.0 MAX ALLOW	85*1.35 = 114.7 = 31*1.35 = 41.8 = 1 = 5*1.35 = 6.7 = /ABLE DENSITY =	115 8.5 42 3.1 7 0.5 164 12
PROPOSED DE SF REFLECTS THE ENTIRE LOT SF PEI	E NSITY (INCL R ZIMAS-SEE LEG	UDES 1 MANAGER'S UNIT) GAL DESCRIPTION				112 D	DU
ZONING: I	RPA AREA		CULAT	ΊΟ	N		
RPA FAR CALCULAT REDEVELOPMENT PLAN	AREA REG			_4	2 LOTS	TOTALS:	SF
LAND USE DESIGNA	TION REG	IONAL COMMERCIAL / MEDIUM II RESIDEN	F ITIAL F	RD1.5 RD1.5	1 LOT 1 LOT	4895	८ इ. इ.
TOTAL BUILDABLE A	AREA REG	IONAL COM MERCI	AL:		4 LOTS	24,726 UM II RESIDEN	SF
BASE ALLOWABLE BASE BUILDABLE A MAXIMUM PERMI	FAR: 4.5: REA: 16,4	1 105SF(C4) + 4895SF(RD1.5)= 21,300) SF	3:1 3,426 SF		
FLOOR A PROPOSED FL ARFA	AREA 95,8 OOR 85,7	755 SF (4.03:1 FAR)			10,278 SF 5,910 SF (1	106,128 .73:1 FAR)	3
TOTAL PROPOSED AI TOTAL: PROPOSED	REA: 91,6 FAR: 3.71	665 SF (91,665 SF/24,726	SF= 3.71:1 FAR	१)			
ZONING: `	YARI	O SETBAC	CKS				
YARD SETBACKS	KEQUIREI	C4-2D-SN C4-2D-SN D: NONE		(LAN RD (NA	ис: SECTION 12.0 1 .5-1XL) 15'	99.1)	
	SIDE YARI	LOWEST RESIDENT	AL USE ON	5'+	1'FOR EACH		
R		5' + 1' FOR EACH S 2ND, 16' MAX.** D: NA	IURY OVER	STC 2NI 15'	νκΥ OVER D, 16' MAX.		
EXCEPTION PER LAMC SECTION OTS IN THE CR, C1, C1.5, C2, C4 XCLUSIVELY FOR RESIDENTIAL	I 12.22-A18(c) 4 AND C5 ZOI USES, ABUT A	(3): "NO YARD REQUIREMEN NES USED FOR COMBINED C STREET, PRIVATE STREET O	TS SHALL APPLY TO ⁻ OMMERCIAL AND RE R ALLY, AND THE FIR	THE RES	IDENTIAL PORTIO IAL USES, IF SUCH DR OF SUCH BUIL	NS OF BUILDINGS LO H PORTIONS ARE US DINGS AT GROUND	DCATED ON ED LEVEL IS
*(2'-6" STREET DEDICATION AT	SYCAMORE A	VENUE PER BOE PCRF 20230)0137)	IIVUS.			
ZONING: I	BUILI	DING HEI	GHT				
BUILDIN	NG HEIGH	T C4-2D-SN		RD	I.5-1XL		
BASE HEIGH HEIGHT BUILDING STORIF	T ALLOWEE PROPOSEE S ALLOWEF	D: UNLIMITED D: 86'-6" * D: UNLIMITED		30'- 28'- 2 ST	0" 10" FORIES		
BUILDING STORIES HEIGHT PROPOSED AS	PROPOSE	D: 7 STORIES D FROM THE LOWEST	GRADE WITHIN	2 S 5' OF	FORIES THE ENTIRE B	UILDING'S PERI	METER
PARKINC	SUM	MARY					
PARKING	SUM	MARY	C :				
PARKING AUTOMOBILE PARKI REQUIRED RESIDEN AMC: SECTION 12.21(FOR DWELLING UNITS	SUM NG TIAL AUT 4(a)) GENE	MARY OMOBILE PARKIN TRAL PROVISIONS-OF	G: F STREET PARKI	NG			
PARKING AUTOMOBILE PARKIN REQUIRED RESIDEN AMC: SECTION 12.21(A FOR DWELLING UNITS REQUIRED STALLS PER NUMBER OF UNITS	SUM NG TIAL AUT 4(a)) GENE R UNIT:	OMOBILE PARKIN RAL PROVISIONS-OF	G: F STREET PARKI	NG	S	STALLS	
PARKING AUTOMOBILE PARKIN REQUIRED RESIDEN AMC: SECTION 12.21(A FOR DWELLING UNITS REQUIRED STALLS PER NUMBER OF UNITS STUDIO: BEDROOM:	SUM NG TIAL AUT 4(a)) GENE R UNIT: 42 1 S 61 1 S 9 1.5	MARY OMOBILE PARKIN RAL PROVISIONS-OF SPACE < 3 HABITAB SPACE < 3 HABITAB SPACE = 3 HABITA	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS	NG	S	STALLS 42 STALLS 61 STALLS 13 STALLS	
PARKING	SUM NG TIAL AUT 4(a)) GENE R UNIT: 42 1 S 61 1 S 9 1.5	MARY OMOBILE PARKIN RAL PROVISIONS-OF SPACE < 3 HABITAB SPACE < 3 HABITAB SPACE = 3 HABITAB SPACE = 3 HABITAB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS	NG	S	STALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS	
PARKING	SUM NG TIAL AUT 4(a)) GENE R UNIT: 42 1 S 61 1 S 9 1.5 AL AUTOM	MARY OMOBILE PARKIN COMOBILE PARKING: COMOBILE PARKING:	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS	NG	S	STALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS	
PARKING	SUM NG TIAL AUT 4(a)) GENE AUNIT: 42 1 S 61 1 S 9 1.5 AL AUTOM CIAL AUTOM	MARY OMOBILE PARKIN RAL PROVISIONS-OF AL AL PROVISIONS-OF AL AL PROVISIONS-OF AL AL AL AL AL AL AL AL A	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS IG:	NG		5TALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS 500 SF	
PARKING AUTOMOBILE PARKI REQUIRED RESIDENT AMC: SECTION 12.21(COR DWELLING UNITS REQUIRED STALLS PER NUMBER OF UNITS STUDIO: BEDROOM: BEDROOM: BEDROOM: BEDROOM: REQUIRED RESIDENTIA	SUM NG TIAL AUT 4(a)) GENE AL AUTON CIAL AUT	OMOBILE PARKIN OMOBILE PARKIN ERAL PROVISIONS-OF SPACE < 3 HABITAB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS ABLE ROOMS IG: 2,875 S	NG	1 STALL/5 500= WOOD/HICH	5TALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS 500 SF 5 STALLS 11AND MFTRO	> > > > > > > > > > > > > > > > > > >
PARKING AUTOMOBILE PARKIN REQUIRED RESIDENT AMC: SECTION 12.21(OR DWELLING UNITS REQUIRED STALLS PER NUMBER OF UNITS STUDIO: BEDROOM: BEDROOM: BEDROOM: REQUIRED RESIDENTIA REQUIRED COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF REQUIRED PER AB2097 BECAUSE SUBWAY STATION, A REQUIRED.	SUM NG TIAL AUT 4(a)) GENE (A)	MARY OMOBILE PARKIN RAL PROVISIONS-OF SPACE < 3 HABITAB SPACE < 3 HABITAB SPACE = 1 ABITAB SPACE = 1 ABI	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS LES OF THE HO SITE MAY PRO	NG	1 STALL/5 500= WOOD/HIGH FEWER PAR	STALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS 500 SF 5 STALLS ILAND METRC KING SPACES	D B LINE THAN
PARKING AUTOMOBILE PARKIN REQUIRED RESIDENT AMC: SECTION 12.21(OR DWELLING UNITS REQUIRED STALLS PER NUMBER OF UNITS STUDIO: BEDROOM: BEDROOM: REQUIRED RESIDENTIA REQUIRED RESIDENTIA REQUIRED COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF REQUIRED SUBWAY STATION, A REQUIRED. REQUIRED. REQUIRED. COMMERCIAL AUTMON COMMERCIAL AUTMON	SUM NG TIAL AUT 4(a)) GENE (AUNIT: 42 1 S 61 1 S 9 1.5 AL AUTON CIAL AUTON CIAL AUTON UIRED: E THE SITI MAJOR TH DMOBILE	OMOBILE PARKIN OMOBILE PARKIN RAL PROVISIONS-OF SPACE < 3 HABITAB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS LES OF THE HO SITE MAY PRO TIONS COMPACT 0	NG	1 STALL/5 500= WOOD/HIGH FEWER PAR STANDARI 3	STALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS 500 SF 5 STALLS ILAND METRO KING SPACES D TO	D B LINE THAN TAL 4
PARKING AUTOMOBILE PARKING AUTOMOBILE PARKIN REQUIRED RESIDENT AMC: SECTION 12.21(COR DWELLING UNITS REQUIRED STALLS PER NUMBER OF UNITS STUDIO: BEDROOM: B	SUM NG TIAL AUT 4(a)) GENE (A UNIT: (A2 1 S (A UNIT: (A2 1 S (A UNIT: (A2 1 S (A UNIT: (A UNI	OMOBILE PARKIN OMOBILE PARKIN ERAL PROVISIONS-OF SPACE < 3 HABITAB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS COMPACT 0 0	NG SF/ OLLYV DVIDE	1 STALL/5 500= WOOD/HIGH FEWER PAR STANDARI 3 41 41 44	STALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS 500 SF 5 STALLS ILAND METRC KING SPACES D TO 4 4 4 4	D B LINE THAN TAL 4 3 .7
PARKING AUTOMOBILE PARKING REQUIRED RESIDENT AMC: SECTION 12.21(FOR DWELLING UNITS REQUIRED STALLS PER NUMBER OF UNITS STUDIO: BEDROOM: BEDROOM: BEDROOM: BEDROOM: BEDROOM: REQUIRED RESIDENTIA REQUIRED RESIDENTIA COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF REQUIRED BUBWAY STATION, A REQUIRED. REQUIRED. BOUND FLOOR: PARKING LEVEL 1: FOTAL: NON-RESIDENTIAL AUTMO	SUM NG TIAL AUT (a)) GENE (A) 1 S (b) 1 S (c)	OMOBILE PARKIN COMOBILE PARKIN ERAL PROVISIONS-OF SPACE < 3 HABITAB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS COMPACT 0 0 LATIONS: COMPACT		1 STALL/S 500= WOOD/HIGH FEWER PAR STANDARI 3 41 44 STANDARI	STALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS 500 SF 5 STALLS 116 STALLS 117 STALS 117	D B LINE THAN TAL 4 3 7
PARKING STATION, A REQUIRED RESIDENTIA REQUIRED STALLS PER NUMBER OF UNITS STUDIO: 1 BEDROOM: 2 BEDROOM: REQUIRED RESIDENTIA REQUIRED RESIDENTIA REQUIRED RESIDENTIA *LAMC COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF REQU *PER AB2097 BECAUSE SUBWAY STATION, A REQUIRED. RESIDENTIAL AUTMO LEVEL: GROUND FLOOR: PARKING LEVEL 1: TOTAL:	SUM NG TIAL AUT 4(a)) GENE (A UNIT: (A2 1 S (A UNIT: (A UNIT	OMOBILE PARKIN OMOBILE PARKIN RAL PROVISIONS-OF SPACE < 3 HABITAB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS AB	NG SF/ OLLYV OVIDE	1 STALL/5 500= WOOD/HIGH FEWER PAR STANDARI 3 41 41 44	STALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS 500 SF 5 STALLS ILAND METRC KING SPACES D TO 4 4 4 4	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
PARKING AUTOMOBILE PARKING AUTOMOBILE PARKIN REQUIRED RESIDENT AMC: SECTION 12.21(OR DWELLING UNITS REQUIRED STALLS PER NUMBER OF UNITS STUDIO: BEDROOM: BEDROOM: BEDROOM: BEDROOM: BEDROOM: REQUIRED RESIDENTIA COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF REQU PER AB2097 BECAUSE SUBWAY STATION, A REQUIRED. EVEL: SROUND FLOOR: ARKING LEVEL 1: COTAL: COTAL:	SUM NG TIAL AUT (a)) GENE (A) (a)) GENE (A) (a)) GENE (A) (a	OMOBILE PARKIN COMOBILE PARKIN RAL PROVISIONS-OF SPACE < 3 HABITAB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS COMPACT 0 COMPACT 0 8 8 8	NG SF/ OLLYV OVIDE	1 STALL/5 500= WOOD/HIGH FEWER PAR STANDARI 3 41 44 STANDARI 4 0 4	STALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS 116 STALLS 116 STALLS 117 STALLS 117 STALLS 117 STALLS 118 STALS 118 STALLS 118 STALLS 118 STAL	D B LINE THAN TAL 4 3 7 TAL 5 8 3
PARKING EVEL 1: AUTOMOBILE PARKIN REQUIRED RESIDENTIAL AUTMO AMC: SECTION 12.21(OR DWELLING UNITS REQUIRED STALLS PER JUMBER OF UNITS TUDIO: BEDROOM: BEDROO	SUM NG TIAL AUT (a)) GENE (A) 1 S (b) 1 S (c)	OMOBILE PARKIN COMOBILE PARKIN ERAL PROVISIONS-OF SPACE < 3 HABITAB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS COMPACT 0 0 10 0 10 10 10 10 10 10 1	NG NG SF/ OLLYV DVIDE	STANDARI 3 41 44 0 4 4 0 4	STALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS 500 SF 5 STALLS 116 STALLS 117 500 SF 5 STALLS 117 500 SF	D B LINE THAN TAL 4 3 7 TAL 5 8 3
PARKING AMERCIAL SF / NON-RESIDENTIAL AUTOMOBILE PARKING LEVEL ISTOLORIES IN THE STATE STA	SUM NG TIAL AUT (a)) GENE (A) (a)) GENE (A) (a)) GENE (A) (a)) GENE (A) (a	OMOBILE PARKIN COMOBILE PARKIN CRAL PROVISIONS-OF CRAL PROVISIONS-OF SPACE < 3 HABITAB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS AB	NG	1 STALL/5 500= NOOD/HIGH FEWER PAR STANDARI 3 41 44 STANDARI 4 0 4	STALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS 500 SF 5 STALLS 116 STALLS 117 500 SF 5 STALS 117 500 SF 5	D B LINE THAN TAL 4 3 7 TAL 5 8 3
PARKING AUTOMOBILE PARKIN REQUIRED RESIDENTIAL AMC: SECTION 12.21(OR DWELLING UNITS REQUIRED STALLS PER- NUMBER OF UNITS STUDIO: BEDROOM: BEDROOM: BEDROOM: BEDROOM: BEDROOM: BEDROOM: REQUIRED RESIDENTIAL REQUIRED COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF REQUIRED SUBWAY STATION, A REQUIRED. REQUIRED. RESIDENTIAL AUTMON EVEL: GROUND FLOOR: PARKING LEVEL 1: TOTAL: NON-RESIDENTIAL AUTMON EVEL: GROUND FLOOR: PARKING LEVEL 1: TOTAL: BICYCLE PARKING REQUIRED RESIDENTIAL BICYCLE PARKING REQUIRED RESIDENTIAL AUTHON STATION (STATION) AUTHON STATION (STATION) AUTHON STATION (STATION) AUTHON STATION (STATION) AUTHON STATION (STATION) BEDROUND FLOOR: PARKING LEVEL 1: TOTAL: BICYCLE PARKING REQUIRED RESIDENTIAL AUTHON STATION (STATION) AUTHON STATION (STATION) AUTHO	SUM NG TIAL AUT 4(a)) GENE AL AUTON CIAL AUTON CIAL AUTON CIAL AUTON CIAL SIDEN UIRED: THE SITI MAJOR TH DMOBILE CMOBILE	OMOBILE PARKIN COMOBILE PARKIN ERAL PROVISIONS-OF SPACE < 3 HABITAB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS AB		1 STALL/5 500= WOOD/HIGH FEWER PAR STANDARI 3 41 44 0 44 0 4	STALLS 42 STALLS 61 STALLS 13 STALLS 500 SF 5 STALLS 116 STALLS 116 STALLS 117 STALLS 117 STALLS 118 SPACES 11	D B LINE THAN TAL 4 3 .7 TAL 5 8 3
PARKING AUTOMOBILE PARKIN REQUIRED RESIDENTIAL AMC: SECTION 12.21(OR DWELLING UNITS REQUIRED STALLS PER- UMBER OF UNITS STUDIO: BEDROOM:	SUM NG TIAL AUT 4(a)) GENE AL AUTON CIAL AUTON CIAL AUTON CIAL AUTON CIAL SIDEN UIRED: THE SITH MAJOR TH DMOBILE CIAL BICYCL TABLE 12.21) SH 1 PFR10 10	OMOBILE PARKIN COMOBILE PARKIN RAL PROVISIONS-OF SPACE < 3 HABITAB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS COMPACT 0 0 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1		STANDARI 3 41 44 0 4 3 41 44 0 4 4 0 4	3TALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS 500 SF 5 STALLS ILAND METRC KING SPACES D TO 4 4 4 4 4 4 1 ILAND 0 TO 2 TO 4 4 4 4 4 4 5 TO 2 TO	DENTIAL
PARKING EVEL 1: AUTOMOBILE PARKING EQUIRED RESIDENTIAL AMC: SECTION 12.21(A OR DWELLING UNITS REQUIRED STALLS PER NUMBER OF UNITS STUDIO: BEDROOM:	SUM NG TIAL AUT (a)) GENE (A) (a)) GENE (A) (a)) GENE (A) (a	OMOBILE PARKIN COMOBILE PARKIN RAL PROVISIONS-OF SPACE < 3 HABITAB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS COMPACT 0 COMPACT 0 0 1 PER UNI 25 UNITS/ 1 PER 1.5 UI	NG NG SF/ OLLYV OVIDE SF/ OLLYV VIDE I I I I I I I I I I I I I	1 STALL/5 500= 0 NOOD/HIGH 1 FEWER PAR 1 STANDARI 3 41 44 0 4 25 STALLS	5TALLS 42 STALLS 61 STALLS 116 STALLS 116 STALLS 500 SF 5 STALLS 116 STALLS 117 STALLS 118 STALLS 119 STALLS 110 STALLS 111 STALS 111	DENTIAL
PARKING AUTOMOBILE PARKING REQUIRED RESIDENTIAL AUTOGON DECLOR STALLS PER AMC: SECTION 12.21(GOR DWELLING UNITS REQUIRED STALLS PER NUMBER OF UNITS STUDIO: BEDROOM: BEDROOM: BEDROOM: BEDROOM: BEDROOM: COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF/NON COMMERCIAL SF REQUIRED BEDROOR: CARKING LEVEL 1: FOTAL: COTAL:	SUM NG TIAL AUT (a)) GENE (A) (a)) GENE (A) (a)) GENE (A) (a)) GENE (A) (a) (a) (a) (a) (a) (a) (a) (a) (a) (a	OMOBILE PARKIN COMOBILE PARKIN ERAL PROVISIONS-OF SPACE < 3 HABITAB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS COMPACT 0 COMPACT 0 1 PER UNI 25 UNITS/1 1 PER UNI 25 UNITS/1 1 PER 2 UNI 12 UNITS/	NG NG SF/ OLLYV OVIDE SF/ OLLYV OVIDE ITS: '.5= ITS: '2=	I STALL/S 1 STANDARI 3 41 3 41 3 41 44 0 3 41 44 0 50 STALLS 50 STALLS 50 STALLS 6 STALLS	5TALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS 500 SF 5 STALLS 116 STALLS 117 STALLS 118 STALLS 119 STALLS 110 STALLS 1116 STALLS 1116 STALLS 1116 STALLS 1116 STALLS 1116 STALLS 1116 STALLS 1117 STALLS 118 STALLS 119 STALLS 110 STALLS 1116 STALLS 1117 STALLS 118 STALLS 119 STALLS 1110 STALLS 1111 STALLS 1118 STALLS 119 STALS 1110 STALS 1111 STALS 1111 STALS 1111 STALS	DENTIAL DENTIAL
PARKING AUTOMOBILE PARKIN AUTOMOBILE PARKIN AUTOMOBILE PARKIN AUTOMOBILE PARKIN AUTOMOBILE PARKIN AUTOMOBILE PARKIN AUTOMOBILE PARKING EQUIRED STALLS PER NUMBER OF UNITS STUDIO: BEDROOM	SUM NG TIAL AUT (a)) GENE (A) (a)) GENE (A) (a)) GENE (A) (a	MARY OMOBILE PARKIN COMOBILE PARKIN CRAL PROVISIONS-OF COMOBILE PARKING COMOBILE PARKING: COMOBILE PAR	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS 2,875 S LES OF THE HO SITE MAY PRO 2,875 S LES OF THE HO SITE MAY PRO TONS COMPACT 0 0 1 PER UNI 2 UNITS/ 1 PER 1.5 UN 75 UNITS/1 1 PER 2 UN 12 UNITS/ 1 PER 2 UN 12 UNITS/	NG NG SF/ OLLYV OVIDE SF/ OLLYV OVIDE I I I I I I I I I I I I I	STANDARI 3 41 3 41 3 41 3 41 3 41 3 41 3 41 3 41 3 41 3 41 3 41 3 41 3 41 3 41 3 41 3 41 3 41 43	3TALLS 42 STALLS 61 STALLS 13 STALLS 116 STALLS 500 SF 5 STALLS 116 STALLS 117 STALLS 118 STALLS 119 STALLS 110 STALLS 111 STALS 111	DENTIAL 5 5 5 5 5 5 5 5 5 5 5 5 5
PARKING AUTOMOBILE PARKIN AUTOMOBILE PARKIN AUTOMOBILE PARKIN AUTOMOBILE PARKIN AUTOMOBILE PARKING COR DWELLING UNITS AUTOLO AUTOR DESIDENTIAL AUTOR DESIDEN	SUM NG TIAL AUT (a)) GENE (a) OENE (a) OENE (a) OENE (a) OENE (a) OENE (a) OENE (a) OENE (b) OENE (c) OENE	MARY OMOBILE PARKIN COMOBILE PARKIN CRAL PROVISIONS-OF CRACE < 3 HABITAB COMOBILE PARKING: COMOBILE PA	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS COMPACT 0 10NS COMPACT 0 10NS COMPACT 0 8 8 8 10 1 PER UNI 25 UNITS/1 1 PER 1.5 UNI 75 UNITS/1 1 PER 2 UNI 12 UNITS/1 1 PER 2 UNI 1 PER	NG SF/ OLLYV OVIDE SF/ OLLYV VIDE I I I I I I I I I I I I I	I STALL/S 1 STANDARI 3 41 44 3 STANDARI 3 41 44 3 41 44 0 50 STALLS 50 STALLS 6 STALLS 81 STALLS	3TALLS 42 STALLS 61 STALLS 116 STALLS 116 STALLS 116 STALLS 116 STALLS 117 STALLS 118 STALLS 119 STALLS 110 STALLS 111 STALS 111 STALS 111 STALLS 111 STALLS 111 STALS 111 <td>DENTIAL 5 5 5 5 5 5 5 5 5 5 5 5 5</td>	DENTIAL 5 5 5 5 5 5 5 5 5 5 5 5 5
PARKING AUTOMOBILE PARKIN EQUIRED RESIDENTIAL AMC: SECTION 12.21(COR DWELLING UNITS EQUIRED STALLS PER NUMBER OF UNITS STUDIO: BEDROOM: BEDROOM: BEDROOM: BEDROOM: BEDROOM: BEDROOM: BEQUIRED RESIDENTIAL COMMERCIAL SF/NON COMMERCIAL SF/NON COMM	SUM NG TIAL AUT (a)) GENE (A) (a)) GENE (A) (a)) GENE (A) (a	OMOBILE PARKIN COMOBILE PARKIN RAL PROVISIONS-OF SPACE < 3 HABITAB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS AB	NG NG NG SF/ OLLYV OVIDE SF/ OLLYV OVIDE ITS: '.5= ITS: '2= NG TE OSF'	I STALL/5 500= NOOD/HIGH FEWER PAR STANDARI 3 41 44 0 4 0 4 50 STALLS 6 81 STALL 81 STALL	5TALLS 42 513 513 116 STALLS 116 500 500 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 6 7 <	
PARKING PARKING AUTOMOBILE PARKIN REQUIRED RESIDENTIAL LAMC: SECTION 12.21(4 FOR DWELLING UNITS REQUIRED STALLS PER NUMBER OF UNITS STUDIO: 1 BEDROOM: 2	SUM NG TIAL AUT (a)) GENE (a) (a)) GENE (a) (a)) GENE (a) (a) (a) (a) (a) (a) (a) (a) (a) (a)	MARY OMOBILE PARKIN RAL PROVISIONS-OF CAL PROVIS	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS COMPACT 0 2,875 S LES OF THE HO SITE MAY PRO TIONS COMPACT 0 0 1 PER 1.5 UN 75 UNITS/1 1 PER 1.5 UN 75 UNITS/1 1 PER 2 UN 12 UNITS/ 1 PER 2,000 2 STALLS MIN 2875/200	NG NG NG NG NG NG NG NG NG NG	I STALL/S 1 STALL/S 500= WOOD/HIGH FEWER PAR STANDARI 3 41 44 0 41 44 0 41 41 44 0 41 44 0 41 44 0 41 44 0 41 44 0 41 41 44 0 41 41 41 42 50 STALLS 6 STALLS 81 STALL 81 STALL	5TALLS 42 STALLS 61 STALLS 116 STALLS 116 STALLS 500 SF 5 STALLS 116 STALLS 117 STALLS 118 STALLS 119 STALLS 110 STALLS 1116 STALLS 1117 STALLS 118 STALLS 119 STALLS 110 STALLS 111 STALLS 111 STALLS 111 STALLS 111 STALLS 111 STALLS 111 STALS 111	
PARKING EVEL 1: TOTAL: PARKING LEVEL 1: TOTAL REQUIRED COMMERCIAL SF REQUIRED STUDIO: 1 BEDROOM: 2 BEDROOM: 2 BEDROOM: 2 BEDROOM: 2 BEDROOM: 2 BEDROOM: 3 BEDROOM: 4 BEDROOM: 4 BEQUIRED RESIDENTIA 8 REQUIRED COMMERCIAL SF REQUIRED 8 PER AB2097 BECAUSE 8 SUBWAY STATION, A I 8 REQUIRED. 8 REQUIRED. 8 REQUIRED. 8 REQUIRED. 8 REQUIRED. 9 ARKING LEVEL 1: 100-200 UNITS: 1-25 UNITS: 100-200 UNI	SUM NG TIAL AUT (a)) GENE (a) (a)) GENE (a) (a) (a) (a) (a) (a) (a) (a) (a) (a)	MARY OMOBILE PARKIN ERAL PROVISIONS-OF ERAL PROVISIONS-OF ENDACE < 3 HABITAB ENDACE < 3 HABITAB ENDACE < 3 HABITAB ENDACE = 3 HABIT ENDERING ENDERING PARKING: FOMOBILE PARKING: FOMOB	G: F STREET PARKI LE ROOMS LE ROOMS ABLE ROOMS ABLE ROOMS ABLE ROOMS COMPACT 0 COMPACT 0 10NS COMPACT 0 10NS COMPACT 0 8 8 8 8 10NS COMPACT 0 1 PER 1.5 UN 1 PER 2 UN 12 UNITS/ 1 PER 2 UN 1 PE	NG NG SF/ OLLYV OVIDE SF/ OLLYV OVIDE ITS: '.5= ITS: '2= NG TE OSF: IIMUM 0=	1 STALL/5 500= NOOD/HIGH FEWER PAR STANDARI 3 41 44 0 4 0 4 0 4 0 41 44 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 1 2 STALL 81 STALL 81 STALL 2 STALL	STALLS 42 STALLS 61 STALLS 61 STALLS 116 STALLS 116 STALLS 116 STALLS 116 STALLS 117 STALLS 118 STALLS 119 STALLS 110 STALLS 111 STALS 111	S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S S MERCIAL S S S S S

LDI	NG	DEP	ARTME	NT IN	FOR	MAT	ION	P	ROJE		NFOR	MATI	NC			
CABLE C	CODES:	2020 2020 2020 2019 2019 2019 2019 2019	LOS ANGELES LOS ANGELES CALIFORNIA CALIFORNIA CALIFORNIA CALIFORNIA LOS ANGELES	5 BUILDING 5 GREEN BUI 5 RESIDENTI 8UILDING C PLUMBING (ELECTRICAL MECHANICA 5 FIRE CODE	CODE LDING C AL CODE ODE CODE CODE CODE AL CODE	CODE E		PR 70 14 PR TH CC BU GA AF	PROJECT ADDRESS: 7014-7022 SUNSET BOULEVARD, LOS ANGELES, CA 90028 1438-1444 N SYCAMORE AVE, LOS ANGELES, CA 90028 PROJECT DESCRIPTION: THE APPLICATION PROPOSES DEMOLISHING THE (2) EXISTING COMMERCIAL BUILDINGS AND CONSTRUCT A NEW 7-STORY BUILDING OVER ONE LEVEL OF SUBTERRANEAN PARKING GARAGE, MIXED USE BUILDING PROVIDING 112 RESIDENTIAL APARTMENT UNITS, INCLUSIVE OF 12 VLI UNITS AND							
OCCUP	ANCY:	R-2 A-3 S-2	R / P	ESIDENTIAL SSEMBLY ARKING GA	RAGE			1 1 60 RE	MANAGEF ONSITE CREATIO	PARKING STALLS AND SUPPORTING RESIDENTIAL N AREAS.						
ONSTRU	CTION TYPE:	S-2, R-2, A-3: TYPE 1-A R-2, A-3: TYPE III-A			LEGAL D	DESCRIPTIONS:	APN	LOT 3 OF	GENERAL PLAN	ZONING	REDEVELO ARE/					
ALLO LOOR	WABLE AREAS:	TYPE TYPE FROM	1-A: 7 III-A: 7 CBC-506.2.4	TYPE 1-A TYPE III-A						5548-016-001	TRACK 389(BLOCK NON LOT 4 OF TRACK 3890 BLOCK NONE	REGIONAL CENT REGIONAL CENT COMMERCIAL	C4-2D-SN	COMMER	ACIAL 8, NAL 8, RCIAL 8,	
ALLO' H	WABLE EIGHT:	TYPE TYPE FROM	1-A: L III-A: 5 CBC-506.2.4	IL STORIES						5548-016-003 5548-016-004	LOT 14 OF TRACK 3890 BLOCK NONE LOT 15 OF TRACK 3890 BLOCK NONE	LOW MEDIUM RESIDENTIAL	RD1.5-1XL	LOW MED RESIDEN	NAL 6,02 RCIAL 6,02 IUM II TIAL 6,02	
								EX	ISTING USE: (ASSESSOR):	7014 SUNSE 6,690 SF (196 7022 SUNSE (ONE STORY)	T- ADULT DAY 53) T -VACANT CO 6,633 SF	CARE FACILITY (C	NE STORY)			
NN	ING	DEP	ARTM	ENT IN	IFOR	RMA	ΓΙΟΝ	DEI DE SEC BO LO ^V IN	NSITY BO NSITY BO TION 12 NUS AND W INCOM EXCHANC	ONUS INCE ONUS PUF 2.22-A.25 O INCLUSIV IE RESTRIG GE, THE PI	NTIVES R SUANT T TO CONS /E OF 1 M CTED AFF ROJECT R	EQUEST: O LOS ANG STRUCT 112 IANAGER'S U ORDABLE U EQUESTS TV	ELES MUN DWELLING JNIT) AND NITS (12 U /O INCENT	ICIPAL CO G UNITS () PROVIDE JNITS). TIVES:	DDE ("LAMC NO DENSIT E 10% VERY	
PPLICAB		DES: LC	DS ANGELES N	IUNICIPAL (CODE			1.	ON-M RATIC	ENU INCE), DENSIT`	NTIVE TO Y, PARKIN	ALLOW TH	E AVERAG ACE, AND	ING OF FI PERMITT	LOOR AREA	
G INFOR GENER DMMUN HOLLYW	ZONIN ZONIN RAL PLA ITY PLA OOD RP	N: G: C4-2D-S N: REGION N: HOLLYV A: REGION	SN IAL CENTER CON VOOD IAL COMMERCIA	1 M ERCIAL		RD1.5-1 LOW ME RESIDEN HOLLYW LOW ME	XL EDIUM II ITIAL 700D EDIUM 2	2	ACCE OFF-N SYCAI	SS. 1ENU INCI MORE STR	ENTIVE TO REET TO B	d allow RD Se a side ya	1.5 ZONE RD.	'S YARD /	ALONG	
SPECIA	AL ZONE	S: 1. ENTE 2. TOC: 3. HOLL DISTRIC 4. HOLL DISTRIC	RPRISE ZONE TIER 3 YWOOD SIGNAG TT (CRA AREA) YWOOD SIGNAG	GE SUPPLEM EN GE DISTRICT (1	ITAL USE MEDIA	RESIDEN 1. ENTEF 2. TOC:	ITIAL RPRISE ZOI TIER 3	PRO PRO CU FIL	MARK VLI: MANA DJECT IS T: 11,000 L: 0 CY PORT: 0 0	ET RATE: AGER'S UN EXPORTIN 0 CY	IT: IG 11,000	99 DU 12 DU 1 DU 0 CY.				
/ELL	ING	UNI	T SUM	MARY				UN 1. 2. 3.	DER SEPA MECHA ELECT SIGNA	ARATE PEI ANICAL RICAL GE	RMIT:	DEMOLITIC EXISTING 1. REM 2. REM	ON SCOPE SITE: OVE (E) AS OVE (E) BL	OF WORH SPHALT PA JILDINGS	K: ARKING	
<u>G UNIT M</u> ME	ATRIX SF	BALCONY	GROUND FLOC ROOM # #OF U	R SECONI NITS ROOM #) FLOOR #OF UNITS	THIRD ROOM #	FLOOR # OF UNITS	FOURTH ROOM # #	FLOOR ≠ OF UNITS	FIFTH FLC ROOM # # C	DOR DF UNITS RO	SIXTH FLOOR	SEVENT	H FLOOR C # OF UNITS	DTAL UNIT % U	
JDIO A JDIO A-1	380 SF 380 SF	VARIES YES		0	6		5		5		5		2	2	25	
JDIO B JDIO C	380 SF	VARIES		0	0		9		2		2 9		1 4	1	8 42 37	
OM IIOR 1A IIOR 1B	450 SF 460 SF 580 SF	YES VARIES YES		0 0 4	0		1 1 4		1		1 1 4		1	1	5 6 29	
	500 SF 680 SF 650 sf	NO NO YES		1 0 0	1 0 1		0 1 0		0		0 1 0		0 1 0	0	2 5 1	
	600 SF 600 SF 760 SF	YES YES YES		0 2 0	0 2 0		1 0 0		1 0 0		1 0 0		1 0 1	1 0 1	5 4 2	
OM	ARFA	YES		7	0 12		0 8		8		8		9	9	61	
	920 SF 1000 SF 870 SF	YES YES YES		0 0 1	0 0 1		1 0 0		1 0 0		1 0 0		1 1 0	1 1 0	5 2 2	
OTAL				8	20		1		1		1		5	2	9	
EN S	SPA	CE SI	UMMAI	RY	L									<u>ı </u>		

RED OPEN SPACE				
CTION 12.21.G				
YPE:	#	REQUIRED SF / UNIT	SF REQUIR	ED
STUDIO:	42	100 SF	4200	SF
< 3 HABITABLE ROOMS				
1 BEDROOM:	61	100 SF	6100	SF
< 3 HABITABLE ROOMS				
2 BEDROOM:	9	125 SF	1125	SF
= 3 HABITABLE ROOMS				
OPEN SPACE SF REQUIRED:	11,425	SF		
UM REQUIRED COMMON OPE	5,713	SF		
TOTAL OPEN SPACE)				
UM ALLOWED INDOOR OPEN	2,856	SF		
TOTAL OPEN SPACE)				
SED OPEN SPACE PROPOSED:				
E OPEN SPACE PROPOSED:				
NIES/PATIOS:	33	50 SF	1,650	SF
:			1,650	SF
ON OPEN SPACE PROPOSED:				
OOR COMMON OPEN SPACE:				
D FLOOR:			2,254	SF
D FLOOR:			1,300	SF
FLOOR:			3,500	SF
DECK:			4,460	SF
OUTDOOR COMMON OPEN S	PACE		11,514	SF
SED COMMON OPEN SPACE:				
D FLOOR:			660	SF
D FLOOR:			1,240	SF
ENCLOSED COMMON OPEN S	PACE		1,900	SF
COMMON OPEN SPACE SF PR	OPOS	SED:	13,414	SF
OPEN SPACE PROPOSED:				
1,650	SF +	13,414 SF =	15,064	SF
RED LANDSCAPE COMMON OF	'EN S	PACE:		
COMMON OPEN SPACE)				
11,514	<u>SF</u> *	25% =	2,879	SF
				_

AERIAL SITE VIEW LOOKING NORTHEAST TOWARD HOLLYWOOD HIGH SCHOOL

AERIAL SITE VIEW LOOKING SOUTHEAST AT SUNSET BOULEVARD

AERIAL SITE VIEW PLAN VIEW OF SITE LOOKING EAST

AERIAL SITE VIEW LOOKING NORTH TOWARD HOLLYWOOD HIGH SCHOOL

AERIAL SITE VIEW FROM SUNSET BOULEVARD LOOKING SOUTHWEST

AERIAL SITE VIEW LOOKING WEST FROM SUNSET

SITE PHOTO STREET VIEW 3

SITE PHOTO STREET VIEW 4

SITE: 7022 SUNSET BOULEVARD

SITE PHOTO STREET VIEW 2

SITE PHOTO STREET VIEW 1 LOOKING SOUTH FROM SUNSET BOULEVARD

VIEW KEY

			ABBREV	BBREVIATIONS		
<	ANGLE	F.A.	FIRE ALARM	N.I.C.	NOT IN CONT	
@	AT	FAU	FORCED AIR UNIT	MIR.	MIRROR(ED)	
Ø	DIAMETER	F.B.	FIRE BARRIER	N.	NORTH	
C		F.B.O.		NO.	NUMBER	
# ^ P		F.D.	FLOOR DRAIN, FIRE DAMPER	NV	NON-VISION	
A.B.		F F		N.T.S.	OVER	
ACR	ACRYLIC (PAINT)	FEC	FIRE EXTINGUISHER CABINET	0, 0.C.	ON CENTER	
ACOUS.	ACOUSTIC	F.F.	FINISH FLOOR	O.D.	OVERFLOW D	
A/C	AIR CONDITIONING	FF	FACTORY FLOOR OR FACTORY FINISH	0.F.	OIL FINISH	
A.D.	AREA DRAIN	F.G.	FINISH GRADE	OFC.	OFFICE	
ADJ.	ADJUSTABLE	FH	FIRE HYDRANT	O.H.	OPPOSITE HA	
A.F.F.	ABOVE FINISH FLOOR	FHC	FIRE HOSE CABINET	OPNG.	OPENING	
AL.	ALUMINUM	FIN.	FINISH	OPP.	OPPOSITE	
ALI.		F.J.	FLOOR JOIST	O.S.	OVERFLOW S	
ANOD.		FLR.	FLOOR	P.C.P.		
AN. PNL.		FLUOR.	FLUORESCENT	P.H., PH	PANIC HARDV	
APPROX.	APPROXIMATE, APPROXIMATELY	FMC	FLOOR MATERIAL CHANGE	P/H	PENTHOUSE	
ASW	AREA SEPARATION WALL	F.O.	FACE OF	PL	PROPERTY LI	
BD.	BOARD	F.O.C.	FACE OF CONCRETE	PL.	PLATE	
BDRM.	BEDROOM	F.O.F.	FACE OF FINISH	P.LAM.	PLASTIC LAM	
BLDG.	BUILDING	F.O.M.	FACE OF MASONRY	PLAS.	PLASTER	
BLK.	BLOCK	F.O.S.	FACE OF STRUCTURE, FACE OF STUD	PLBG.	PLUMBING	
BLKG.	BLOCKING	F.O.W.	FACE OF WALL	PLY., PLYWD.	PLYWOOD	
BM.	BEAM	FP	FIRE PARTITION	P.O.T.	PATH OF TRA	
BOT.	ВОТТОМ	FRMG.	FRAMING	PR.	PAIR	
BT	BOTTOM OF TRENCH	FRPL.	FIREPLACE	PREFAB.	PREFABRICAT	
B.U.R.		FRR		PSF	PRE-FINISHE	
		FS		РІ ртр/т		
CEM		FSVV		DT		
		FTG	FOOTING	PTDF	PRESSURE-TI	
CIPC	CAST IN PLACE CONCRETE	FURR.	FURRING	R	RADIUS OR R	
CER.	CERAMIC	FW	FLAT WALL (PAINT)	RAD.	RADIUS	
C.J.	CEILING JOIST	GA.	GAUGE	R.B.	RECYCLING B	
C.J.	CONSTRUCTION JOINT	GALV.	GALVANIZED	R.D.	ROOF DRAIN	
CL	CENTER LINE	G.D.	GARBAGE DISPOSAL	RDWD.	REDWOOD	
CLG.	CEILING	G.I.	GALVANIZED IRON	REBAR(S)	REINFORCING	
CLO.	CLOSET	GL.	GLASS	REC.	RECESSED	
CLR.	CLEAR, CLEARANCE	GR.	GRADE	REF., REFR.	REFRIGERAT	
CMU	CONCRETE MASONRY UNIT	GSM	GALVANIZED SHEET METAL	REINF.	REINFORCEM	
CO	CONCRETE OPENING	GYP.	GYPSUM	REQ., REQD.	REQUIRED	
COL.	COLUMN	GWB	GYPSUM WALL BOARD	RESIL.	RESILIENT	
CONC.	CONCRETE	GYP. BD.	GYPSUM BOARD	RM.	ROOM	
				R.U.		
COORD	COORDINATE	HC.	HOLLOW CORE	RSV		
CORR.	CORRIDOR	HDBD.	HARDBOARD	R.T.I.	REFER TO INT	
C.P.	CEMENT PLASTER	HDWD.	HARDWOOD	RQTS., RQMTS.	REQUIREMEN	
CRG.	CORRUGATED	HDWE., HDWRE.	HARDWARE	S&P, S/P	SHELF AND P	
CRP.	CARPET	HM	HOLLOW METAL	SASF	SELF-ADHERI	
C.S.	CORRUGATED SIDING	НО	HOLD OPEN	SC	SOLID CORE	
CSP	COMBINATION STANDPIPE	HORIZ.	HORIZONTAL	SCHED.	SCHEDULE	
CTR.	CENTER	HR., HRS.	HOUR, HOURS	SECT.	SECTION	
C.T.V.	CONTRACTOR TO VERIFY	HT.	HEIGHT	S.F.	SQUARE FOO	
DBL.	DOUBLE	H.T.		SGE	SEMI-GLOSS	
DEG.	DEGREE(S)	HVAC	HEATING, VENTILATION, AIR CONDITIONING	SGL.	SINGLE	
		I.D. INI		опк., опик. <u>о</u> н сит	SHOWER	
DIA	DIAMETER			SHTG	SHEATHING	
DIAG.	DIAGONAL	INSUL	INSULATION	SIL. POI		
DIM.	DIMENSION	INT.	INTERIOR	S&L	STAIN AND LA	
DN	DOWN	JT., JNT.	JOINT	S.	SOUTH	
DR.	DOOR	LAM.	LAMINATE	SP	STANDPIPE	
DWG.	DRAWING	LAV.	LAVATORY	SPEC.	SPECIFICATIO	
D.S.	DOWNSPOUT	LIN.	LINEN	SQ.	SQUARE	
DSL	DOWNSPOUT LEADER	LVR., LV.	LOUVER(ED)	SQ. FT.	SQUARE FEE	
(E)	EXISTING	LT.	LIGHT	S.S.	STRUCTURAL	
E.	EAST	LT. WT.	LIGHT WEIGHT	S.ST., S.STL.	STAINLESS S	
EA.	EACH	LTG.	LIGHTING	STD.	STANDARD	
E.C.P.		MAX.	MAXIMUM	ST.	STAIN	
E.J.		MAIL.		SIL.	SIEEL	
		wi.¤. МС	MINERAL CORF MEDICINE CARINET	STRUC STRUCT	STRUCTURA	
ELEV	ELEVATOR, ELEVATION	MDO	MEDIUM DENSITY OVERIAY	SUSP		
EMER	EMERGENCY	MECH.	MECHANICAL	S.V.	SHEET VINVI	
ENCL.	ENCLOSURE	MTL., MT.	METAL	SYM.	SYMMETRICA	
E.P.	ELECTRIC PANEL	MFR., MFGR.	MANUFACTURER	T	TREAD	
EPF	EXPANDED POLYSTYRENE FOAM	MGR.	MANAGER	T&B	TOP AND BOT	
EQ.	EQUAL	MIN.	MINIMUM, MINUTE	TBD	TO BE DETER	
EQUIP., EQPT.	EQUIPMENT	MICRO.	MICROWAVE OVEN	T.O.C.	TOP OF CONC	
ES	EACH SIDE	MISC.	MISCELLANEOUS	T.C.T.	TOP OF CONC	
EXP.	EXPOSED	M.O.	MASONRY OPENING	T.D.I.	TOP OF DECK	
EXP. JT.	EXPANSION JOINT	MT., MTD.	MOUNT, MOUNTED	TEL.	TELEPHONE	
EXT.	EXTERIOR	NF	NO FIELD FINISH REQUIRED	TEMP.	TEMPERED	

30x42

'ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE THE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND THE SAME MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.

N CONTRACT DR(ED) /ISION O SCALE INTER FLOW DRAIN, OUTSIDE DIAMETER NISH SITE HAND SITE FLOW SCUPPER LAND CEMENT PLASTER ENDICULAR HARDWARE

ERTY LINE IC LAMINATE

OF TRAVEL

ABRICATED INISHED STEEL FRAME

SURE-TREATED TENSIONED SURE-TREATED DOUGLAS FIR IS OR RISE®

CLING BIN, RUBBISH BIN DRAIN 'OOD ORCING BARS SSED GERATOR

ORCEMENT, REINFORCING IRED

H OPENING

RAFTER IENT SHEET VINYL

R TO INTERIOR DRAWINGS IREMENTS

AND POLE

ADHERING SHEET FLASHING CORE

RE FOOT, SQUARE FEET

GLOSS ENAMEL

THING ONE POLYESTER AND LACQUER

DPIPE FICATION

RE FEET CTURAL SLAB LESS STEEL

DARD

CTURAL ENDED T VINYL ETRICAL

ND BOTTOM DETERMINED F CONCRETE F CONCRETE TREAD F DECK INSULATION

T.O.P. T.O.PLY. T.O.S. TRNF. T.S. ΤV T.O.W. TYP. U.N.O. U.O.N. UTIL. VCT VENT. VERT. VEST. V.I.F. VN., VNL. VTR VWC W/ WC WD. W/D WH W.I. W.I.C. W/O WP WPG. WR WSP WW

TG, TP

TH., THK.

T&G

TEMPERED GLASS

TOP OF PLYWOOD

TRANSFORMER

TELEVISION

TOP OF WALL

TYP.

UTILITY

VERTICAL

VESTIBULE

VINYL

WEST

WITH

WOOD

VERIFY IN FIELD

VENT TO ROOF

VINYL WALL COVERING

WASHING MACHINE

WATER CLOSET

WATER HEATER

WROUGHT IRON

WALK-IN CLOSET

WATERPROOF

WATERPROOFING

WATER-RESISTANT

WET STANDPIPE

WINDOW WALL

WITHOUT

WASHER AND DRYER

TOP OF SHEATHING

THICK

TONGUE AND GROOVE

TOP OF PARAPET, TOP OF PLATE

TOP OF STEEL, TOP OF STUD

UNLESS NOTED OTHERWISE

UNLESS OTHERWISE NOTED

VINYL COMPOSITION TILE

VENTILATE, VENTILATION

SYMBOLS			
\bigcirc	NORTH ARROW		
	CENTER LINE		
	PROPERTY LINE		
	SETBACK LINE		
<u> </u>	STRUCTURAL GRIDLINE		
A	SECTION MARKER – SECTION DESIGNATION – INDICATES VIEW DIRECTION – INDICATES PLANE OF SECTION		
	INDICATES PLANE PERPENDICULAR TO PLANE OF DRAWING		
	INDICATES PLANE PARALLEL TO PLANE OF DRAWING		
- 1011	KEYNOTE		
(101)	DOOR MARKER		
(101)	WINDOW / GLAZED DOOR MARKER		
Δ	REVISION		
	DATUM / ELEVATION		
+10'-0"	CEILING HEIGHT		
	DETAIL MARKER — DETAIL DESIGNATION; FIRST DIGIT INDICATES SHEET NUMBER; — INDICATES DIRECTION AND EXTENT OF CUT (IF ANY); ALTERNATIVELY:		
11- X-1-	- INDICATES DETAIL NUMBER - INDICATES SHEET NUMBER		
	ELEVATION MARKER — ELEVATION DESIGNATION — INDICATES DIRECTION OF ELEVATION		
PT 00-	FINISH MARKER — FINISH MATERIAL TYPE — FINISH NUMBER		
—X —	FINISH CHANGE		
XX 00 00	F.F.E. MARKER — ITEM TYPE — ITEM NUMBER QUANTITY		

DIVISION II – SCOPE AND APPLICATION

1. See sheet A.001 for governing current codes.

2. All work shall conform to all current governing codes and ordinances having jurisdiction on the project.

3. The construction or demolition of any building, structure, scaffolding or false work more than 3 stories or 36' in height requires a permit from the State of California Division of Industrial Safety prior to the issuance of a building permit (HSC 17922.5). G.C. is responsible for obtaining permit.

4. Prior to the issuance of a building permit, the contractor shall have evidence of current Workers' Compensation Insurance Coverage in compliance with Section 3800 of the California Labor Code on file with the building department.

5. Temporary pedestrian protection shall be provided as required by Building Code Section 3303.2.

6. Provide outside gas shutoff valve conspicuously marked (Title 19 and each occupancy group.)

7. An approved seismic gas shutoff valve will be installed on the fuel gas line on the downstream side of the utility meter and rigidly connected to the exterior of the building or structure containing the fuel gas piping. (Per Ordinance 170,158; includes commercial additions and T.I. work over \$10,000.) Separate plumbing permit is required.

8. A copy of the evaluation report and/or conditions of listing shall be made available at the job site.

9. The construction shall not restrict a five-foot clear and unobstructed access to any water or power distribution facilities (power poles, pull-boxes, transformers, vaults, pumps, valves, meters, appurtenances, etc.) or to the location of the hook-up. The construction shall not be within ten feet (10') of any power lines – whether or not the lines are located on the property. Failure to comply may cause construction delays and/or additional expenses.

CHAPTER 3 – USE AND OCCUPANCY

1. Structures or portions of structures shall be classified with respect to occupancy in one or more of the groups listed per 302.1.

CHAPTER 4 – SPECIAL REQUIREMENTS BASED ON USE AND OCCUPANCY

4. Occupancies in Groups R-1, R-2, R-2.1, R-3, R-3.1 and R-4 shall comply with the provisions of Section 420 and other applicable provisions of this code.

5. Provide smoke detection and fire alarm systems per Section 420.

6. Provide carbon monoxide detection systems and alarms per Section 915.

CHAPTER 5 – GENERAL BUILDING HEIGHTS AND AREAS No references.

CHAPTER 6 – TYPES OF CONSTRUCTION No references.

CHAPTER 7 – FIRE AND SMOKE PROTECTION FEATURES

1. Fire partition walls separating dwelling units shall comply with Section 708.

2. Floor and roof assemblies required to have a fire-resistance rating shall comply with Section 711.

3. Through penetrations and membrane penetrations of horizontal assemblies and fire-resistance-rated wall assemblies shall comply with Section 714.

4. Required opening protection shall comply with Section 716

5. Continuous drywall is required behind all electrical service panels and medicine cabinets.

CHAPTER 8 – INTERIOR FINISHES

1. Interior wall and ceiling finish materials shall be classified for fire performance and smoke development in accordance with Section 803.

2. Interior wall and ceiling finish shall have a flame spread index not greater than that specified in Section 803 for the Group and location designated.

CHAPTER 9 – FIRE PROTECTION SYSTEMS

1. Automatic sprinkler systems shall comply with Section 903.

2. Fire alarm systems and smoke alarms shall be installed as required in Section 907.2.

CHAPTER 10 – MEANS OF EGRESS

1. Buildings or portions thereof shall be provided with a means of egress system as required by Chapter 10.

2. Means of egress requires:

a. Ceiling height to be no less than 7'-6" per Section 1003.2.

b. Protruding objects shall not be less than 80" a.f.f. per 1003.3. c. Walking surfaces of the means of egress shall have a slip-resistant surface and be

- securely attached per 1003.4. d. Where changes in elevation of less than 12 inches (305 mm) exist in the means of
- egress, sloped surfaces shall be used per 1003.5. e. The path of egress travel along a means of egress shall not be interrupted by any building element other than a means of egress component as specified by Chapter

3. Means of egress requirements, the number of occupants and the size of the means of egress facilities shall be provided and determined in accordance with Sections 1004 and

4. Means of egress illumination requirements shall be provided in accordance with Section

5. Accessible spaces shall be provided with not less than one accessible means of egress per Section 1007.

6. Exit signs shall be internally or externally illuminated.

7. Exit signs illuminated by an external source shall have an intensity of not less than 5 footcandles (54 lux.)

8. Internally illuminated signs shall be listed and labeled and be installed in accordance with the manufacturer's instructions and Section 2702.

9. Exit signs shall be illuminated at all times.

10. Exit signs shall be connected to an emergency power system that will provide an illumination of not less than 90 min. in case of primary power loss. (1013.5 – 1013.6.3)

11. Egress door shall be readily openable from the egress side without the use of a key or special knowledge or effort. (1010.19)

12. Door handles, locks and other operating devices shall be installed at a min. 34" and max. 48" above the finished floor. (1010.1.9.2)

13. All egress door operation shall also comply with Section 1010.1.9.

BUILDING DEPARTMENT NOTES

14. The means of egress, including the exit discharge, shall be illuminated at all times the building space served by the means of egress is occupied. The means of egress illumination level shall not be less than 1 footcandle at the walking surface. (1008.1)

15. The power supply for means of egress illumination shall normally be provided by the premises' electrical supply. In the event of power supply failure, an emergency electrical system shall automatically illuminate the following areas (1008.3): a. Aisles and unenclosed egress stairways in rooms and spaces that require two or

- more means of egress; b. Corridors, exit enclosures and exit passageways in buildings required to have two or more exits;
- c. Exterior egress components at other than their level of exit discharge until exit
- discharge is accomplished for buildings required to have two or more exits; d. Interior exit discharge elements, as permitted in Section 1028.1, in buildings required to have two or more exits;
- e. Exterior landings, as required by Section 1010.1.6, for exit discharge doorways in buildings required to have two or more exits.

16. The emergency power system shall provide power for a duration of not less than 90 minutes and shall consist of storage batteries, unit equipment or an on-site generator. The installation of the emergency power system shall be in accordance with Section 2702. (1008.3)

17. Emergency lighting facilities shall be arranged to provide initial illumination that is at least an average of 1 footcandle (11 lux) and a minimum at any point of 0.1 footcandle (1 lux) measured along the path of egress at floor level. Illumination levels shall be permitted to decline to 0.6 footcandle (6 lux) average and a minimum at any point of 0.06 footcandle (0.6 lux) at the end of the emergency lighting time duration. A maximum to minimum illumination uniformity ratio of 40:1 shall not be exceeded. (1008.3)

18. The exit signs shall also be connected to an emergency electrical system provided from storage batteries unit equipment or an on-site generator set, and the system shall be installed in accordance with the electrical code. For high rise buildings, see Section 403.

19. Doors serving a means of egress system shall meet the requirements of Section 1008 and Section 1020.

- 20. The minimum width of each door opening shall be sufficient for the occupant load thereof and shall provide a clear width of 32 inches.
- a. The minimum and maximum door widths shall not apply to door openings that are not part of the required means of egress in Group R-2 and R-3 occupancies. b. Door openings to storage closets less than 10 square feet in area shall not be limited
- by the minimum width. c. Door openings within a dwelling unit or sleeping unit shall not be less than 78 inches
- in height. d. Exterior door openings in dwelling units and sleeping units, other than the required exit door, shall not be less than 76 inches in height. In other than Group R-1 occupancies, the minimum widths shall not apply to interior egress doors within a dwelling unit or sleeping unit that is not require to be adaptable or accessible as specified in Chapter 11A.
- 21. Except as specifically permitted by Section 1008, egress doors shall be readily openable from the egress side without the use of a key or special knowledge or effort. a. Door handles, pulls, latches, locks and other operating devices shall be installed 34
- inches minimum and 48 inches maximum above the finished floor. b. Doors from individual dwelling or sleeping units of Group R occupancies having an occupant load of 10 or less are permitted to be equipped with a night latch, dead bolt or security chain, provided such devices are openable from the inside without the use of a key or tool.
- 22. Stairways serving occupied portions of a building shall comply with Section 1009. a. Stairway width shall be determined per Section 1005.1 but such width shall not be less than 44 inches.
- b. Stairways serving an occupant load of less than 50 shall have a width of not less than 36 inches.
- c. Stairways shall have a minimum headroom clearance of 80 inches measured vertically from a line connecting the edge of the nosing. d. Stair treads and risers shall comply with 1009.7. Stair riser heights shall be 7 inches
- max. and 4 inches min. Rectangular tread depths shall be 11 inches minimum.
- 23. Ramps serving occupied portions of a building shall comply with Section 1010.
- 24. Per Section 1015 two exits or exit access doorways from any space shall be provided where as shown on Table 1015.1.

25. Three exits or exit access doorways shall be provided from any space with an occupant load of 501 to 1,000. Four exits or exit access doorways shall be provided from any space with an occupant load greater than 1,000.

26. Minimum corridor width shall be 44 inches per table 1018.2. • Minimum corridor width within a dwelling unit shall be 36" per Table 1018.2.

27. Exit access shall be arranged so that there will be no dead ends in corridors more than 20 feet. • In occupancies in Groups B, F, I-1, M, R-1, R-2, R-4, S and U, where the building is equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1, the length of dead-end corridors shall not exceed 50 feet.

CHAPTER 11A – HOUSING ACCESSIBILITY

57. The building standards contained in Chapter 11A do not apply to the alteration, repair, rehabilitation or maintenance of multifamily dwellings constructed for first occupancy prior to March 13, 1991 per Section 1102A.2.

58. Covered multifamily dwellings shall be maintained in compliance with the accessibility standards in effect at the time of construction. Apartments constructed prior to March 13, 1991 shall be maintained in compliance with the accessibility standards in effect at the time of construction.

59. Additions shall be subject to the requirements of this chapter, provided the addition, when considered alone, meets the definition of a covered multifamily dwelling, as defined in II Chapter 2. New common use spaces serving existing covered multifamily dwellings shall be subject to the requirements of this chapter.

CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS No references.

CHAPTER 12 – INTERIOR ENVIRONMENT

- 1. Buildings shall be provided with natural ventilation in accordance with Section 1203.4, or mechanical ventilation in accordance with the California Mechanical Code.
- 2. Interior spaces intended for human occupancy shall be provided with active or passive space-heating systems capable of maintaining an indoor temperature of not less than 68°F at a point 3 feet above the floor on the design heating day, per Section 1204.1.

3. Every space intended for human occupancy shall be provided with natural light by means of exterior glazed openings in accordance with Section 1205.2 or shall be provided with artificial light that is adequate to provide an average illumination of 10 footcandles over the area of the room at a height of 30 inches above the floor level.

4. Walls, partitions, and floor/ceiling assemblies separating dwelling units from each other or from public or service areas shall have a sound transmission class (STC) of not less than 50 (45 if field-tested) for air-borne noise when tested in accordance with ASTM E 90, per Section 1207.2.

5. Interior space dimensions, per Section 1208.1L Minimum room widths for habitable spaces, other than a kitchen, shall be not less than 7 feet in any plan dimension. Kitchens shall have a clear passageway of not less than 3 feet between counter fronts and

6. Habitable spaces and corridors shall have a ceiling height of not less than 7 feet 6 inches (2286 mm.) Bathrooms, toilet rooms, kitchens, storage rooms and laundry rooms shall be permitted to have a ceiling height of not less than 7 feet.

7. Per Section 1210.2.3 shower compartments and walls above bathtubs with installed shower heads shall be finished with a smooth, nonabsorbent surface to a height not less than 70 inches above the drain inlet.

8. Rooms containing bathtubs, showers, spas and similar bathing fixtures shall be mechanically ventilated in accordance with the California Mechanical Code.

CHAPTER 13 – ENERGY EFFICIENCY 1. Refer to California Energy Code, Title 24, Part 6.

CHAPTER 14 – EXTERIOR WALLS No references.

CHAPTER 15 – ROOF ASSEMBLIES No references.

CHAPTERS 16 to 24

1. Unit skylights shall be labeled by a Los Angeles city-approved labeling agency. Such label shall state the approved lab

CHAPTER 25 – GYPSUM BOARD AND PLASTER

1. The requirements set forth in Section 2501 shall be met where construction involves gypsum board, lath and plaster in vertical and horizontal assemblies.

2. Showers and public toilet wall shall conform to Section 1210.2.

3. Per Section 2509.2 base for tile, water-resistant gypsum cement, fiber-cement, or glass mat gypsum backers

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE THE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND THE SAME MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.

ER A001:	
MAXIMUM PERMITTED FLOOR AREA	106,380
PROPOSED AREA:	91.665

 _

FLOOR LEVEL	C4-2D-SN: FAR ((2 LOTS) S	F/AREA	
GROUND FLOOR	RETAIL	2,475	SF	
SECOND FLOOR	RETAIL	400	SF	
TOTAL RETAIL SF:		2,875	SF	
P1 PARKING	RESIDENTIAL	240	SF	
GROUND FLOOR	RESIDENTIAL	2,975	SF	
SECOND FLOOR	RESIDENTIAL	10,325	SF	
THIRD FLOOR	RESIDENTIAL	12,400	SF	
FOURTH FLOOR	RESIDENTIAL	12,400	SF	
FIFTH FLOOR	RESIDENTIAL	12,400	SF	
SIXTH FLOOR	RESIDENTIAL	12,400	SF	
SEVENTH FLOOR	RESIDENTIAL	12,400	SF	
ROOF	RESIDENTIAL	250	SF	
TOTAL RESIDENTIAL SF:		75,790	SF	
SUD TOTAL.		79.665	СГ	

RETAIL	-	SF
RETAIL	-	SF
	-	SF
RESIDENTIAL	-	SF
RESIDENTIAL	6,760	SF
RESIDENTIAL	6,240	SF
RESIDENTIAL	-	SF
	13,000	SF

TOTAL FAR SF: C4-2D-SN + RD1.5=

(9)

8)

RESIDENTIAL 12,400 SF

FIFTH FLOOR PLAN SCALE: 1" = 25'

(6)

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE THE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND THE SAME MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.

SECOND FLOOR PLAN SCALE: 1" = 25'

BUILDABLE AREA

(BG) AREA, BUILDING. THE AREA INCLUDED WITHIN SURROUNDING EXTERIOR WALLS, OR EXTERIOR WALLS AND FIRE WALLS, EXCLUSIVE OF VENT SHAFTS AND COURTS. AREAS OF THE BUILDING NOT PROVIDED WITH SURROUNDING WALLS SHALL BE INCLUDED IN THE BUILDING AREA IF SUCH AREAS ARE INCLUDED WITHIN THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR AREA ABOVE. 2022 CBC, CHAPTER 2, DEFINITIONS, SECTION 202

BUILDING AREA (NON-PARKING)

BUILDING AREA (N	ON-PARKING)	
BUILDING	FLOOR LEVEL	SF/AREA
RETAIL	GROUND FLOOR	2,475 SF
RETAIL	SECOND FLOOR	400 SF
TOTAL RETAIL:		2,875 SF
RESIDENTIAL	PARKING LEVEL 1	240 SF
		9,735 SF
		16,565 SF
		12,400 SF
		12,400 SF
RESIDENTIAL		12,400 SF
RESIDENTIAL	SEVENTH FLOOR	12,400 SF
RESIDENTIAL	ROOF	250 SF
TOTAL RESIDENTIA	AL:	88,790 SF
TOTAL NON-PARKI	NG BUILDING AREA:	91,665 SF
NON-PARKING AREA	RATIOS:	
	2,8/5	SF/ 91,665 3.14
BUILDING AREA		
BUILDING	FLOOR LEVEL	SE/AREA
RFTAII		1 - SF
RFTAII	GROUND FLOOR	1 310 SF
TOTAL RETAIL:		1,310 SF
		1,510 51
RESIDENTIAL		1 21 520 SE
TOTAL RESIDEN	IIIAL:	27,030 SF
		20.240 65
TOTAL PARKING	J BUILDING AKEA:	28,340 SF
NON-PARKING A	REA RATIOS:	
RETAIL:	1,310 S	SF/ 28,340 4.629
RESIDENTIAL:	27,030 S	SF/ 28,340 95.389
BUILDING	AREA (RATIC)S)
BUILDING AREA	TOTAL:	120,005 SF=
RETAIL:	4.185 SF/	120.005 SF= 39
RESIDENTIAL	115 820 SF/	120.005 SF= 979

(3)

LEGEND

- RESIDENTIAL SF
- RESIDENTIAL PARKING SF
- RETAIL SF
- RETAIL PARKING SF
- SHAFT / RAMPS (NOT INCLUDED)

(6)

RACK SPECIFICATIONS

	DATED: 10/24/22	
0008		MARGARET LA KRETZ BLUME, Trustee of the MARGARET LA KRETZ BLUME TRUST dated April 29, 1991
CS.		Linde Duttenhaver
		Trustee of the LINDY TRUST dated April 27, 1984
F		
	" ۵ - محتنگ است رستنگاهندی «	
	0	
	APNs: 5548-016-002, 5548-016-003, 5548-016 Situs Address: 7014 W. Sunset Boulevard, Los Los Angeles, CA 90028.	6-004 s Angeles, CA 90028 and 1438-1444 N. Sycamore Avenue,
	2932610.2	2
	چے ا	
	п	
2	n 7	1176 R
	a B BOVERNMEN	8
	T S COVERNMEN I certify under penalty of perjury that the readable copy to which this statement is a	IT CODE SECTION 27361.7 Se portion(s) of the document that will not reproduce a attached, reads as follows:
10008	, GOVERNMEN I certify under penalty of perjury that the readable copy to which this statement is a Notary P Comm	R TCODE SECTION 27361.7 a portion(s) of the document that will not reproduce a attached, reads as follows: IOTARY SEAL hifer A. Ferguson ublic, State of Florida hission# GG 323807 a Expires May 9 2023
000869	SOVERNMEN I certify under penalty of perjury that the readable copy to which this statement is a Notary P Comm My comm	T CODE SECTION 27361.7 a portion(s) of the document that will not reproduce a attached, reads as follows: IOTARY SEAL hifer A. Ferguson ublic, State of Florida itssion# GG 323807 h. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California
	GOVERNMEN I certify under penalty of perjury that the readable copy to which this statement is a Notary P Comm My comm My comm	A T CODE SECTION 27361.7 a portion(s) of the document that will not reproduce a attached, reads as follows: IOTARY SEAL hifer A. Ferguson ublic, State of Florida lission# GG 323807 h. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California
	<text><text><text><text><text><text><text></text></text></text></text></text></text></text>	TT CODE SECTION 27361.7 a portion(s) of the document that will not reproduce a attached, reads as follows: IOTARY SEAL hifer A. Ferguson ublic, State of Florida hission# GG 323807 h. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California
	<section-header><text><text><text><text><text></text></text></text></text></text></section-header>	A TCODE SECTION 27361.7 a portion(s) of the document that will not reproduce a attached, reads as follows: IOTARY SEAL Infer A. Ferguson ublic, State of Florida ission# GG 323807 n. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California
	COVERNMEN I certify under penalty of perjury that the readable copy to which this statement is a statement is a statement is a statement is a statement. No far y P Common No tary P Common My common This declaration is executed in the City of on December 22, 2022. BY: Yajaira Gonzalez, as the Declarant	TCODE SECTION 27361.7 a portion(s) of the document that will not reproduce a attached, reads as follows: IOTARY SEAL nifer A. Ferguson ublic, State of Florida lission# GG 323807 a. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California
	COVERNMEN I certify under penalty of perjury that the readable copy to which this statement is a long of the copy to which this statement is a long of the copy of the	T CODE SECTION 27361.7 T CODE SECTION 27361.7 T code set of the document that will not reproduce a attached, reads as follows: TOTARY SEAL Infer A. Ferguson ublic, State of Florida ission# GG 323807 h. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California
	COVERNMEN I certify under penalty of perjury that the readable copy to which this statement is a statement is a statement is a statement. Magner Notary P Comm My comm This declaration is executed in the City of on December 22, 2022. BY: Harar Gonzalez, as the Declarant	TCODE SECTION 27361.7 a portion(s) of the document that will not reproduce a attached, reads as follows: IOTARY SEAL Infer A. Ferguson ublic, State of Florida ission# GG 323807 h. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California
	Evention Evention I certify under penalty of perjury that the claadable copy to which this statement is a statement is a statement. No and the claadable copy to which this statement is a statement is a statement. I certify under penalty of perjury that the claadable copy to which this statement is a statement. No and the claadable copy to which this statement is a statement. I certify under penalty of perjury that the claadable copy to which this statement is a statement. No and the claadable copy to which this statement is a statement. I certify under penalty of perjury that the claadable copy to which this statement is a statement. No and the claadable copy. I certify under penalty of perjury that the claadable copy. No and the claadable copy. I certify under penalty of perjury that the claadable copy. No and the claadable copy. I certify under penalty of perjury. No and the claadable copy. I certify under penalty of perjury. No and the claadable copy. I certify under penalty of perjury. No and the claadable copy. I certify under penalty of perjury. No and the claadable copy. I certify under penalty of perjury. No and the claadable copy. I certify under penalty of perjury. No and the claadable copy. I certify under penalty of penalty of penalty. No and the claadable copy. <tr< td=""><td>T CODE SECTION 27361.7 a portion(s) of the document that will not reproduce a attached, reads as follows: DOTARY SEAL nublic, State of Florida ission# GG 323807 h. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California</td></tr<>	T CODE SECTION 27361.7 a portion(s) of the document that will not reproduce a attached, reads as follows: DOTARY SEAL nublic, State of Florida ission# GG 323807 h. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California
	I certify under penalty of perjury that the readable copy to which this statement is a Notary P Common Notary P. I be considered at the club of on December 22, 2022. BY: Yajaira Gonzalez, as the Declarant	IT CODE SECTION 27361.7 a portion(s) of the document that will not reproduce a attached, reads as follows: IOTARY SEAL Infer A. Fergusson ublic, State of Florida ission (GG 323807) a. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California
	<text><text><text><text></text></text></text></text>	TCODE SECTION 27361.7 a portion(s) of the document that will not reproduce a attached, reads as follows: DOTARY SEAL Infer A. Forguson ublic, State of Florida ission# GG 323807 a. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California
	<text><text><text><text></text></text></text></text>	I CODE SECTION 27361.7 Dependence of the document that will not reproduce a attached, reads as follows: DIARY SEAL Infor A. Ferguson ublic, State of Florida instion# GG 323807 a. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California
	COVERNMEN I certify under penalty of perjury that the readable copy to which this statement is a strange of the readable copy to which the readable copy to which the strange of the readable copy to which the strange of the readable copy to which the readable copy to which the readable copy	TCODE SECTION 27361.7 TCODE SECTION 27361.7 To portion(s) of the document that will not reproduce a attached, reads as follows: TOTARY SEAL Infer A. Ferguson Wile, State of Florida inssion GG 323807 Rosemead, County of Los Angeles, State of California County of Los Angeles, St
	<section-header><section-header><text><text><text></text></text></text></section-header></section-header>	T CODE SECTION 27381.7 a portion(s) of the document that will not reproduce a attached, reads as follows: IOTARY SEAL Infer A. Forguson willic, State of California Ission# GG 323807 a. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California Ission# GG 323807 a. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California Ission# GG 323807 a. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California Ission# GG 323807 a. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California Ission# GG 323807 b County of Los Angeles, State of California Ission# Go 2000 B County of Los Angeles, State of California Ission# Go 2000 B County of Los Angeles, State of California Ission# Go 2000 B County of Los Angeles, State of California
	<text></text>	T CODE SECTION 27361.7 a potion(s) of the document that will not reproduce a attached, reads as follows: COTARY SEAL Infer A. Ferguson Jubile, State of Florida inssion# GG 323807 b. Expires May 8, 2023 Rosemead, County of Los Angeles, State of California County of Los Angeles,

5548-016-002 RECORDING REQUESTED BY AND WHEN RECORDED MAIL TO: DOC# 22-1198049-01-01 Martin A. Neumann, Esq. Weinstock Manion, A Law Corporation 1875 Century Park East, Suite 2000 Los Angeles, CA 90067 MAIL TAX STATEMENTS TO: Cross Roads Management, Inc. Linda Duttenhaver, President 6671 Sunset Blvd., Suite 1575 Los Angeles, CA 90028 Space above this line for Recorder's Use Only GRANT DEED (Excluded from Reappraisal Under Proposition 13, i.e., Calif. Const. Art 13A §1 et. seq.) ASSESSOR'S PARCEL NUMBERS: 5548-016-002, 5548-016-003, 5548-016-004 The undersigned Grantor declares under penalty of perjury that the following is true and correct: Documentary Transfer tax is \$ -0-The Grantors and the Grantee in this conveyance are comprised of the same parties who continue to hold the same proportionate interest in the property (Rev. & Tax § 11925(d)). GRANTORS: MARGARET LA KRETZ BLUME, Trustee of the MARGARET LA KRETZ BLUME TRUST dated April 29, 1991, owning an undivided 50% interest; and LINDA LA KRETZ DUTTENHAVER, Trustee of the LINDY TRUST dated April 27, 1984, owning an undivided 50% interest, hereby GRANT TO: Sycamore Corner LLC, a California limited liability company, their entire interest in and to the following described real property in the City of Los Angeles, County of Los Angeles, State of California: SEE LEGAL DESCRIPTION ATTACHED HERETO AS "EXHIBIT A" AND MADE A PART HEREOF. Subject to all liens, encumbrances, conditions, covenants, restrictions, reservations, casements and rights of way of record. **RTY RKS** Situs Address: 7014 W. Sunset Boulevard, Los Angeles, CA 90028 and 1438-1444 N. Sycamore Avenue, Los Angeles, CA 90028. VOI [Signatures appear on the following page] V THE I SYSTE 2932610.2 - -FLORIDA NOTARY ACKNOWLEDGMENT State of FLORIDA County of MarmBeach Parcel 1: Parcel 2: as identification. Parcel 3: Seal 111940 40,00 Property Address: Assessor's Parcel Numbers: 5548-016-002, 5548-016-003 and 5548-016-004 JENNIFER A. FERGUSON Notary Public, State of Fiorida Commissions GG 323807 My comm. expires May 8, 2023 APNs: 5548-016-002, 5548-016-003, 5548-016-004 u usud u Terre u tu APNs: 5548-016-002, 5548-016-003, 5548-016-004 Situs Address: 7014 W. Sunset Boulevard, Los Angeles, CA 90028 and 1438-1444 N. Sycamore Avenue, Los Angeles, CA 90028. 2932610.2

A009

	FOR REFERENCE ONLY: 20221198036	- #
	RECORDING REQUESTED BY AND WHEN RECORDED MAIL TO: Martin A. Neumann, Esq. Weinstock Manion, A Law Corporation 1875 Century Park East, Suite 2000 Los Angeles, CA 90067 MAIL TAX STATEMENTS TO: Cross Roads Management, Inc. Linda Duttenhaver, President 6671 Suused Bivd., Suite 1575 Los Angeles, CA 90028 Space above this line for Recorder's Use Only GRANT DEED (Excluded from Reappraisal Under Proposition 13, i.e., Calif. Const. Art 13A §1 et. seq.) <u>ASSESSOR'S PARCEL NUMBER: 5548-016-001</u> The undersigned Grantor declares under penalty of perjury that the following is true and correct: Documentary Transfer tax is \$ -0- The Grantors and the Grantee in this conveyance are comprised of the same parties who continue to hold the same proportionate interest in the property (Rev. & Tax § 11925(d)). GRANTORS: MARGARET LA KRETZ BLUME, Trustee of the MARGARET LA KRETZ BLUME TRUST dated April 29, 1991, who acquired title as Margaret La Kretz Blume, Trustee of the Margaret La Kretz Blume Trust, owning an undivided 50% interest; and LINDA LA KEBETZ DUTTENTIA VARE TO Survey on the UNIXY TAUST dated April 27, 1984 who acquired	RECORDING REQUESTED BY AND WHEN RECORDED MAIL TO: Martin A. Neumann, Esq. Weinstock Manion, A Law Corporation 1875 Century Park East, Suite 2000 Los Angeles, CA 90067 MAIL TAX STATEMENTS TO: Cross Roads Management, Inc. Linda Duttenhaver, President 6671 Sunset Blvd., Suite 1575 Los Angeles, CA 90028 Spac GRANT DEED (Excluded from Reappraisal Under Proposition 13, i.e., MASSESSON The undersigned Grantor declares under penalty of perjury to Documentary Transfer tax is \$ -0- The Grantors and the Grantee in this conveyance are cor- continue to hold the same proportionate interest in the p GRANTORS: MARGARET LA KRETZ BLUME, Trustee BLUME TRUST dated April 29, 1991, who acquired title a of the Margaret La Kretz Blume Trust, owning an undivide KRETZ DUITTENHA VER. Trustee of the UNDY TRUST
	 Intervention of the function of the Lindy Trust, owning an undivided 50% interest, hereby GRANT TO: Sycamore Corner LLC, a California limited liability company, their entire interest in and to the following described real property in the City of Los Angeles, County of Los Angeles, State of California: SEE LEGAL DESCRIPTION ATTACHED HERETO AS "EXHIBIT A" AND MADE A PART HEREOF. Subject to all liens, encumbrances, conditions, covenants, restrictions, reservations, easements and rights of way of record. Situs Address: 7022 W. Sunset Boulevard, Los Angeles, CA 90028 	 hitchild Doff Hardin v En, Frustee of the Lindy Trust, own hereby GRANT TO: Sycamore Corner LLC, a California i interest in and to the following described real property in the Angeles, State of California: SEE LEGAL DESCRIPTION ATTACHED HEREMADE A PART HEREOF. Subject to all liens, encumbrances, conditions, covenants, registers of way of record. Situs Address: 7022 W. Sunset Boulevard, Los Angeles, Comparison of the state of the s
	[Signatures appear on the following page] 2932944.2 1	[Signatures appear on the follor 2932944.2 1
EXHIBIT A LOT 3 OF TRACT NO. 3890, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 39, PAGE 57 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY	<section-header><section-header><section-header><section-header><section-header><section-header><section-header><text><text><text><text></text></text></text></text></section-header></section-header></section-header></section-header></section-header></section-header></section-header>	State of FLORIDA Contry of Pabbaa The foregoing instrument was acknowledged before mether on the notarization, this Pabay of Pabbaa KETET BLUME, who I is personally known to me or as identification. Seal Thurspect of Pabbaa Thurspect of Pabbaa
APN: 5548-016-001 Situs Address: 7022 W. Sunset Boulevard, Los Angeles, CA 90028.	APN: 5548-016-001 Situs Address: 7022 W. Sunset Boulevard, Los Angeles, CA 90028.	APN: 5548-016-001 Situs Address: 7022 W. Sunset Boulevard, Los Angeles, CA 9
	2932944.2 4	2932944.2 3































ADJACENT COMMERCIAL SURFACE PARKING

LEGEND: MATERIALS, TEXTURES AND COLORS

EXTERIOR CEMENT PLASTER (ECP): FINISH: SMOOTH FINISH PAINT: BENJAMIN MOORE,

LINEN WHITE 912



5 GLASS RAILING: MANUFACTURER: TBD

-) EXTERIOR CEMENT PLASTER (ECP): FINISH: SMOOTH FINISH PAINT: BENJAMIN MOORE, DESERT GREEN 443



(6) METAL RAILING: MANUFACTURER: TBD POWDER COATED FINISH, BRONZE



) WALLTILE: CERAMICA SAT'AGOSTINO, PORCELAIN TILE TETRIS SERIES: BREEZE









(4) **WINDOWS:** VPI ENVISION WINDOWS OR EQUAL, VINYL NAIL-ON WINDOW/DOOR, WHITE









ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE THE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND THE SAME MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.





ESIDENTIAL UNIT			P	
ESIDENTIAL UNIT			p	
ECREATION ROOM				
ETAIL TRASH ROOM	GROUN	ID FLOOR PARKING		R
		P1 PARKING GARAGE]	





.







WDW/DR-1



TILE-1



CANTILEVERED **GLASS GUARDRAIL** AT ROOF DECKS



ECP-1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE THE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND THE SAME MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT



VINYL VINDOW COLOR WHITE



TETRIS SERIES BREEZE



METAL GUARDRAIL AT BALCONIES



- ECP-1
- **PT-1**
- **PT-2**
- TILE-1

EXTERIOR COLORS AND MATERIALS

EXTERIOR CEMENT PLAASTER (ECP), SMOOTH FINISH

BENJAMIN MOORE, LINEN WHITE 912

BENJAMIN MOORE, DESERT GREEN 443

CERAMICA SAT'AGOSTINO-PORCELAIN TILE, TETRIS BREEZE LUC

WDW/DR-2 VPI QUALITY WINDOWS OR EQUAL, VINYL NAIL-ON WINDOW/DOOR, WHITE









JUNIOR 1B (430 SF) SCALE: 1/4" = 1'-0"



STUDIO C (380 SF) SCALE: 1/4" = 1'-0"



JUNIOR 1A (450 SF) SCALE: 1/4" = 1'-0"



- 5

STUDIO B (380 SF) SCALE: 1/4" = 1'-0"



ST SCAL

4

STUDIO A-1 (380) SCALE: 1/4" = 1'-0"



-3

STUDIO A (380 SF) SCALE: 1/4" = 1'-0"










(6)

UNIT 1-D (580 SF) SCALE: 1/4" = 1'-0"



UNIT 1-C (620 SF) SCALE: 1/4" = 1'-0"

5

(4)

3

UNIT 1-B (620 SF) SCALE: 1/4" = 1'-0"



UNIT 1-A (580 SF) SCALE: 1/4" = 1'-0"















	UNIT DO	OOR SCHEDU	LE	1			1				
	DOOR NUMBER	ROOM NUMBER	ROOM NAME	DOO		THICKNESS	ТҮРЕ	DOOR MATERIAL	Door Facing/ Finish		_
	U01		ENTRY	3'-0"	7'-0"	1-3/4"	A				
	U02 U03		BEDROOM BATHROOM	3'-0" 3'-0"	7'-0" 7'-0"	1-3/8" 1-3/8"	B				
	U04 U05		CLOSET CLOSET	4'-0" 5'-0"	7'-0" 7'-0"	1-3/8" 1-3/8"	C C				
	U06		WASHER/DRYER	2'-0"	7'-0"	1-3/8"	D				
	U08 U09		BALCONY BALCONY	3'-0" 4'-0"	7'-0" 7'-0"	1-3/8" 1-3/8" 1-3/8"	F				
	СОММС	DOOR SCH	IEDULE							<u> </u>	
	DOOR NUMBER	ROOM NUMBER	ROOM NAME	DOO	R SIZE	THICKNESS	TYPE	DOOR MATERIAL	Door Facing/ Finish	HEAD	
	PARKING I	_EVEL 1		2' 0"	7' 0"	1 2 / 4 "					
	P100 P101		ELEVATOR MACHINE ROOM	3'-0"	7-0 7'-0"	1-3/4"	AA AA	НМ		<u> </u>	
	P102 P103		STORAGE STAIR #1	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA AA	HM HM			-
	P104		MECHANICAL/ELECTRICAL ROOM	3'-0"	7'-0" 7'-0"	1-3/4"	AA AA	НМ			
	P106		MECHANICAL/ELECTRICAL ROOM	3'-0"	7'-0"	1-3/4"	AA	HM		<u> </u>	<u> </u>
	GROUND	FLOOR-LEVEL 1									
	100 101		STAIR #1 LEASING OFFICE	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA CC	HM STFT			
WIDTH	102		LEASING OFFICE	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA CC	HM STFT			
/	104			3'-0"	7'-0"	1-3/4"	AA	WD STFT		<u> </u>	<u> </u>
	105		COMMERCIAL	PR3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA	HM			
	107 108		COMMERCIAL RESTROOM	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA AA	HM HM			
	109		ELECTRICAL ROOM	3'-0" 6'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA FF	НМ			
	111			6'-0"	7'-0"	1-3/4"	AA	HM			<u> </u>
	112		COMMERCIAL TRASH ROOM	PR3'-0" PR3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	BB BB	HM HM			
	<u>114</u> 115		GARAGE ENTRY MAIN ELECTRICAL ROOM	3'-0" PR3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	FF BB	ROLLDN			
I YPE E NGLE PANEL	116			3'-0"	7'-0"	1-3/4"	AA	HM			
E BI-FOLD DOOR	117		RESIDENTIAL LOBBY	9-0 PR3'-0"	7-0 7'-0"	1-3/4"	AA AA	НМ		<u> </u>	
	119 120		ELEVATOR LOBBY RESTROOM	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	CC AA	STFT WD			
	121		COMMON SPACE ROOM	3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"		STFT STFT			
	123		RESIDENTIAL LOBBY	3'-0"	7'-0"	1-3/4"	DD	STFT		<u> </u>	<u> </u>
	124		RESIDENTIAL LOBBY	3-0 PR3'-0"	7-0 7'-0"	1-3/4 1-3/4"	CC	STFT			
	126 127		STAIR #3 STAIR #3	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	EE EE	MTL MTL			
	SECOND E										
	200		STAIR #1	3'-0"	7'-0"	1-3/4"	AA	HM		<u> </u>	<u> </u>
	201		IDF	3-0	7-0 7'-0"	1-3/4 1-3/4"	AA AA	НМ			
	203 204		JANITOR ELECTRICAL ROOM	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA AA	HM HM			
	205		STAIR #3	3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	EE AA	MTL HM			
	207		STAIR #2	3'-0"	7'-0"	1-3/4"	AA	MTL		<u> </u>	<u> </u>
	208 209		RECREATION ROOM	PR3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	CC	STFT			
	210 211		RESTROOM RESTROOM	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA AA	WD WD			
	212		STORAGE ROOM	3'-0"	7'-0"	1-3/4"	AA	WD			
	THIRD FLO	OR	STΔIR #1	3'-0"	7'-0"	1-3/4"		НМ			
	301		TRASH ROOM	3'-0"	7'-0"	1-3/4"	AA	HM			<u> </u>
	302		JANITOR	3'-0"	7-0 7'-0"	1-3/4"	AA AA	НМ			
	304 305		ELECTRICAL ROOM STAIR #3	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA EE	HM MTL			
	306 307		IDF STAIR #2	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA FF	HM MTI			
					-	- /					
	400		STAIR #1	3'-0"	7'-0"	1-3/4"	AA	НМ			
	401 402		IDF	3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA AA	НМ			
	403 404		JANITOR ELECTRICAL ROOM	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA AA	HM HM			
	405 406		STAIR #2 IDF	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	EE AA	MTL HM			
	500		STAIR #1	3'-0"	7'-0"	1-3/4"	AA	НМ		<u> </u>	
H	501 502		IDF	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA AA	HM HM			
	503 504		JANITOR ELECTRICAL ROOM	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA AA	HM HM			
	505		STAIR #2	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4"	EE AA	MTL			
				5-0	7 -0	Т° 5/ т					
	51X TH FLC 600		STAIR #1	3'-0"	7'-0"	1-3/4"	AA	НМ			
	601 602		TRASH ROOM	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA AA	HM HM			
<]	603			3'-0"	7'-0" 7'-0"	1-3/4"	AA	НМ		<u> </u>	
D	605		STAIR #2	3'-0"	, 0 7'-0"	1-3/4"	EE	MTL		<u> </u>	+
- ITE	606			3'-0"	/'-0"	1-3/4"		HM			
JUKS	SEVENTH 700	FLOOR	STAIR #1	3'-0"	7'-0"	1-3/4"	AA	HM			
	701		TRASH ROOM	3'-0"	7'-0"	1-3/4"	AA	HM		<u> </u>	
/	702		JANITOR	3'-0"	7'-0" :	1-3/4"	AA	HM		<u> </u>	+
	704 705		ELECTRICAL ROOM	3'-0" 3'-0"	7'-0" 7'-0"	1-3/4" 1-3/4"	AA EE	HM MTL			<u> </u>
	706		IDF	3'-0"	7'-0"	1-3/4"	BB	HM			
	ROOF R100		STAIR #1	3'-0"	7'-0"	1-3/4"	AA	HM			
	R101		STAIR #2	3'-0"	7'-0"	1-3/4"	EE	MTL			

						D	OOR SCHEDU	LE	DOOR NOTES
DE JAMB	TAILS	THRESHOLD	UL FIRE RATING ASSEMBLY	CLOSER REQUIRED	SECURITYC ONTACT	HARDWARE	NOTES:		NOTE: 1. ALL RATED PAIRS OF DOORS SHALL HAVE CLOSER ASTRAGAL AND COORDINATOR
									2.
DE	TAILS		UL FIRE RATING	CLOSER REQUIRED	SECURITY CONTACT	HARDWARE	NOTES:		
JAMB	SILL	THRESHOLD	ASSEMBLY						
				X X X X	X X X X				
				X X X	X X X				
				X X	X X				
				X X	X X				
				X X X	X X X				
				X X X	X X X				
				X X X	X X X				
				X X X	X X X				
				X X	X X				
				X X X	X X X				
				X X X	X X X				
				X X X	X X X				
				X X X	X X X				
				X	X				
				X X X	X X X				
				X X X	X X X				
				X X X	X X X				
				X X X	X X X				
				X	X				
				X X X	X X X				
				X X X	X X X				
				X X X	X X X				
				X	X				
				X X X	X X X				
				X X X	X X X				
				v	v				
				X X X	X X X				
				X X X	X X X				
				X	X				
				X X X	X X X				
				X X X	X X X				
				X	X				
				X X X	X X X				
				X X X	X X X				
				X	X				
				X X	X X				





WINDC	W SCHEDULE											
TYPE	WINDOW STYLE	SI	ZE	MATERIAL FRAME	SILL HEIGHT	MATERIALS SASH	FINISH	GLAZING TYPE		DETAILS		NOTES:
		WIDTH	HEIGHT						HEAD	JAMB	SILL	
Δ1	CASEMENT	4'-6"	8'-0"			VINVI						
A2	CASEMENT	2'-2"	8'-0"	VINYL		VINYL						
A3	CASEMENTS/FIXED	7'-6"	8'-0"	VINYL		VINYL						
A4	CASEMENT	3'-0"	9'-0"	VINYL		VINYL						
A5	FIXED	3'-0"	9'-0"	VINYL		VINYL						
A6	DOUBLE HUNG	3'-0"	4'-0"	VINYL		VINYL						
A7	CASEMENT	2'-2"	4'-0"	VINYL		VINYL						
A8	FIXED	2'-2"	4'-10"	VINYL		VINYL						
A9	FIXED	2'-2"	8'-0"	VINYL		VINYL						
B1	PATIO DOOR W/SIDELTS	9'-0	8'-0"	VINYL		VINYL						
B2	PATIO SLIDING DOOR	6'-0"	8'-0'	VINYL		VINYL						
B3	PATIO SLIDING DOOR W/SIDELT	9'-0"	8'-0"	VINYL		VINYL						
B4	PATIO SLIDING DOOR	6'-0"	9'-0"	VINYL		VINYL						





WINDOW NOTES

ACOUSTIC REQUIREMENTS WINDOW: SUBJECT TO ACOUSTICAL REPORT.

EGRESS:

EXIT THROUGH WINSOWS AND/OR SLIDING/HINGE BALCONY DOORS PER THIS SHEET.

NOTES:

ONE OPERABLE WINDOW WITH AN OPERABLE AREA OF NOT LESS THAN 5.7 SF MINIMUM CLEAR 24 INCHES WIDTH AND A SILL HEIGHT NOT OVER 44 INCHES ABOVE THE FINISH FLOOR IS REQUIRED IN ALL BEDROOMS BELOW THE FOURTH STORY AND BASEMENT.



- 1. REQUIREMENTS FOR EMERGENCY/RESC WINDOW
- FOR SLEEPING ROOMS BELOW FOURTH FLOOR 2. SEE UNIT PLANS FOR LOCATIONS OF EGRESS
- WINDOWS. 3. CONTRACTOR TO VERIFY ALL WINDOWS TO BE PROCURED MEET THE CODE REQUIREMENTS.

LIGHT AND AIR REQUIREMENTS: SECTION 1205: LIGHTING 1205.2 NATURAL LIGHT.

THE MINIMUM NET GLAZED AREA SHALL NOT BE LESS THAN 8 PERCENT OF THE FLOOR AREA OF THE ROOM SERVED. SECTION 1203: VENTILATION 1203.4.1 VENTILATION AREA REQUIRED. THE MINIMUM OPENABLE AREA TO THE OUTDOOR SHALL BE 4 PERCENT OF THE FLOOR AREA BEING VENTILATED.





PROPOSED IRRIGATION SYSTEM: ALL LANDSCAPE TO BE DRIP IRRIGATION.

WATER CONSERVATION FEATURES PROPOSED:

WEATHER BASED E.T. IRRIGATION CONTROLLER

2,254 SF (1ST FLOOR) 1,300 SF (2ND FLOOR) 3,500 SF (3RD FLOOR) 4,460 SF (ROOF) 11,514 SF

650 SF (3RD FLOOR)

SCALE: 3/32" = 1'-0"

WHEN PRINTED ON 24" X 36" PAPER.

)' 4' 8'

659 SF (ROOF) 3,105 SF



Architect: Newmark Architecture 1263 South Windsor Blvd. Los Angeles, CA90019

Client:

Crossroads Properties 6671 Sunset Blvd., Ste 1575 Los Angeles, CA 90028

Project location: 7022 Sunset Blvd. Los Angeles, CA 90028







Architect: Newmark Architecture 1263 South Windsor Blvd. Los Angeles, CA90019

Client:

Crossroads Properties 6671 Sunset Blvd., Ste 1575 Los Angeles, CA 90028

Project location:7022 Sunset Blvd.Los Angeles, CA 90028



SCALE: 3/32" = 1'-0"

WHEN PRINTED ON 24" X 36" PAPER.

0' 4' 8'





Architect: Newmark Architecture 1263 South Windsor Blvd. Los Angeles, CA90019

Client:

Crossroads Properties 6671 Sunset Blvd., Ste 1575 Los Angeles, CA 90028

Project location:7022 Sunset Blvd.Los Angeles, CA 90028



SCALE: 3/32" = 1'-0"

WHEN PRINTED ON 24" X 36" PAPER.

0' 4' 8'





SCALE: 3/32" = 1'-0"

WHEN PRINTED ON 24" X 36" PAPER.

0' 4' 8'



Architect: Newmark Architecture 1263 South Windsor Blvd. Los Angeles, CA90019

Client:

Crossroads Properties 6671 Sunset Blvd., Ste 1575 Los Angeles, CA 90028

Project location:7022 Sunset Blvd.Los Angeles, CA 90028



INTERIOR COURTYARD



Acer palmatum/ Japanese maple



Heuchera 'Lime Curls'/ Lime green Nandina 'Gulf Stream' / Coral bells Heavenly bamboo





Phormium tenax 'Jubilee'/ New Zealand flax

SIDEYARDS



Ginkgo biloba / Maidenhair tree



Olea europaea 'Montra'/ Little Ollie



Strelitzia reginae / Bird of paradise



Prunus cerasifera / Purple leaf plum



Distictis x 'Rivers' / Royal Trumpet Vine



Asparagus densiflorus 'Meyers'/ Fox tail asparagus



Trachelospermum jasminoides / Star Jasmine



Lavandula stoechas 'Otto Quast' / Strelitzia reginae / Bird of paradise Otto Quast Spanish Lavender



Pots at entry





/ Echeveria x 'Ruffles' / Ruffles Echeveria





MED

No

12" o.c. 5 flats

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAIN
TREES	ACE BLO	Acer palmatum 'Bloodgood' / Bloodgood Japanese Maple	24"	Вох
E Company	GIN BIL	Ginkgo biloba / Maidenhair Tree	24"	Box
A A A A A A A A A A A A A A A A A A A	PRU ATR	Prunus cerasifera 'Atropurpurea' / Purple-leaf Plum	24"	Box
SHRUBS				
\bigcirc	ASP DEN	Asparagus densiflorus 'Myers' / Myers Asparagus Fern	1 gal.	
. sottine.	DIS HYB	Distictis x 'Rivers' / Royal Trumpet Vine	15 gal.	
	HEU L23	Heuchera x 'Lime Rickey' / Lime Rickey Coral Bells	1 gal.	
	LAV OTT	Lavandula stoechas 'Otto Quast' / Otto Quast Spanish Lavender	5 gal.	
\bigcirc	NAN GUL	Nandina domestica 'Gulf Stream' / Gulf Stream Heavenly Bamboo	5 gal.	
	OLE LIT	Olea europaea 'Montra' / Little Ollie® Olive	5 gal.	
×	PHO J12	Phormium tenax 'Jubilee' / New Zealand Flax	5 gal.	
	STR REG	Strelitzia reginae / Bird Of Paradise	5 gal.	
GROUND CO	OVERS			
	TRA JAS	Trachelospermum jasminoides / Chinese Star Jasmine	flat	

2024-11-15 Sunset SD Set

INTERIOR COURTYARD NORTH



Acer palmatum/ Japanese maple



Acer palmatum/ Japanese maple



Abutilon x hybridum/ Hybrid abutilons



Dichondra argentea/ Silver falls dichondra





Phormium tenax 'Jubilee'/ New Zealand flax



Heuchera 'Lime Curls'/ Lime green Loropetalum 'Razzleberri'/ Razzle Coral bells berri Fringe flower





Aeonium x purpureum/ Purple aeonium



Echeveria x hybrids/ Mixed Echeveria hybrids



Tradescantia pallida/ Purple spiderwort



Westringia fruticosa/ Coast rosemary

21E	ACE BLO	Acer palmatum 'Bloodgoo
	ACE SAN	Acer palmatum 'Sango-ka
	ABU HY2	Abutilon x hybridum / Flow
	AEO ATR	Aeonium arboreum 'Atrop
\bigcirc	DIC SIL	Dichondra argentea 'Silve
\bigcirc	ECH AFT	Echeveria x 'Afterglow' / A
	HEU L23	Heuchera x 'Lime Rickey'
	LOR MON	Loropetalum chinense 'Mo
\ast	PHO J12	Phormium tenax 'Jubilee'
\bigcirc	TRA PUR	Tradescantia pallida / Pur
	WES FRU	Westringia fruticosa / Coa

2024-11-15 Sunset SD Set LANDSCAPE ARCHITECTURE COURTLAND STUDIO, LLC 505 E Colorado Blvd. Mezz C Pasadena CA 91101 P: 818-788-9382 F: 818-788-3217 Licensed Landscape Architect #3620

Architect: Newmark Architecture 1263 South Windsor Blvd. Los Angeles, CA90019

Client:

Crossroads Properties 6671 Sunset Blvd., Ste 1575 Los Angeles, CA 90028

Project location: 7022 Sunset Blvd. Los Angeles, CA 90028





Hakea drupacea / Sweet hakea



Aeonium atropurpureum/ Purple aeonium



Echeveria spp. / Echeveria



Euphorbia tirucalli / Firesticks



Graptopetalum paraguayense / Ghost succulent



Kalanchoe thyrsiflora / Paddle plant





Yellow lantana

Leucandendron 'Jester' / Jester cone bush





Olea europaea 'Montra'/ Little Ollie



Westringia fruticosa/ Coast rosemary

HAK DRU AEO ATR ECH AFT

TREES

•••

 (\cdot)

2

 (\cdot)

EUP STI

GRA PAR

KAL THY

LAN HYB

LEU HYB

OLE LIT

WES FRU

BOTANICAL / COMMON NAME	SIZE		WUCOLS	<u>CA NATIVE</u>	QTY
Hakea drupacea / Sweet Hakea	24"	Box	LOW	No	8
Aeonium arboreum 'Atropurpureum' / Purple Tree Aeonium	1 gal.		LOW	No	47
Echeveria x 'Afterglow' / Afterglow Echeveria	4"	Plug	LOW	No	47
Euphorbia tirucalli 'Sticks on Fire' / Sticks on Fire Pencil Tree	5 gal.		VERY LOW	No	51
Graptopetalum paraguayense / Ghost Plant	4"	Pot	LOW	No	48
Kalanchoe thyrsiflora / Paddle Plant	1 gal.		LOW	No	46
Lantana x 'New Gold' / New Gold Lantana	5 gal.		VERY LOW	No	51
Leucadendron x 'Jester' / Jester Conebush	5 gal.		LOW	No	13
Olea europaea 'Montra' / Little Ollie® Olive	5 gal.		LOW	No	24
Westringia fruticosa / Coast Rosemary	5 gal.		LOW	No	16



Architect: Newmark Architecture 1263 South Windsor Blvd. Los Angeles, CA90019

Client:

Crossroads Properties 6671 Sunset Blvd., Ste 1575 Los Angeles, CA 90028

Project location: 7022 Sunset Blvd. Los Angeles, CA 90028



2024-11-15 Sunset SD Set





Aeonium atropurpureum/ Purple aeonium



Agave attenuata / Foxtail agave





Asparagus densiflorus 'Meyers' / Foxtail asparagus

Dodonea viscosa 'Purpurea' / Purple hopseed



Graptopetalum paraguayense / Ghost succulent



Grevillea 'Scarlet sprite' / Compact red grevillea



Kalanchoe thyrsiflora / Paddle plant



15	SIZE		WUCOLS	<u>CA NATIVE</u>	QTY
um' / Purple Tree Aeonium	1 gal.		LOW	No	32
	5 gal.		LOW	No	4
Ayers Asparagus Fern	1 gal.		MED	No	15
urple Hopseed Bush	15 gal.		LOW	No	46
Ghost Plant	4"	Pot	LOW	No	33
et Sprite Grevillea	5 gal.		MED	No	30
ant	1 gal.		LOW	No	19
lie® Olive	5 gal.		LOW	No	8
Zealand Flax	5 gal.		MED	No	12



Architect: Newmark Architecture 1263 South Windsor Blvd. Los Angeles, CA90019

Client:

Crossroads Properties 6671 Sunset Blvd., Ste 1575 Los Angeles, CA 90028

Project location: 7022 Sunset Blvd. Los Angeles, CA 90028

Olea europaea 'Montra'/ Little Ollie

Phormium tenax 'Jubilee'/ New Zealand flax



2024-11-15 Sunset SD Set

B – MAPS

VICINITY MAP RADIUS MAP ZIMAS MAP AND PARCEL PROFILE REPORT SITE AERIAL MAP AB 2097 MAP



Address: 7014-7022 W SUNSET BLVD 1438-1444 N SYCAMORE AVE





DENSITY BONUS ON-MENU / SITE PLAN REVIEW



THOMAS BROTHERS Page: 593 Grid: D-5	ASSESSOR PARCEL NUMBE	R: 5548-016-(001-004)	
	SITE ADDRESS: 7014-7022	W. SUNSET BLVD & 1438-1444 N. SYCAMORE AVE	
LEGAL	CD: 13		ОКТН
" SEE APPLICATIONS"	CT: 1901.02	CASE NO:	2
	PA: HOLLYWOOD	SCALE: 1" = 100'	DATE: <u>06-11-2024</u>
	USES: FIELD/RECORD	D.M.: <u>147B181</u>	
CONTACT: DLA PIPER LL	Р	PHONE: 310-595-3244	NET AC: 0.664 ^{+/-} <i>QMS: 24-158</i>



....

City of Los Angeles Department of City Planning

1/11/2024 PARCEL PROFILE REPORT

PROPERTY ADDRESSES	Address/Legal Information	
7022 W SUNSET BLVD	PIN Number	147B181 695
1446 N SYCAMORE AVE	Lot/Parcel Area (Calculated)	8,427.9 (sq ft)
	Thomas Brothers Grid	PAGE 593 - GRID D5
ZIP CODES	Assessor Parcel No. (APN)	5548016001
90028	Tract	TR 3890
	Map Reference	M B 39-57
RECENT ACTIVITY	Block	None
None	Lot	3
	Arb (Lot Cut Reference)	None
CASE NUMBERS	Map Sheet	147B181
CPC-2018-6005-CA	Jurisdictional Information	
CPC-2016-1450-CPU	Community Plan Area	Hollywood
CPC-2013-3169	Area Planning Commission	Central
CPC-2007-5866-SN	Neighborhood Council	Central Hollywood
CPC-2003-2115-CRA	Council District	CD 13 - Hugo Soto-Martinez
CPC-2002-4173	Census Tract #	1901.02
CPC-2002-1128-CA	LADBS District Office	Los Angeles Metro
CPC-1999-324-ICO	Permitting and Zoning Compliance Inform	ation
CPC-1999-2293-ICO	Administrative Review	None
CPC-1986-835-GPC	Planning and Zoning Information	
ORD-181340	Special Notes	None
ORD-176172	Zoning	C4-2D-SN
ORD-175038	Zoning Information (ZI)	ZI-2374 State Enterprise Zone: Los Angeles
ORD-173562		ZI-2330 Sign District: Hollywood Signage (CRA Area)
ORD-165655-SA90		ZI-2331 Sign District: Hollywood Signare (Media District)
ORD-129944		ZI-2452 Transit Priority Area in the City of Los Angeles
ENV-2019-4121-ND		ZI-2488 Redevelopment Project Area: Hollywood
ENV-2018-6006-CE		ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
ENV-2013-3170-CE	General Plan Land Use	Regional Center Commercial
ENV-2003-1377-MND	General Plan Note(s)	Yes
ENV-2002-4174	Hillside Area (Zoning Code)	No
ENV-2002-1131-ND	Specific Plan Area	ADAPTIVE REUSE INCENTIVE AREAS
ENV-2002-1130-ND	Subarea	None
	Special Land Use / Zoning	None
	Historic Preservation Review	No
	Historic Preservation Overlay Zone	None
	Other Historic Designations	None
	Mills Act Contract	None
	CDO: Community Design Overlay	None
	CPIO: Community Plan Imp. Overlay	None
	Subarea	None
	CUGU: Clean Up-Green Up	None
	HCR: Hillside Construction Regulation	No
	NSO: Neighborhood Stabilization Overlay	No
	POD: Pedestrian Oriented Districts	None

RBP: Restaurant Beverage Program Eligible Area	General (RBPA)
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	Hollywood Signage (CRA Area)
C C	Hollywood Signage (Media District)
AB 2334: Very Low VMT	Yes
AB 2097: Reduced Parking Areas	Yes
Streetscape	No
Adaptive Reuse Incentive Area	Adaptive Reuse Incentive Area
Affordable Housing Linkage Fee	
Residential Market Area	Medium-High
Non-Residential Market Area	High
Transit Oriented Communities (TOC)	Tier 3
ED 1 Eligibility	Eligible Site
RPA: Redevelopment Project Area	Hollywood
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	Active: Hollywood Senior High Active: Hollywood Senior High (New Media Magnet) Active: Hollywood Senior High (Performing Arts Magnet)
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	5548016001
APN Area (Co. Public Works)*	0.193 (ac)
Use Code	7200 - Institutional - School (Private) - One Story
Assessed Land Val.	\$1,001,181
Assessed Improvement Val.	\$408,000
Last Owner Change	12/01/2021
Last Sale Amount	\$4,600,046
Tax Rate Area	200
Deed Ref No. (City Clerk)	763570
	763299
	610078
	573617
	2093253
	1775489
	1775488
	1198036
	1-682
Building 1	
Year Built	1932
Building Class	C7A
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	6,633.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	INO GATA TOF DUIIDING 5
Kent Stabilization Ordinance (RSO)	NO [APN: 5548016001]
	None
	Nono
Cuasial Zone	NULLE

Santa Monica Mountains Zone	No
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	Yes
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A- 13372)	No
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	0.795528
Nearest Fault (Name)	Hollywood Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	В
Slip Rate (mm/year)	1.0000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Poorly Constrained
Down Dip Width (km)	14.0000000
Rupture Top	0.0000000
Rupture Bottom	13.0000000
Dip Angle (degrees)	70.0000000
Maximum Magnitude	6.4000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	None
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	Yes
Promise Zone	None
State Enterprise Zone	LOS ANGELES STATE ENTERPRISE ZONE
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 5548016001]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Housing Element Sites	
HE Replacement Required	N/A
SB 166 Units	20.6 Units, Very Low
	20.6 Units, Low
Housing Use within Prior 5 Years	No
Public Safety	
Police Information	

Bureau	West	
Division / Station	Hollywood	
Reporting District	645	
Fire Information		
Bureau	West	
Battallion	5	
District / Fire Station	41	
Red Flag Restricted Parking	No	

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2018-6005-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHROITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	CPC-2016-1450-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	UPDATE TO THE HOLLYWOOD COMMUNITY PLAN
Case Number:	CPC-2013-3169
Required Action(s):	Data Not Available
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	CPC-2007-5866-SN
Required Action(s):	SN-SIGN DISTRICT
Project Descriptions(s):	HOLLYWOOD SIGN SUD AMENDMENT
Case Number:	CPC-2003-2115-CRA
Required Action(s):	CRA-COMMUNITY REDEVELOPMENT AGENCY
Project Descriptions(s):	First Amendment to the Hollywood Redevelopment Plan
Case Number:	CPC-2002-4173
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	CPC-2002-1128-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	
Case Number:	CPC-1999-324-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	
Case Number:	CPC-1999-2293-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE.
Case Number:	CPC-1986-835-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	PLAN AMENDMENTS AND ZONE CHANGES FOR THE HOLLYWOOD COMMUNITY PLAN REVISION/ZONING CONSISTENCY PROGRAM
Case Number:	ENV-2019-4121-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHROITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2018-6006-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHROITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2016-1451-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	UPDATE TO THE HOLLYWOOD COMMUNITY PLAN
Case Number:	ENV-2013-3170-CE

Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	ENV-2003-1377-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	Approval of a proposed Sign Supplemental Use District pursuant to Section 13.11 of the LAMC for the Hollywood Redevelopment Project Area
Case Number:	ENV-2002-4174
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	ENV-2002-1131-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	
Case Number:	ENV-2002-1130-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	

DATA NOT AVAILABLE

ORD-181340 ORD-176172 ORD-175038 ORD-173562 ORD-165655-SA90 ORD-129944




Address: 7022 W SUNSET BLVD APN: 5548016001 PIN #: 147B181 695 Tract: TR 3890 Block: None Lot: 3 Arb: None Zoning: C4-2D-SN General Plan: Regional Center Commercial





PIN #: 147B181 695

Block: None Lot: 3 Arb: None

General Plan: Regional Center Commercial



LEGEND

GENERALIZED ZONING

OS, GW
A, RA
RE, RS, R1, RU, RZ, RW1
R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
P, PB
PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

	Minimum Residential		
	Very Low / Very Low I Residential	INDU	JSTRIAL
•••••	Very Low II Residential		Commercial Manufacturing
	Low / Low I Residential		Limited Manufacturing
	Low II Residential		Light Manufacturing
	Low Medium / Low Medium I Residential		Heavy Manufacturing
	Low Medium II Residential		Hybrid Industrial
	Medium Residential	PAR	KING
	High Medium Residential		Parking Buffer
	High Density Residential	POR	T OF LOS ANGELES
	Verv High Medium Residential		General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
сом	MERCIAL		General / Bulk Cargo - Hazard
	limited Commercial		Commercial Fishing
~~~~~	Limited Commercial - Mixed Medium Residential		Recreation and Commercial
000000	Highway Oriented Commercial		Intermodal Container Transfer Facility Site
	Highway Oriented and Limited Commercial	LOS	ANGELES INTERNATIONAL AIRPORT
****	Highway Oriented Commercial - Mixed Medium Residential		Airport Landside / Airport Landside Support
	Neighborhood Office Commercial		Airport Airside
	Community Commercial		LAX Airport Northside
		OPE	N SPACE / PUBLIC FACILITIES
	Regional Center Commercial		Open Space
	Regional center commercial		Public / Open Space
			Public / Quasi-Public Open Space
FRAM	EWORK		Other Public Open Space
СОМ	MERCIAL		Public Facilities
	Neighborhood Commercial		
	General Commercial	INDU	JSTRIAL
	Community Commercial		Limited Industrial
****	Regional Mixed Commercial		Light Industrial

Regional Mixed Commercial

#### **CIRCULATION**

#### STREET

Arterial Mountain Road Major Scenic Highway Collector Scenic Street Major Scenic Highway (Modified) Collector Street Major Scenic Highway II ----- Collector Street (Hillside) ----- Mountain Collector Street ----- Collector Street (Modified) ---- Park Road ----- Collector Street (Proposed) ——- Parkway Country Road Principal Major Highway — Divided Major Highway II ____ ---- Private Street Divided Secondary Scenic Highway Scenic Divided Major Highway II Local Scenic Road Scenic Park Local Street Scenic Parkway Major Highway (Modified) — Secondary Highway Major Highway I Secondary Highway (Modified) Major Highway II Secondary Scenic Highway Major Highway II (Modified) ---- Special Collector Street Super Major Highway

#### **FREEWAYS**

Freeway

- Interchange
- —— On-Ramp / Off- Ramp
- Hailroad
- Scenic Freeway Highway

#### **MISC. LINES**

	Airport Boundary	•=•=••	MSA Desirable Open Space
•••••	Bus Line	o <u> </u>	Major Scenic Controls
	Coastal Zone Boundary		Multi-Purpose Trail
	Coastline Boundary	ഗസ	Natural Resource Reserve
·····	Collector Scenic Street (Proposed)		Park Road
	Commercial Areas		Park Road (Proposed)
	Commercial Center		Quasi-Public
<del></del>	Community Redevelopment Project Area		Rapid Transit Line
	Country Road		Residential Planned Development
×	DWP Power Lines		Scenic Highway (Obsolete)
*****	Desirable Open Space	° — ° —	Secondary Scenic Controls
• - • -	Detached Single Family House	- • - •	Secondary Scenic Highway (Proposed)
	Endangered Ridgeline		Site Boundary
	Equestrian and/or Hiking Trail	⊗——	Southern California Edison Power
	Hiking Trail		Special Study Area
	Historical Preservation	• • • • •	Specific Plan Area
	Horsekeeping Area		Stagecoach Line
	Local Street		Wildlife Corridor

#### **POINTS OF INTEREST**

- 🗊 Alternative Youth Hostel (Proposed)
- Animal Shelter
- 🕍 Area Library
- 庙 Area Library (Proposed)
- 🕾 Bridge
- ▲ Campground
- Campground (Proposed)
- 👻 Cemetery
- HW Church
- 🛓 City Hall
- 🕅 Community Center
- M Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- XX Community Park
- 🕱 Community Park (Proposed Expansion)
- XX Community Park (Proposed)
- 🚔 Community Transit Center
- 🛉 Convalescent Hospital
- 🕱 Correctional Facility
- 🛠 Cultural / Historic Site (Proposed)
- 🛠 Cultural / Historical Site
- 🗰 Cultural Arts Center
- DMV DMV Office
- DWP DWP
- $\mathcal{T}$  DWP Pumping Station
- 🐆 Equestrian Center
- Fire Department Headquarters
- 📻 Fire Station
- 🖶 Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- \land Fire Training Site
- 🛳 Fireboat Station
- Health Center / Medical Facility
- 🖛 Helistop
- Historic Monument
- n Historical / Cultural Monument
- 🔭 Horsekeeping Area
- 🔭 Horsekeeping Area (Proposed)
- Horticultural Center 📕 Hospital Hospital (Proposed) HW House of Worship C Important Ecological Area Important Ecological Area (Proposed) e ☺ Interpretive Center (Proposed) JC Junior College MTA / Metrolink Station M MTA Station MTA Stop MWD MWD Headquarters 🖛 Maintenance Yard Municipal Office Building P Municipal Parking lot X. Neighborhood Park X Neighborhood Park (Proposed Expansion) X Neighborhood Park (Proposed) 1 Oil Collection Center Parking Enforcement P Police Headquarters 8 **Police Station** Police Station (Proposed Expansion) Police Station (Proposed) Police Training site Ê. PO Post Office ŧ Power Distribution Station ŧ Power Distribution Station (Proposed) **Power Receiving Station** ŧ Power Receiving Station (Proposed) 3 С Private College Private Elementary School Е  $|\lambda|$ Private Golf Course (Proposed) JH Private Junior High School **PS** Private Pre-School **XXI** Private Recreation & Cultural Facility SH Private Senior High School SF Private Special School
- 宦 Public Elementary (Proposed Expansion)
- Public Elementary School F を Public Elementary School (Proposed) Public Golf Course 1 Public Golf Course (Proposed) Public Housing Public Housing (Proposed Expansion) Π. Public Junior High School 前 Public Junior High School (Proposed) ms Public Middle School SH Public Senior High School ईंगे Public Senior High School (Proposed) Pumping Station Pumping Station (Proposed) * Refuse Collection Center 💼 Regional Library 🟟 Regional Library (Proposed Expansion) Regional Library (Proposed) 🐔 Regional Park 蔬 Regional Park (Proposed) **RPD** Residential Plan Development Scenic View Site Scenic View Site (Proposed) ADM School District Headquarters sc School Unspecified Loc/Type (Proposed) 🗰 Skill Center ss Social Services Special Feature  $\star$ 😥 Special Recreation (a) ŜF Special School Facility sF Special School Facility (Proposed) Steam Plant (sm) Surface Mining Trail & Assembly Area 📥 🛛 Trail & Assembly Area (Proposed) UTL Utility Yard Water Tank Reservoir
- ⅔ Wildlife Migration Corridor
- 🕋 Wildlife Preserve Gate

#### SCHOOLS/PARKS WITH 500 FT. BUFFER



#### **COASTAL ZONE**

### **TRANSIT ORIENTED COMMUNITIES (TOC)**



#### WAIVER OF DEDICATION OR IMPROVEMENT

Public Work Approval (PWA)

Waiver of Dedication or Improvement (WDI)

#### **OTHER SYMBOLS**





#### C – ENVIRONMENTAL CLEARANCE NO. ENV-2024-481-CE

COUNTY CLERK'S USE CITY OF LOS ANGELES			
LOS ANGELES, CALIEORNIA 90012			
	СТ		
	UN		
(PRC Section 21152; CEQA Guidelines Section 150	062)		
Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice mailing the form and posting fee payment to the following address: Los Angeles County C	should be posted with the County Clerk by lerk/Recorder, Environmental Notices, P.O.		
Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 21167 (d), the post limitations on court challenges to reliance on an exemption for the project. Failure to file to statute of limitations being such as the 100 days.	ing of this notice starts a 35-day statute of his notice as provided above, results in the		
PARENT CASE NI IMBER(S) / RECUESTED ENTITI EMENTS			
CPC-2024-480-DB-SPR-VHCA / Density Bonus, Site Plan Review			
LEAD CITY AGENCY	CASE NUMBER		
City of Los Angeles (Department of City Planning)	ENV-2024-481-CE		
PROJECT TITLE 7022 West Sunset Boulevard Mixed-Use Project	COUNCIL DISTRICT		
PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)			
7014-7022 West Sunset Boulevard / 1438-1446 North Sycamore Avenu	1e		
PROJECT DESCRIPTION:	Additional page(s) attached.		
The project proposes the demolition of an existing 6,690-square-foot commercial building	, an existing 6,633-square-foot institutional		
building, and an associated surface parking lot, and the construction of a new seven-story mi	xed-use residential and commercial building		
The project will have a height of 86 feet 6 inches. The project proposes 60 automobile parki	ng spaces on-site at ground level and within		
one (1) subterranean level; and 93 bicycle parking spaces (83 long-term and 10 short-term	n) on-site at ground level. There are two (2)		
existing Street Trees in the public right-of-way adjacent to the project site. The project will re	tain both existing Street Trees and plant an		
additional 29 trees on-site. There are four (4) non-protected trees on-site proposed for remo	val and no existing Protected Trees on-site.		
The project is required to provide 11,425 square-feet of open space and is voluntarily prov	viding a total of 15,064 square feet of open		
space. The project assumes a worst-case scenario of removing all street trees, in the event	of changes to the right-of-way improvement		
plans after approval of the environmental clearance. However, this environmental analysis of taxes without prior approval of Linhan Egrectry, in compliance with LAMC Sections 62 160 a	does not authorize the removal of any street		
Intees without prior approval of Orban Forestry, in compliance with LAMC Sections 62. 169 a	nd 62.170 and their applicable lindings.		
Svcamore Corner LLP (Owner)			
CONTACT PERSON (If different from Applicant/Owner above) (AREA CODE) T	ELEPHONE NUMBER   EXT.		
Kyndra Casper (Representative) (213) 694-314	41		
EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide r	elevant citations.)		
STATE CEQA STATUTE & GUIDELINES			
□ STATUTORY EXEMPTION(S)			
Public Resources Code Section(s)			
☑ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 /	Class 1-Class 33)		
CEQA Guideline Section(s) / Class(es) Section 15332 / Class 32			
OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) of	or (b)(4) or Section 15378(b) )		
	Additional page(s) attached		
In-fill development meeting the conditions described in CEQA Guidelines 15332: (a) The pro	iect is consistent with the applicable general		
plan designation and all applicable general plan policies as well as with the applicable z	oning 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)			
I he 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 treffic, poise, air quality, or water quality, (e) The site can be adequately served by all required utilities and			
bublic services			
None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.			
The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.			
IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT			
If different from the applicant, the identity of the person undertaking the project.			
CITY STAFF USE ONLY:			

CITY STAFF NAME AND SIGNATURE Dylan Lawrence

ENTITLEMENTS APPROVED

16

STAFF TITLE City Planning Associate

DISTRIBUTION: County Clerk, Agency Record Rev. 6-22-2021

See Case No. CPC-2024-481-DB-SPR-VHCA



# Categorical Exemption

DEPARTMENT OF CITY PLANNING

#### 7022 Sunset Project

Case Number: ENV-2024-481-CE

Project Location: 7014-7022 West Sunset Boulevard and 1438-1446 North Sycamore Avenue

Community Plan Area: Hollywood

Council District: 13

**Project Description:** The 7022 Sunset Boulevard Project (the Project) is located at 7014-7022 West Sunset Boulevard and 1438-1446 North Sycamore Avenue (Project Site) in the Hollywood community of the City of Los Angeles (City). The Project Site is 28,919 square feet (sf). The Project Site is currently developed with a 6,690- sf adult day care facility built in 1963 (7014 Sunset Boulevard), a 6,633-sf, one-story vacant commercial building built in 1932 (7022 Sunset Boulevard), and a surface parking lot (1444 North Sycamore Avenue).

The Project would demolish the existing on-site structures to construct a seven-story building with 112 residential dwelling units (42 studios, 61 one-bedrooms, and 9 two-bedrooms) and 2,875 sf of retail space on the ground floor over one level of partially underground parking and one level of ground level parking. The Project would have a total floor area of approximately 91,665 sf. The Project would include 12 very low-income units, 99 market rate units and one manager's unit (112 units total). The Project would provide 60 automobile parking spaces (47 residential automobile parking spaces and 13 commercial automobile parking spaces) and 93 bicycle parking spaces (83 long term bicycle stalls plus 10 short term spaces).

Currently, there are four trees on the Project Site including a Mulberry tree (Morus spp), Italian alder (Alnus cordata), Chinese Elm (Ulmus parvifolia), and Ficus (Ficus elastica).¹ There are two street trees; the one on Sycamore Avenue is a Camphor tree (Cinnamomum camphora), and the one on Sunset Boulevard is a Mexican fan palm (Washingtonia robusta). None of these six trees is a native tree that is protected by the LAMC Protected Tree Ordinance No. 177404. The Project would retain the two existing street trees and would remove the four existing on-site trees. The Project assumes a worst-case scenario of removing all street trees, in the event of changes to the right--of-way improvement plans after approval of the environmental clearance. However, this environmental analysis does not authorize the removal of any street trees without prior approval of Urban Forestry, in compliance with LAMC Sections 62.169 and

¹ Tree Report: 7022 Sunset Blvd. Los Angeles, CA 90028, Paul Lewis Landscape Architect, November 20, 2023

62.170 and their applicable findings. The Project proposes to plant 29 trees of varying species within and around the exterior of the Project Site and along North Sycamore Avenue.

The Project would provide 15,064 sf of open space, including 1,650 sf of open space in the form of balconies attached to the residential uses and 13,414 sf of common open space for the residents. The Project proposes 91,665 sf of floor area over 24,726 sf of combined buildable area, which constitutes an average FAR of 3.71:1. Project construction would occur over approximately 20 months, with construction beginning in the first quarter of 2025 and ending in the fourth quarter of 2026. The Project is anticipated to be operational in 2027. The Project will include 11,000 cubic yards (cy) of cut, with no fill and will include 11,000 cy of export.

#### **PREPARED FOR:** The City of Los Angeles Los Angeles City Planning

PREPARED BY: Kimley-Horn and Associates, Inc. 660 South Figueroa St., Suite 2050 Los Angeles, CA 90013

#### APPLICANT: Sycamore Corner, LLP 6671 Sunset Blvd., Suite 1575 Los Angeles, CA 90028

February 2025

# **Table of Contents**

<u>Section</u>		<u>Page</u>
Section 1	Project Description	1-1
1.1	Project Summary	1-1
1.2	Environmental Setting	1-1
1.3	Description of the Project	1-2
1.4	Requested Permits and Approvals	1-20
Section 2	Environmental Analysis	2-1
2.1	Regulatory Framework	2-1
2.2	Discussion of CCR Section 15332(a): General Plan Consistency	2-2
2.3	Discussion of CCR Section 15332(b): Within City Limits, Less than 5 acres	2-12
2.4	Discussion of CCR Section 15332(c): No Value for Endangered Species	2-12
2.5	Discussion of CCR Section 15332(d): Traffic	2-14
2.6	Discussion of CCR Section 15332(d): Noise	2-22
2.7	Discussion of CCR Section 15332(d): Air Quality	2-46
2.8	Discussion of CCR Section 15332(d): Water Quality	2-63
2.9	Discussion of CCR Section 15332(e): Public Services and Utilities	2-66
2.10	Guideline 15300.2. Exceptions: (a) Location.	2-75
2.11	Guideline 15300.2. Exceptions: (b) Cumulative Impact	2-76
2.12	Guideline 15300.2. Exceptions: (c) Significant Effect	2-85
2.13	Guideline 15300.2. Exceptions: (d) Scenic Highways	2-86
2.14	Guideline 15300.2. Exceptions: (e) Hazardous Waste Sites	2-87
2.15	Guideline 15300.2. Exceptions: (f) Historical Resources	

#### List of Tables

Table 1: Project Development Summary	1-8
Table 2: Summary of Required and Proposed Open Space	1-10
Table 3: Summary of Required and Proposed Automobile and Bicycle Parking	1-19
Table 4: Applicable Goals of SCAG 2020–2045 RTP/SCS	2-3
Table 5: Applicable Goals of the Framework Element	2-6
Table 6: Comparison of Project Characteristics to Applicable Policies of the	
Health and Wellness Element	2-8
Table 7: Project Consistency with the Hollywood Community Plan	2-9
Table 8: LADOT VMT Impact Criteria (15% Below APC Average)	2-20
Table 9: Human Reaction and Damage to Buildings for Continuous or	
Frequent Intermittent Vibrations	2-25
Table 10: Existing Noise Measurement Locations and Measurements	2-31
Table 11: Sensitive Receptors	2-33

i

Table 12: Project Construction Equipment Noise Levels	2-36
Table 13: Project Construction Noise Levels	2-38
Table 14: Mechanical Equipment Noise Levels	2-40
Table 15: Outdoor Amplified Music Noise Levels	2-41
Table 16: Composite On-Site Noise Levels	2-42
Table 17: Opening Year and Opening Year Plus Project Traffic Noise Levels	2-43
Table 18: Typical Construction Equipment Vibration Levels	2-44
Table 19: Air Contaminants and Associated Public Health Concerns	2-47
Table 20: Sensitive Receptors	2-48
Table 21: South Coast Air Basin Attainment Status	2-51
Table 22: South Coast Air Quality Management District Emissions Thresholds	2-53
Table 23: Local Significance Thresholds for Construction/Operations	2-54
Table 24: Project Construction Criteria Pollutant Emissions	2-58
Table 25: Operational Criteria Pollutant Emissions	2-59
Table 26: Equipment-Specific Grading Rates	2-61
Table 27: Localized Significance of Construction Emissions	2-61
Table 28: Localized Significance of Operational Emissions	2-62
Table 29: LAFD Fire Stations Located in the Vicinity of the Project Site	2-67
Table 30: Project Estimated Wastewater Generation	2-72
Table 31: Estimated Water Demand For The Project	2-74
Table 32: Estimated Solid Waste Generation	2-75
Table 33: Summary of Related Projects	2-77
Table 34: Cumulative Plus Project Buildout Conditions Traffic Noise Levels	2-80

#### List of Figures

Figure 1: Regional and Vicinity Map	1-3
Figure 2: Aerial View of Project Site	1-4
Figure 3: Site Plan	1-5
Figure 4: North and South Elevation	1-6
Figure 5: East and West Elevation	1-7
Figure 6: Rendering Southeast from Sunset Boulevard	1-12
Figure 7: Rendering Sycamore Avenue Looking Northeast	1-13
Figure 8: Rendering Aerial View of Sunset Boulevard Looking South	1-14
Figure 9: Landscape Plan 1st Level	1-15
Figure 10: Landscape Plan 2nd Level	1-16
Figure 11: Landscape Plan 3rd Level	1-17
Figure 12: Landscape Plan Roof	1-18
Figure 13: Noise Measurement Locations	2-32

#### Appendices

Appendix A: Tree Report Appendix B: Transportation Assessment Appendix C: Acoustical Assessment Appendix D: Air Quality Assessment Appendix E: Phase I Environmental Assessment Appendix F: Historic Memorandum

# Section 1 Project Description

# 1.1 **Project Summary**

The 7022 Sunset Boulevard Project (the Project) is located at 7014-7022 West Sunset Boulevard and 1438-1446 North Sycamore Avenue (Project Site) in the Hollywood community of the City of Los Angeles (City).

The Project would demolish the existing on-site structures to construct a seven-story building with 112 residential dwelling units (42 studios, 61 one-bedrooms, and 9 two-bedrooms) and 2,865 square feet (sf) of retail space on the ground floor over one level of partially underground parking and one level of ground level parking. The Project would have a total floor area² of approximately 91,665 sf and a gross building area of approximately 120,005 sf.

The Project would include 12 very low-income units, 99 market-rate units and one manager's unit. The Project would provide 60 automobile parking spaces (47 residential automobile parking spaces and 13 commercial automobile parking spaces) and 93 bicycle parking spaces (83 long term bicycle stalls plus 10 short term spaces). The Project proposes 91,665 sf of floor area over 24,726 sf of combined buildable area, which constitutes an average FAR of 3.71:1.

# **1.2** Environmental Setting

#### **Project Location**

The Project Site is comprised of four parcels with the following Assessor Parcel Numbers (APN): 5548-016-001, -002, -003, and -004. The Project Site is approximately 0.66 acres (28,919 square feet). The Project Site has a combined lot area of 28,919 sf. The Project Site is located at 7014-7022 Sunset Boulevard within the Hollywood community. The Project Site is bordered by North Sycamore Avenue to the west, Sunset Boulevard to the north, the Sunset Montessori Pre-School and residential uses to the south, and commercial uses, parking and residential uses, and North Orange Drive to the east. Please refer to **Figure 1**, *Regional and Vicinity Map* and **Figure 2**, *Aerial of Project Site*.

Regional vehicle access to the Project Site is provided by the 101 Freeway, located approximately 1.4 miles east of the Project Site. Local vehicle access to the Project Site is provided via Sunset Boulevard, North Sycamore Avenue, North Orange Drive and De Longpre Avenue. The Project Site is located proximate to several transit options. It is approximately 0.4 miles northeast from the Hollywood and Highland Metro Station which serves the B Line (formally the Red Line) of the Metro Rail System. Numerous bus lines also serve the Project Site, including Metro bus lines 2, 212, 224, and the DASH Hollywood line.

² Floor Area: LAMC Section 12.03 Definitions. The area in square feet confined within the exterior walls of a Building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing Building-operating equipment or machinery, parking areas with associated driveways and ramps, space dedicated to bicycle parking, space for the landing and storage of helicopters, Outdoor Dining Areas, and Basement storage areas. Buildings on properties zoned RA, RE, RS, and R1, except properties in the Coastal Zone which are not designated as Hillside Area, are subject to the definition of Residential Floor Area.

### **Existing Conditions**

The Project Site is currently developed with a 6,690-sf adult day care facility built in 1963 (7014 Sunset Boulevard), a 6,633 sf, one-story vacant commercial building built in 1932 (7022 Sunset Boulevard), and a surface parking lot (1444 North Sycamore Avenue).

Currently, there are four trees on the Project Site and two street trees off-site: one on Sycamore Avenue, which is a Camphor tree (Cinnamomum camphora), and one on Sunset Boulevard, which is a Mexican fan palm (Washingtonia robusta). The four trees on the Project Site include a Mulberry tree (Morus spp), Italian alder (Alnus cordata), Chinese Elm (Ulmus parvifolia), and Ficus (Ficus elastica).³ None of the trees located on the Project Site or street trees is a protected tree as defined by the Los Angeles Municipal Code (LAMC) Protected Tree Ordinance No. 177404.

The surrounding zoning and land uses are as listed below.

- North: Land uses to the north of the Project Site (across Sunset Boulevard) include various commercial uses including a hotel, offices, and restaurants. Hollywood High School is located to the northeast. Land uses directly to the north are zoned C4-2D-SN, with Hollywood High School zoned PF-1XL.
- **East:** Land uses directly to the east of the Project Site are zoned C4-2D-SN and RD1.5-1XL and include commercial (IHOP restaurant), parking and residential uses.
- **South:** Land uses directly to the south of the Project Site are zoned RD1.5-1XL and include the Sunset Montessori Pre-School and residential uses.
- West: Land uses to the west of the Project Site (across North Sycamore Avenue) are zoned C4-2D-SN and P-2D and include restaurants and commercial uses. Also located to the west is the Henson Recording Studios.⁴

# **1.3** Description of the Project

### **Project Overview**

As shown in **Table 1**, *Project Development Summary*, the Project would demolish the existing land uses and construct a seven-story (86.6-foot tall) mixed-use building comprised of 112 residential units (42 studios, 61 one-bedrooms, and 9 two-bedrooms) with 2,875 sf of retail space on the ground floor. The Project would include one level of underground parking and one level of ground level parking. The Project would include 12 very low-income units and 99 market-rate units and one manager's unit. The Project would have a total floor area of approximately 91,665 sf.

**Figure 3,** *Site Plan,* **Figure 4,** *North and South Elevation,* and **Figure 5**, *East and West Elevation,* depict the proposed floor plan and proposed elevations.

³ Tree Report: 7022 Sunset Blvd. Los Angeles, CA 90028, Paul Lewis Landscape Architect, November 20, 2023

⁴ Formally the Charlie Chaplin studios, Occupied by the Jim Recording Hensen Studios since 2000. Source: https://hensonrecording.com/history.html Accessed May 8, 2024.



SOURCE: Google Maps, 2023



FIGURE 1: Regional and Vicinity Map

7022 SUNSET BOULEVARD

#### Kimley **Whorn**



SOURCE: Nearmap, 2023



FIGURE 2: Aerial of the Project Site and Surrounding Uses

7022 SUNSET BOULEVARD



Z

FIGURE 3: Site Plan

7022 SUNSET BOULEVARD



#### FIGURE 4: North and South Elevations

7022 SUNSET BOULEVARD



#### FIGURE 5: East and West Elevations

7022 SUNSET BOULEVARD

Project Component	Proposed Development		
Floor Area	91,665 sf		
Height	7 stories/86 feet 6 inches		
Residential			
Total Dwelling units	112 units		
Studio units	42 units		
One-bedroom units	61 units		
Two-bedroom units	9 units		
LAMC 12.22 A.25(d) Affordable units	12 units		
Commercial	2,875 sf		
Parking Spaces			
Automobile parking spaces	60 spaces		
Bicycle parking stalls	93 stalls (83 long term bicycle/ 10 short term)		
Open Space			
Common Open Space for Residents	13,414 sf		
Private Open Space (balconies)	1,650 sf		
Total Open Space	15,064 sf		
Source: Newmark Architecture, June, 2024.			

#### **Table 1: Project Development Summary**

### **General Plan and Zoning**

The Project Site is located within the existing 1988 Hollywood Community Plan Area within the City and is split zoned. The northern portion of the Project Site has a General Plan Land Use designation of Regional Center Commercial and is zoned C4-2D-SN. The southern portion of the Project Site has a General Plan land use designation of Low Medium II Residential and is zoned RD1.5-1XL. The C4 zone permits commercial uses, including office, retail and restaurant uses. The RD1.5-1XL zone restricts uses to one-family dwellings, two-family dwellings, apartment houses, and multiple dwellings. The SN designation indicates that the Project Site is in the Hollywood Signage Supplemental Use District.

On March 18, 2021, the Los Angeles City Planning Commission voted 5-3 to approve and recommend the Hollywood Community Plan Update to the City Council. Updates were subsequently made and released as a draft in August 2021. On May 3, 2023, the Los Angeles City Council adopted the Hollywood Community Plan Update, but it is not yet in effect. The implementing ordinances are currently being reviewed and finalized by the City Attorney, to ensure clarity of regulations and consistency with state law. After this process is complete, the Hollywood Community Plan Update will be brought into effect by the City Council.

#### Hollywood Redevelopment Plan

The Project Site is located within the Hollywood Redevelopment Plan (Redevelopment Plan) area. The Redevelopment Plan designates the Project Site for different land uses than the General Plan and Zoning.

Per the Redevelopment Plan, the northern three parcels have a land use designation of Regional Commercial, and the southern parcel has a land use designation of Low Medium 2 Residential.

Per the Ordinance No. 188,088, certain Redevelopment Plan requirements supersede the requirements of the General Plan and the LAMC. However, if a requirement is not specifically listed in the Redevelopment Plan, then the LAMC regulates the Project Site.

Pursuant to Redevelopment Plan Section 506.2.3, the parcels designated Regional Commercial by the Redevelopment Plan have an allowable FAR of 4.5:1, which allows 95,850 sf of floor area to be constructed on the first three parcels with a buildable area of 21,300 sf. The remaining parcel, designated Low Medium 2 Residential, allows an FAR of 3:1, which permits 10,278 sf to be constructed on the parcel with a 3,426-sf buildable area. Altogether, the Site is permitted to construct up to 106,128 sf of floor area

The Project proposes 91,665 sf of floor area over 24,726 sf of combined buildable area, which constitutes an average FAR of 3.71:1.1.

#### Design and Architecture

The architectural concept of the Project is inspired by Art Deco and Old Hollywood courtyard buildings. The exterior stucco design is linear, with a prominent curved corner presence and color accents. The splitlevel design nods to the differentiated cityscape that resides to the north and south of the Project. The exterior facade of the Project would feature a curved roof to increase the availability of natural light within the building. The Project would feature dual courtyards and roof deck seating areas. Glass panels, simulated wood, metal railings at balconies, glass guardrail at roof decks and exterior cement plaster would be used as building materials. A neutral color palette would be incorporated into the Project design. The retail area, residential office and plaza areas on Sunset Boulevard would feature large expansive, floor to ceiling windows that would provide visual transparency into the Project. Parking for the Project would be enclosed, and parking areas and vehicles would not be visible from surrounding streets. The consolidation of the parking entry and exit along North Sycamore Avenue would enhance pedestrian walkability and safety along Sunset Boulevard.

The Project's design, massing, and height are designed to be compatible with the neighboring commercial and residential uses. The massing of the seven-story building would be along Sunset Boulevard, a high activity commercial area with taller and more intensive land uses. Transitioning to the southern portion of the Project Site, the proposed building would step down to only two stories and 30 feet in height, so that the Project's massing would be in harmony with the lower scale residential uses to the south. **Figure 6**, *Rendering Southeast from Sunset Boulevard*, **Figure 7**: *Rendering Sycamore Avenue Looking Northeast,* and **Figure 8**: *Rendering Aerial View of Sunset Boulevard Looking South*, provide renderings of the Project from different vantage points that depict the differences in the Project's height and massing at Sunset Boulevard as compared to the Project Site's southern boundary.

#### Open Space and Landscaping

The Project would provide 15,064 sf of open space for residents, including 1,650 sf of private open space in the form of balconies attached to the residential uses and 13,414 sf of common open space for the residents. On the ground floor, the open space and amenities would include a residential lobby, a mail room, an office, an enclosed indoor common area and a lower courtyard. The second floor would feature a recreation room, and a courtyard podium deck. The third floor would feature a lower roof deck with a

seating area, outdoor kitchen and enclosed dog run. In addition, the seventh-floor roof would feature two deck seating areas and a pool. Figure 9, Landscape Plan 1st Level, Figure 10, Landscape Plan 2nd Level, Figure 11, Landscape Plan 3rd Level, and Figure 12, Landscape Plan Roof display the landscaping components for the Project. Table 2: Summary of Required and Proposed Open Space provides a summary of the open space requirements for the Project and a summary of the open space proposed by the Project. As shown, the Project would exceed the 11,425 sf of open space required by the LAMC.

Open Space Summary				
Required Open Space*				
Unit Type	Number	Required sf/Unit	Sf Required	
Studio	42	100 sf	4,200 sf	
1 Bedroom	61	100 sf	6,100 sf	
2 Bedroom	9	125 sf	1,125 sf	
Total Open Space SF F	Required		11,425 sf	
Open Space Proposed	:			
Private Open Space P	roposed:		1,650 sf	
Common Open Space	Proposed			
Outdoor Common Op	en Space			
Ground Floor:	Ground Floor: 2,254 sf			
Second Floor: 1,300 si				
Third Floor 3,500 s				
Roof Deck 4,460 sf				
Total Outdoor Commo	on Space		11,514 sf	
Enclosed Common Open Space:				
Ground Floor: 660 sf				
Second Floor: 1,240 sf				
Total Enclosed Common Open Space1,900 sf				
Total Common Open Space Proposed13,414 sf				
Total Open Space Proposed 15,064 sf				
Source: newmark architecture, December2024. * LAMC Section 12.21.G				

Table 2: Summar	y of Required and	d Proposed Open	Space
-----------------	-------------------	-----------------	-------

Currently, there are four trees on the Project Site including a Mulberry tree (Morus spp), Italian alder (Alnus cordata), Chinese Elm (Ulmus parvifolia), and Ficus (Ficus elastica).⁵ There are two street trees; the one on Sycamore Avenue is a Camphor tree (Cinnamomum camphora), and the one on Sunset Boulevard is a Mexican fan palm (Washingtonia robusta). None of these six trees is a native tree that is protected by the LAMC Protected Tree Ordinance No. 177404.

The Project would retain the two existing street trees and would remove the four existing on-site trees. The Project proposes to plant 29 trees of varying species within and around the exterior of the Project Site and along North Sycamore Avenue. These trees would include Japanese Maple, Maidenhair Tree, and Purple-Leaf Plum. In addition to the proposed trees, the Project would plant a variety of shrubs and perennials in the common open space areas and the frontage along North Sycamore Street. The proposed

⁵ Tree Report: 7022 Sunset Blvd. Los Angeles, CA 90028, Paul Lewis Landscape Architect, November 20, 2023

trees and other landscaping along the exterior and within the interior of the Project Site would help to create a visually attractive development and would enhance the pedestrian environment.

#### Access, Circulation, and Parking

The Project proposes one driveway along the eastern side of North Sycamore Avenue that would provide a two-way ingress/egress to both the at-grade parking and the one subterranean parking level beneath the Project building. Parking for the retail uses would be on the ground floor, where five (5) retail spaces would be provided. Also located on the ground floor, would be four (4) residential spaces, enclosed longterm bicycle stalls and separate residential and retail trash and recycling rooms. From the ground floor parking area, automobiles would be able to access the underground parking level via a two-way ramp.

The subterranean parking level would include 41 standard and two (2) Americans with Disabilities Act (ADA) compliant residential automobile spaces. The subterranean parking level would also include eight (8) retail spaces (60 spaces total in both the subterranean and ground floor). The subterranean parking level would also include the mechanical/electrical rooms for the Project. The Project will also comply with City requirements for providing electric vehicle charging capabilities and electric vehicle charging stations within the proposed parking area. Per Los Angeles Ordinance 186582, 30 percent of the total number of parking spaces provided would be designated electric vehicle (EV) spaces capable of supporting future electric vehicle supply equipment (EVSE) and 20 percent of the spaces would be equipped with EV charging stations.

Pedestrian access to the Project Site would be separated from the automobile driveways. Pedestrians would be able to access the Project Site directly from the sidewalk. A prominent entry plaza located at the northwestern corner of Sunset Boulevard and North Sycamore Avenue would lead into the retail areas that would front Sunset Boulevard. A second entry from Sunset Boulevard would provide access into the residential leasing office located east of the retail area. An additional pedestrian entrance into the residential lobby would be located on North Sycamore Avenue. Pedestrians exiting their automobiles would be able to access the Project Site directly from the ground floor and via stairs and elevators from the subterranean parking level.

The Project Site is located within one-half mile of a Major Transit Stop (Hollywood and Highland Metro Station) and as such, per AB2097, there is no minimum parking requirement. Nevertheless, as discussed above, the Project would provide 47 residential automobile parking spaces and 13 retail automobile parking spaces. The Project would also provide code-required bicycle parking spaces. Short-term bicycle parking would be located along North Sycamore Avenue, with long term bicycle parking provided at the ground floor parking level within the Project. **Table 3**, *Summary of Required and Proposed Automobile and Bicycle Parking* provides a summary of the required and proposed automobile and bicycle parking spaces.



SOURCE: Newman Architecture, 2024

FIGURE 6: Rendering Southeast from Sunset Boulevard

7022 SUNSET BOULEVARD



FIGURE 7: Rendering Northeast Looking on Sunset Boulevard

7022 SUNSET BOULEVARD



FIGURE 8: Rendering Aerial View of Sunset Boulevard Looking South

7022 SUNSET BOULEVARD



Z

#### FIGURE 9: Landscape Plan 1st Level

7022 SUNSET BOULEVARD



Z

#### FIGURE 10: Landscape Plan 2nd Level

7022 SUNSET BOULEVARD



# Z

#### FIGURE 11: Landscape Plan 3rd Level

7022 SUNSET BOULEVARD



### FIGURE 12: Landscape Plan Roof

7022 SUNSET BOULEVARD



Automobile Parking			
Residential Automobile Parking			
Required Stalls Per Dwelling Unit Stalls			
Required Residential Automobile Parking:			
*Per AB2097, because the Project is within 0.5 miles of the Hollywood/Highland Metro B line subw	ay station, a major transit		
stop, the Project may provide fewer parking spaces than required.	1		
Residential Automobile Parking Proposed	47		
Commercial Automobile Parking			
Commercial Parking Required: 1 stall/ 500 sf	5		
Commercial Parking Proposed	13		
Total Parking Proposed	60		
	1		
Bicycle Stalls ¹			
Residential Proposed			
Short Term	8		
Long Term	81		
Total Residential Proposed	89		
Commercial Proposed			
Short Term	2		
Long Term	2		
Total Commercial Proposed 4			
Total Parking Proposed	93		
Source: newmark architecture, December 2024.			
weets LAWIC Section 12.21.A16 and LAWIC Section 12.03 Dicycle parking requirements			

Table 2. C	· of Domilia	al anal Dramaaa	م مائماممسمد ۸ ام	nd Disurda Dauldina
Lable 3: Summary	v of Require	e and Propose	o Automobile a	no Bicycle Parking

#### Lighting and Signage

The Project would install various exterior lights around the building including interior and exterior lighting for security, entrances, signage, wayfinding, architectural highlighting, and landscape/security lowlighting. Outdoor lighting would be designed and installed with shielding to ensure that the lighting would be focused on the Project Site and deflected away from adjacent residential properties, in accordance with LAMC lighting regulations. In addition, the proposed signage and outdoor lighting would comply with applicable regulations contained within the LAMC that limit lighting intensity or direct glare onto exterior glazed windows or glass doors on any property containing residential units.

Signage would include identification and entryway signage for the residential and commercial components of the Project. The Project includes an identification sign facing Sunset Boulevard. The Project Site is located within the boundaries of the Hollywood Signage Supplemental Use District (Hollywood Sign District) and all signage at the Project Site would be subject to its regulations, standards, and prohibitions.

#### Site Security

During construction, the Project Site would be secured with perimeter fencing. During Project operations, other than the commercial component of the Project, the Project would not be open to the public. Access to the residential parking areas controlled through gated, timed entries. Commercial and residential

entries, lobbies, and walkways would be differentiated for security, and illuminated for safety. Residential areas would be controlled with residential keycard access. Security lighting would be installed throughout the Project's common areas.

The plans for the Project would incorporate 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, locating building entrances in high-foot traffic areas, the use of security cameras, access control to the building, and well-illuminated public and semi-public spaces designed with a minimum of dead space to eliminate areas of concealment.

#### Sustainability Features

The Project would pursue Leadership in Energy and Environmental Design (LEED) Silver Certification and would comply with the City's Green Building Code. LEED Silver Certification and the Green Building Code requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The Project would include water conservation features including native and drought tolerant landscaping, water conservation faucets and plumbing fixtures, and Energy Star electrical appliances.

The Project would also comply with City requirements for providing electric vehicle charging capabilities and electric vehicle charging stations within the proposed parking area. Per Los Angeles Ordinance 186582, 30 percent of the total number of parking spaces provided would be designated as EV spaces capable of supporting future EVSE and 20 percent of the spaces would be equipped with EV Charging stations.

Additionally, the Project would include 15 percent of the solar-ready area on the roof for future installation of solar power.

#### Anticipated Construction Schedule

For purposes of this analysis, the Project's construction schedule is assumed to be approximately 20 months, with construction beginning in the first quarter of 2025 and ending in the fourth quarter of 2026. The Project is anticipated to be operational in 2027.

Construction activities would be undertaken in six main steps: (1) demolition; (2) site preparation; (3) grading, excavation, foundations; (4) building construction; (5) paving; and (6) finishing and architectural coatings. Construction activities would be performed in compliance with all applicable laws, ordinances, and regulations. As provided in Section 41.40 of the 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. No construction activities are permitted on Sundays. No nighttime construction activities are anticipated.

The Project will include 11,000 cubic yards (cy) of cut, with no fill and will include 11,000 cy of export.

# **1.4 Requested Permits and Approvals**

The anticipated discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, those listed below. This analysis will be sufficient to

demonstrate that the Project is categorically exempt from the California Environmental Quality Act (CEQA) under Section 15332 of the CEQA Guidelines⁶ as an "urban infill" project and that none of the applicable exceptions set forth in Section 15300.2 applies to defeat the exemption, and further to support approval of all of the entitlements and public agency actions needed for the Project, including those listed below.

 Density Bonus pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22-A.25 to construct 112 dwelling units (no density bonus and inclusive of 1 manager's unit), and provide 10% Very Low Income restricted affordable units (12 units). In exchange, the project requests two incentives:

a) On-menu incentive to allow the averaging of floor area ratio, density, parking, open space, and permitted vehicle access to allow the site to be developed as a unified project.

b ) Off-menu incentive to reduce RD1.5 zone front yard along Sycamore Street per LAMC Section 12.21-C.1(e) from 15 feet to 10 feet (a 34% reduction)

- **2. Site Plan Review** pursuant to LAMC Section 16.05 to permit the development of over 50 market rate dwelling units at the Project Site.
- 3. Housing Crisis Act pursuant to Senate Bill 8 to permit a Housing Development Project.

For the reasons discussed in detail later in this document, the Project is categorically exempt from CEQA under the Class 32 exemption,

# Section 2 Analysis

# 2.1 Regulatory Framework

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

For the reasons discussed in detail later in this document, the Project is categorically exempt from CEQA under the Class 32 exemption, as set forth in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations (CCR). The Class 32 exemption promotes infill development within urbanized areas by exempting environmentally benign urban in-fill projects that are consistent with the local general plan and zoning requirements and can be served with existing utilities and public services. The Class 32 exemption does not apply to projects that would result in significant traffic, noise, air quality, or water quality impacts. Application of this exemption, as with all categorical exemptions, is limited by the regulatory exceptions identified in Section 15300.2, listed below.

#### Section 15332. In-Fill Development Projects.

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

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

Section 15300.2. Exceptions

- (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] 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.

The Project is categorically exempt from CEQA under the Class 32 exemption. The Project is properly characterized as infill development, as it would redevelop the already developed Project Site, which is located in Hollywood, which is a heavily urbanized area of the City. Further, the Project meets all of the conditions set forth in CCR Section 15332, for the reasons described below.

# 2.2 Discussion of CCR Section 15332(a): General Plan Consistency

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.

As discussed below, the Project would be substantially consistent with, and therefore not conflict with, all applicable plans, policies and regulations associated with development of the Project Site. These include the Southern California Association of Governments (SCAG) 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the City of Los Angeles General Plan Framework Element (Framework Element) which includes the Health and Wellness Element (Plan for a Healthy Los Angeles), Hollywood Community Plan, Redevelopment Plan, and City of Los Angeles Municipal Code (Chapter 1—Planning and Zoning).

# Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and, under state law, as a Regional Transportation Planning Agency and a Council of Governments. SCAG is the MPO for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. As the federally designated MPO, SCAG is mandated to research and create plans for transportation, growth management, hazardous waste management, and air quality.

# SCAG 2024-2050 RTP/SCS

On September 30, 2008, SB 375 was passed⁷ to help achieve AB 32 goals related to the reduction of greenhouse gases (GHGs) through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments, (2) regional allocation of the obligation for cities and counties to zone for housing, and (3) a process to achieve GHG emissions reductions targets for the transportation sector. It establishes a process for CARB to develop GHG emissions reductions targets for each region (as opposed to individual local governments or households). SB 375 also requires MPOs to prepare an SCS within the RTP that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region.

Every four years, the Southern California Association of Governments (SCAG) updates Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The most recent RTP/SCS named the Connect SoCal 2024, outlines a vision for a more resilient and equitable future and contains investment, policies and strategies for achieving the region's shared goals through 2050. Connect SoCal 2024 includes elements that are organized within the pillars of Mobility, Communities, Environment and Economy. These goals are not mutually exclusive, they are mutually reinforcing. For example, the decisions and actions taken to achieve mobility goals can also help to achieve and support environmental goals. Connect SoCal 2024 was approved by SCAG's Regional Council in April 2024.⁸

As detailed in **Table 4**, *Applicable Goals of SCAG 2024–2050 RTP/SCS* the Project would be consistent with the applicable goals set forth in the 2024–2050 RTP/SCS. Specifically, the Project would support the goals of the 2024–2050 RTP/SCS to maximize the productivity of the region's transportation system, support new housing growth as well as protect the environment and health of the region's residents through its location on an urban infill site in close proximity to mass transit options, thereby minimizing vehicle miles traveled and reducing air pollution. In addition, the Project would provide bicycle parking spaces that would promote walking as well as the use of bicycles. As such, the Project would maximize mobility and accessibility by providing opportunities for the use of several modes of transportation.

2024–2050 RTP/SCS Goals	Would the Project Be Consistent?		
Mobility: Build and maintain an integrated multimodal transportation network.			
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions	<b>Consistent.</b> Although this goal applies at the regional level, the Project would not conflict with its implementation. The Project would support improved air quality and would minimize greenhouse gas emissions. The Project would pursue LEED Silver Certification and would utilize energy efficient lighting fixtures, Energy Star®-rated appliances, low-flow water features, and energy efficient mechanical heating and ventilation systems. All access and circulation associated with the Project would be designed and constructed in conformance with all applicable requirements established by the City's Department of Building and Safety, the Los Angeles Fire Department (LAFD), and the LAMC.		

Table 4: Applicable Goals of SCAG 2024–2050 RTP/SCS
-----------------------------------------------------

⁷ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375

⁸ https://scag.ca.gov/connect-socal

2024–2050 RTP/SCS Goals	Would the Project Be Consistent?		
Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities	<b>Consistent.</b> Although this goal applies at the regional level, the Project would not conflict with its implementation. The Project would be developed on a currently developed Project Site located in an existing urbanized area with an established network of roads and freeways that provides local and regional access to the Project Site. The Project Site is within close proximity to several transit options, would include bicycle parking ,and is in walkable distance to jobs and services.		
Support planning for people of all ages, abilities, and backgrounds	<b>Consistent.</b> Although this goal applies at the regional level, the Project would not conflict with its implementation. The Project would include new housing for in a variety of sizes and income levels. The Project would include 12 very low-income units in addition the market-rate units.		
Communities: Develop, connect, and sustain communities t	hat are livable and thriving		
Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances	<b>Consistent.</b> The Project would be located a mixed-use development in an infill setting, close to transit and in walking distance, to jobs, schools, residences and commercial areas. In addition, the Project would provide 93 bicycle parking spaces, and would encourage pedestrian circulation at the street level through new landscaping and trees, separate pedestrian and vehicle entrances into the Project building and the creation of ground floor commercial uses. The Project Site is within close proximity to several transit options. It is approximately 0.4 miles northeast of the Hollywood and Highland Metro Station which serves the B Line (formally the Red Line) of the Metro Rail System. Numerous bus lines also serve the Project Site, including Metro bus lines 2, 212, 224, and the DASH Hollywood line.		
Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households	<b>Consistent</b> . The Project would provide a mix of both new market rate and new affordable housing in a variety of sizes for different household types in Hollywood on an infill site in an urbanized area well-served by transit.		
Environment: Create a healthy region for the people of toda	ay and tomorrow		
Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change.	<b>Consistent</b> . The Project would promote non-auto travel and reduce single-occupant vehicle trips by being located in a transit- rich area, providing bicycle parking, and improving the pedestrian environment. The Project would pursue LEED Silver Certification		
Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water	and would utilize energy efficient lighting fixtures, Energy Star®- rated appliances, low-flow water features, and energy efficient mechanical heating and ventilation systems. In addition, the Project would provide 93 bicycle parking spaces, and would encourage pedestrian circulation at the street level through new landscaping and trees, separate pedestrian and vehicle entrances into the Project building and the creation of ground floor commercial uses.		
Conserve the region's resources	<b>Consistent</b> . The Project is an infill development, surrounded by urban land uses. It is not located on land designated for agricultural uses, natural resources, or conservation.		

Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents.

2024–2050 RTP/SCS Goals	Would the Project Be Consistent?
Improve access to jobs and educational resources.	<b>Consistent</b> . The Project Site located in an existing urbanized area with an established network of roads and freeways that provides local and regional access to the Project Site. The Project Site is also within close proximity to several transit options that would provide visitors and residents easy access to jobs and educational institutions. In addition, the Project Site is located within walking distance of Hollywood High School located to the north and numerous offices, hotels, restaurants and studio uses that would provide future employment opportunities.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities	<b>Consistent.</b> Although this goal applies at the regional level, the Project would not conflict with its implementation. As discussed above, the Project would promote clean air and non-auto travel by being located in a transit-rich area, providing bicycle parking, and improving the pedestrian environment. The Project will contribute toward and facilitate the City's long-term housing needs and economic viability by providing a mixed-use Project that would include market rate and affordable housing units and ground floor commercial uses.
Source: Kimley-Horn, 2024.	1

# **City of Los Angeles General Plan**

Land uses on the Project Site are guided by the General Plan. The General Plan sets forth goals, objectives, and programs to guide day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating the seven state-mandated elements, including Land Use, Transportation, Noise, Safety, Housing, Open Space, and Conservation, as well as the General Plan Framework Element and includes an Air Quality Element and Health and Wellness Element (Plan for a Healthy Los Angeles). The Land Use Element of the General Plan consists of the General Plan Framework Element, which addresses Citywide policies, and also includes the 35 community plans that guide land use at a local level. The Project Site is located in the Hollywood Community Plan Area, which is one of the 35 community plans of the Land Use Element. The following discusses the General Plan Framework Element and the Community Plan, which address land uses.

## **General Plan Framework Element**

The General Plan Framework Element sets forth a citywide comprehensive long-range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. Framework Element land use policies are implemented at the community level through community plans and specific plans. The Land Use Chapter of the Framework Element provides objectives and policies intended to serve as guidelines for the community plans. The consistency of the Project with applicable objectives and policies in the General Plan Framework Element is presented in **Table 5**: *Applicable Goals of the Framework Element*. As shown, the Project would be consistent with the applicable objectives and policies.

Objective/Policy	Would the Project Be Consistent?		
<b>Distribution of Land Uses</b> <b>Objective 3.1:</b> Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors	<b>Consistent.</b> The Project will contribute toward and facilitate the City's long- term housing needs and economic viability by providing a mixed-use Project that would include market rate and affordable housing units and		
<b>Objective 3.2:</b> Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	ground floor commercial uses. <b>Consistent.</b> The Project would construct a mixed-use development on an urban infill site near public transit options and a variety of land uses, which would reduce vehicle trips, vehicle miles traveled, and air pollution. In addition, the Project would encourage alternative modes of transportation as the Project would provide a total of 10 short-term and 83 long-term bicycle parking stalls, and would encourage pedestrian circulation at the street level through new landscaping and trees, separate pedestrian and vehicle entrances into the Project building and the creation of ground floor commercial uses, thereby encouraging alternative modes of transportation and fewer vehicle trips		
	The bicycle parking would comply with all requirements of the LAMC. The Project is located in a transit-rich area with numerous Metro transit and LADOT transit bus lines that run and stop in the greater vicinity of the Project.		
<b>Policy 3.2.3:</b> Provide for the development of land use patterns that emphasize pedestrian/ bicycle access and use in appropriate locations.	<b>Consistent.</b> The Project would promote and provide access for all modes of travel, including pedestrians and cyclists. The Project would provide secure on-site bicycle parking to promote bicycling. The installation of new trees, landscaping and enhanced pavement at pedestrian entrances, and walkways would promote the walkability of the adjacent streets and the Project Site. These improvements would emphasize pedestrian/ bicycle access and use.		
<b>Objective 3.4:</b> Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	<b>Consistent.</b> The Project would provide new market rate and affordable housing and commercial uses on an infill site in an urbanized area well-served by transit, and within walking distance of commercial, studio and residential uses. The Project would thus support the needs of the community and adjacent studio uses.		
<b>Policy 3.15.5:</b> Provide for the development of public streetscape improvements, where appropriate.	<b>Consistent.</b> The Project's proposed landscaping would promote walkability along adjacent streets and would enhance the built environment.		
Urban Form and Neighborhood Design Chapter	· · · · · · · · · · · · · · · · · · ·		
<b>Objective 5.2</b> : Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.	<b>Consistent.</b> The Project would develop new mixed-use residential and commercial uses within an urban infill site well-served by transit options.		
<b>Objective 5.5:</b> Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	<b>Consistent.</b> The Project would construct a new building that is inspired by Art Deco and Old Hollywood courtyard buildings. The Project would feature dual courtyards and roof deck seating areas. The retail area, residential office and plaza areas on Sunset Boulevard would feature large expansive, floor to ceiling windows providing visual transparency into the Project. Parking for the Project would be enclosed, and parking areas and vehicles would not be visible from surrounding streets. The consolidation of the		

Table 5: Applicab	e Goals of the	<b>Framework Element</b>
-------------------	----------------	--------------------------

Objective/Policy	Would the Project Be Consistent?
	parking entry and exit along North Sycamore Avenue would enhance pedestrian walkability and safety along Sunset Boulevard.
	The Project's design, massing, and height are designed to be compatible with the neighboring commercial and residential uses. In addition to the proposed trees, the Project would plant a variety of shrubs and perennials in the common open space areas and the frontage along North Sycamore Street. The proposed trees and other landscaping along the exterior and within the interior of the Project Site would help to create a visually attractive development and would enhance the pedestrian environment.
<b>Objective 5.9:</b> Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.	<b>Consistent.</b> The plans for the Project would incorporate features 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, locating building entrances in high-foot traffic areas, the use of security cameras, access control to the building, and well-illuminated public and semi-public spaces designed with a minimum of dead space to eliminate areas of concealment.
Infrastructure and Public Services Chapter	
<b>Objective 9.6:</b> Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	<b>Consistent.</b> During construction, the Project would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and would implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies Best Management Practices (BMP) and erosion control measures to be used during construction to manage runoff flows and prevent pollution.
<b>Objective 9.10:</b> Ensure the water supply, storage, and delivery systems are adequate to support planned development.	<b>Consistent.</b> The Project would be within the Los Angeles Department of Water and Power (LADWP)'s current and projected available water supplies for normal, single-dry, and multiple-dry years per the 2020 Urban Water Management Plan (UWMP) As such, the LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. Further, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, the water supply, storage, and delivery systems would be adequate to support the Project's development.

Source: Kimley-Horn, 2024.

City of Los Angeles, The Citywide General Plan Framework Element, readopted August 2001.

## Health and Wellness Element (Plan for a Healthy Los Angeles)

The Plan for a Healthy Los Angeles, the Health and Wellness Element of the City's General Plan, provides high-level policy vision, along with measurable objectives and implementation programs to elevate health as a priority for the City's future growth and development. The Plan includes the following seven goals: (1) Los Angeles, A Leader in Health and Equity; (2) A City Built for Health; (3) Bountiful Parks and Open Spaces; (4) Food that Nourishes the Body, Soul, and Environment; (5) An Environment Where Life Thrives; (6) Lifelong Opportunities for Learning and Prosperity; and (7) Safe and Just Neighborhoods. As such, the provisions of this plan element address a number of policies not directly tied to the physical environment. However, included within this General Plan element are policies pertaining to the arrangement of land uses within the City and building design procedures.

As shown in **Table 6**: *Comparison of Project Characteristics to Applicable Policies of the Health and Wellness Element*, the Project would be consistent with the Plan for a Healthy Los Angeles policies.

# Table 6: Comparison of Project Characteristics to Applicable Policies of the Health and Wellness Element

Objective/Policy	Would the Project Be Consistent?
Policy 2.2 Healthy Building Design and Construction. Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for health living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universally accessibility using existing tools, practices, and programs.	<b>Consistent.</b> The Project would develop a mixed residential/retail development on an urban infill site located near public multiple transportation options, near jobs, and would provide ample bicycle parking and pedestrian infrastructure to incentivize increased biking and walking. Furthermore, the Project would include pedestrian-friendly landscaping and design, new perimeter streetscape improvements, that would enliven the pedestrian experience. The Project would pursue LEED Silver Certification and would incorporate energy saving and sustainable design would be incorporated throughout the Project.
Policy 5.1 Air Pollution and Respiratory Health: Reduce. Air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health	<b>Consistent.</b> The Project would include characteristics and design features that support reductions in air emissions and encourage alternative modes of transportation. The Project Site is surrounded by supportive residential, studio, and commercial uses and is located near transit, reducing reliance on automobiles and VMT and minimizing associated air pollutant emissions. The Project would pursue LEED Silver Certification. Energy saving and sustainable design would be incorporated throughout the Project t. In addition, the Project would install electric vehicle supply equipment in four parking spaces, consistent with the City's Green Building Code requirements.
<b>Policy 5.7</b> Land Use Planning for Public Health and GHG Emission Reduction. Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors, and others susceptible to respiratory diseases.	Consistent. The proposed Project is consistent with the City's Land Use Plans (in particular the General Plan Framework and the Community Plan), which support a land use distribution pattern that increases employment and housing opportunities near transit center and services, thus supporting the use of alternative transportation that could help reduce GHG emissions from private automobile travel.

City of Los Angeles Department of City Planning, Health and Wellness Element, adopted 2015, amended 2021.

# Hollywood Community Plan

The community plans are intended to promote an arrangement of land uses, streets, and services, which would encourage and contribute to the economic, social, and physical health, safety, and welfare of the people who live and work in the community. The community plans are also intended to guide development in order to create a healthful and pleasing environment. The community plans coordinate development among the various communities of the City and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community. The existing Hollywood Community Plan was adopted by the City in 1988. The Hollywood Community Plan Update (HCPU) is currently in process, but, as stated above, is not yet in force.

**Table 7:** *Project Consistency with the Hollywood Community Plan,* sets forth the 1988 Hollywood Community Plan's goals and policies applicable to the Project and discusses the Project's consistency with each of them. As shown, the Project would be consistent with the applicable objectives and policies of the Hollywood Community Plan.

Objective/Policy	Would the Project Be Consistent?
<b>Objective 3:</b> 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.	<b>Consistent</b> . The Project would provide a mix of both new mark rate and new affordable housing in a variety of sizes for differe household types in Hollywood on an infill site in an urbanized ar well-served by transit. The Project is located in a relatively fl urban area, along a main corridor and would is not located ir
varied and distinctive residential character of the Community, and to protect lower density housing from the scattered intrusion of apartments. In hillside residential areas to:	hillside residential area.
a. Minimize grading so as to retain the natural terrain and ecological balance.	
b. Provide a standard of land use intensity and population density which will be compatible with street capacity, public service facilities and utilities, and topography and in coordination with development in the remainder of the City	
<b>Objective 6:</b> To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.	<b>Consistent</b> While this is a citywide objective, the Project would support its implementation. Specifically, the Project would redevelop the Project Site, which is an infill site located in a highly urbanized area that is well-served by public transit. The Project would include various streetscape improvements such as additional on-site and street trees and landscaping to encourage walkability. Furthermore, the Project would provide approximately 93 short- and long-term bicycle parking spaces, per LAMC requirements. Thus, the Project would promote opportunities for the use of alternative modes of transportation, including use of public transportation, walking, and bicycling.
Source: Kimley-Horn 2024	

#### Table 7: Project Consistency with the Hollywood Community Plan

City of Los Angeles Department of City Planning, Hollywood Community Plan, adopted December 13, 1988.

# **Housing Element**

The Housing Element of the General Plan is prepared and updated pursuant to state law and provides planning guidance in meeting the housing needs identified in SCAG's Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create sustainable, mixed-income neighborhoods.

The 2021-2029 Housing Element was adopted by the City Council on November 24, 2021.⁹ The City's 2021-2029 Housing Element must accommodate a 6th cycle RHNA allocation of 456,643 new housing units of which 184,721 units (40 percent) are designated for very low and low-income households, 75,091 units are designated for moderate income households (17 percent), and 196,831 units (43 percent) are designated for above moderate-income households. These figures are more than five times higher than the prior 5th RHNA cycle allocation. This significant increase is primarily the result of changes in state law that included new markers of existing housing needs such as overcrowding and cost burden in the RHNA. ¹⁰The City's approach to meeting the City's housing needs is to facilitate the development of sustainable

⁹ City of Los Angeles. General Plan Housing Element. Available https://planning.lacity.org/plans-policies/housing-element. Accessed: May 5, 2024

¹⁰ 2021-2029 Housing Element City of Los Angeles. Executive Summary, page 19 General Plan Housing Element. Available https://planning.lacity.org/plans-policies/housing-element, Accessed May 5, 2024.added

mixed-use, mixed-income neighborhoods across the City and to provide for housing, jobs, transit and basic amenities for all segments of the population.

The Housing Element goals related to the Project include:¹¹

- **Goal 1:** A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.
- **Goal 2:** A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.
- **Goal 3:** A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

The Project would redevelop the Project Site with a mixed-use development that would increase the housing stock in Hollywood by offering up to 112 new residential units in a mix of studio, one-bedroom, and two-bedroom units. The Project would include 12 very low-income units and 99 market-rate units plus a manager's unit. The mixture of different unit types at varied affordability levels would provide variety for different income levels and household sizes and contribute to the range of housing choices in the City.

Thus, the Project would support the above Los Angeles General Plan Housing Element goals and would assist the City in meeting its RHNA allocations by contributing to the overall supply of housing without removing any existing housing to do so. Furthermore, the Project would provide these new units by redeveloping an urban infill site that is close to multiple transit options that serve the greater Los Angeles region. Therefore, the Project would be substantially consistent with the Los Angeles General Plan Housing Element.

#### Redevelopment Plan

The Project Site is located within the Hollywood Redevelopment Plan area (Amended May 2003, expiration date May 2028). The Redevelopment Plan was managed by the Community Redevelopment Agency of the City (CRA/LA). In 2012, with the passage of ABx1-26 by the California Legislature, the CRA/LA was abolished but the City's redevelopment plan project areas and their associated plans continue to exist until the original expiration dates.

The following goals related to housing and land development within the Redevelopment Plan are as follows:

**Goal 3:** Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.

**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.

¹¹ Other Housing Element Goals (Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present and Goal 5: A City that is committed to preventing and ending homelessness) are under the City's purview and not related to the Project.

**Goal 10**: Promote the development of sound residential neighborhoods through mechanisms such as land use, density and design standards, public improvements, property rehabilitation, sensitive in-fill housing, traffic and circulation programming, development of open spaces and other support services necessary to enable residents to live and work in Hollywood.

The Project would be consistent with the above goals as it would provide new housing and ground floor commercial uses. This mix of land uses would support the housing and economic development with Hollywood. The Project would include both market rate and affordable housing units in a variety of sizes and price ranges, supporting a range of housing choices in the City for various household types and income levels. The Project's design, massing, and height are designed to be compatible with the neighboring commercial and residential uses. The massing of the seven-story building would be along Sunset Boulevard, a high activity commercial area with taller and more intensive land uses. Transitioning to the southern portion of the Project Site, the proposed building would step down to only two stories and 30 feet in height, so that the Project's massing would be in harmony with the lower scale residential uses to the south. Furthermore, the Project would include pedestrian-friendly landscaping and design and new perimeter streetscape improvements, that would enliven the pedestrian experience.

The Redevelopment Plan designates the Project Site for different land uses than the General Plan and Zoning. Per the Redevelopment Plan, the northern three parcels have a land use designation of Regional Commercial, and the southern parcel has a land use designation of Low Medium 2 Residential. The Project is consistent with the land use designations in the Redevelopment Plan.

#### **Zoning Information**

#### Zoning Code

The Project Site is located within the existing 1988 Hollywood Community Plan Area within the City and is split zoned. As discussed above, the northern portion of the Project Site has a General Plan Land Use designation of Regional Center Commercial and is zoned C4-2D-SN. The southern portion of the Project Site has a General Plan land use designation of Low Medium II Residential and is zoned RD1.5-1XL. The C4 zone permits commercial uses, including office, retail and restaurant uses. The RD1.5-1XL zone restricts uses to one-family dwellings, two-family dwellings, apartment houses, and multiple dwellings. The SN designation indicates that the Project Site is in the Hollywood Signage Supplemental Use District.

The Project proposes only residential uses within the RD1.5-zoned portion of the Project Site and proposes commercial space and additional residential uses within the C4-2D-SN-zoned portion of the Project Site.

The Project is being proposed as a unified project. However, because the Project Site is split zoned, and pursuant to LAMC Section 12.21-C.1(e), the RD1.5-1XL zone requires that Sycamore Street remains the "front yard" of the RD1.5 zoned parcels, the parcels cannot be effectively combined and utilized without development incentives. Therefore, while the Project is not seeking any density increases, the Project is providing 10 percent of the 112 proposed units as Very Low-Income restricted affordable units. In exchange, the Project requests an on-menu incentive pursuant to LAMC Section 12.22-A.25(f)(8) to allow the averaging of floor area ratio, density, parking, open space, and permitted vehicle access. Further, the Project also requests and off-menu incentive to reduce RD1.5 zone front yard along Sycamore Street per LAMC Section 12.21-C.1(e) from 15 feet to 10 feet.

These would allow the Project Site to be redeveloped with a viable, and desirable use consistent with surrounding land uses. Therefore, upon approval of the on and off on-menu incentives, the Project would be consistent with the applicable zoning regulations.

For all the foregoing reasons, the Project would be consistent with the applicable goals and policies of the City's land use plans and zoning for the Project Site.

The Project would meet the conditions described in CCR Section 15332(a).

# 2.3 Discussion of CCR Section 15332(b): Within City Limits, Site no more than 5 acres

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

As defined by CEQA Section 21071:

"Urbanized area" means either of the following: (a) An incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons. (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.

The Project Site is located in an urbanized area of the City. The Project Site is surrounded by a variety of urban uses including a hotel, schools, offices, residences, a studio, and retail and restaurants. The Project Site measures 0.66 acres, which is less than five acres. The Project Site is located within a City with a population well over 100,000 persons.

Therefore, the development occurs within the City limits, on a site of no more than five acres, and is substantially surrounded by urban uses.

As such, the Project would meet the conditions described in CCR Section 15332(b).

# 2.4 Discussion of CCR Section 15332(c): No Value as Habitat for Endangered, Rare or Threatened Species

The Project Site has no value as habitat for endangered, rare or threatened species. The analysis provided below is supported, in part, by the *Tree Report: 7022 Sunset Blvd, Los Angeles, CA 90028* prepared by Paul Lewis Landscape Architect, November 20, 2023 (**Appendix A**).

# Habitat Area and Wetlands

The Project Site is completely surrounded by urban uses. The Project Site is currently developed with two buildings and a surface parking lot. The Project Site was subjected to substantial disturbance associated first with the original construction of the existing buildings and later with ongoing regular maintenance of the landscaping. Further, nearby surrounding areas are entirely developed.

The Project Site does not contain any habitat capable of sustaining any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). ^{12, 13, 14}

Additionally, there are no known locally designated natural communities at the Project Site or in the immediate vicinity, nor is the Project Site located immediately adjacent to undeveloped natural open space or a natural water source that may otherwise serve as habitat for state or federally listed species.¹⁵ Species likely to occur on-site are limited to small terrestrial and avian species typically found in developed settings.

No wetlands exist or are mapped on or near the Project Site.¹⁶ In addition, the Project does not propose any filling or grading of any ravines or other hydrologically low-lying areas that may contain intermittent waterbodies.

# **Migratory Birds**

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The City's Bureau of Street Services, Urban Forestry Division complies with the MBTA for tree pruning and tree removal. The Project would be required to comply with all applicable laws and regulations regarding nesting birds in connection with the Project's removal of the existing on-site trees.

# Trees

The City's Preservation of Protected Trees Ordinance No. 186873 (Protected Tree Ordinance) and the LAMC §§46.00-46.06 define protected trees as any of the following southern California native tree species measuring 4 inches or more in cumulative diameter at 4.5 feet above the ground level at the base of the tree: Oak trees including valley oak (Quercus lobata), California live oak (Quercus agrifolia), or any of tree of the oak genus indigenous to California but excluding scrub oak (Quercus berberidifolia); southern California black walnut (Juglans californica); western sycamore (Platanus racemosa); and California bay (Umbellularia californica), and protected shrubs, including Mexican elderberry (Sambucus Mexicana) and toyon (Heteromeles arbutifolia). In accordance with the Protected Tree Ordinance, no person shall relocate or remove any protected tree without obtaining a permit from the City.

Currently, there are four trees on the Project Site including a Mulberry tree (Morus spp), Italian alder (Alnus cordata), Chinese Elm (Ulmus parvifolia), and Ficus (Ficus elastica).¹⁷ There are two street trees; the one on Sycamore Avenue is a Camphor tree (Cinnamomum camphora), and the one on Sunset Boulevard is a Mexican fan palm (Washingtonia robusta). None of these six trees is a native tree that is

¹² Los Angeles County Department of Regional Planning, Planning & Zoning Information

https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public. Accessed: February 17, 2024.

¹³ California Department of Fish and Wildlife, Natural Community Conservation Plans/Habitat Conservation Plans. Available online https://wildlife.ca.gov/conservation/planning/nccp/plans, accessed: October 17,2023.

¹⁴ U.S. Fish and Wildlife Service, National Wetlands Inventory.www.fws.gov/wetlands/Data/Mapper.html, accessed: February 17, 2024.

¹⁵ Los Angeles County. General Play, Figure 9.3. Significant Ecological Areas and Coastal Resource Areas Policy Map, 2015. Accessed: May 6, 2023

¹⁶ U.S. Fish and Wildlife Service, National Wetlands Inventory. www.fws.gov/wetlands/Data/Mapper.html, accessed: February 17, 2024.

¹⁷ Tree Report: 7022 Sunset Blvd. Los Angeles, CA 90028, Paul Lewis Landscape Architect, November 20, 2023

protected by the LAMC Protected Tree Ordinance. Prior to any work on the adjacent public right-of-way, the applicant will be required to obtain approved plans from the Department of Public Works. As there currently is no approved right-of-way improvement plan and for purposes of conservative analysis under CEQA, the Project has analyzed the worst-case potential for removal of all street trees. Note that street trees and protected trees shall not be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171. At the time of preparation of this environmental document, no approvals have been given for any tree removals on-site or in the right-of-way by BPW. The City has required a Tree Report to identify all protected trees/shrubs on the project site and all street trees in the adjacent public right-of-way. The Project proposes to remove no protected trees, no protected shrubs, and up to a total of two (2) street trees.

The Project would retain the two existing street trees and would remove the four existing on-site trees. The Project proposes to plant 29 trees of varying species within and around the exterior of the Project Site and along North Sycamore Avenue.

Therefore, the Project would meet the conditions described in CCR Section 15332(c).

# 2.5 Discussion of CCR Section 15332(d): Traffic

Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.¹⁸ The following analysis is largely based on the *7022 Sunset Street Project Transportation Assessment,* prepared by Kimley-Horn, July 2024 (**Appendix B**). The VMT Assessment for the Project was approved by LADOT on May 2, 2024 and the approval letter is contained in Appendix B.

# Construction

The construction of the Project would begin with the demolition of the existing adult day care, commercial buildings, and surface parking lot on the Project Site, followed by site preparation, grading, building construction, paving/concrete installation, and finishing and architectural coatings. The construction of the Project is expected to be completed by the beginning of 2027.

Temporary closure of on-street parking along Sunset Boulevard adjacent to the property frontage would be requested to allow for ongoing construction access and vehicle staging, as well as loading and unloading.

# Temporary Traffic Constraints

During construction, traffic on North Sycamore Avenue and Sunset Boulevard could be intermittently disrupted due to vehicle loading and unloading. Such intermittent travel lane closures may disrupt local traffic.. However, a Construction Management Plan (**PDF TRAF-1**), which would include a worksite traffic control plan, would be prepared, in accordance with applicable City guidelines, for any temporary closure of vehicle lanes or sidewalks, and these plans would provide for the safe and efficient movement for vehicular, bicycle, and pedestrian traffic. As part of PDF TRAF-1, the crosswalk at the North Sycamore Avenue and Sunset Boulevard intersection identified in the Hollywood High School Safe Routes to School (SRTS) plan would be maintained during construction or an alternative pedestrian access route would be provided per the standards of the SRTS.¹⁹ During construction, the Project Site would be secured with

¹⁸ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section below.

¹⁹ LADOT Livable Streets. "LADOT Livable Streets," n.d. https://ladotlivablestreets.org/projects/Hollywood-SRTS-Plan.

perimeter fencing. In addition, PDF TRAF-1 would require coordination with Hollywood High School administrators to identify measures to be implemented to avoid disruption of school activities.

# **Temporary Loss of Access**

During construction, the Project Site would be secured with perimeter fencing. The existing land uses in the proximity of the Project Site would remain open throughout the construction period. Pedestrian and vehicular access to properties near the Project Site would also remain open for the duration of construction. During construction, the sidewalks along North Sycamore Avenue and Sunset Boulevard may be temporarily disrupted. A pedestrian walkway or pedestrian rerouting would be provided as an alternative for pedestrians during construction and would also be addressed in the worksite traffic control plans.

Appropriate signage would be implemented to direct pedestrians to accessible routes during this time.

#### Temporary Loss of Bus Stops or Rerouting of Bus Lines

The construction of the Project would not result in any temporary loss of bus stops or rerouting of bus lines.

#### Haul Route and Truck Analysis

The proposed haul route for the Project would require trucks to access the Project Site from the nearby US-101 using Sunset Boulevard. As part of the Project, a detailed Construction Management Plan (**PDF TRAF-1**), would be implemented to minimize the effect of Project construction on vehicles, bicyclists, and pedestrians, which is discussed in the following section. As noted in PDF TRAF-1, haul route scheduling would be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the Hollywood High School. Any hauling activities would not be routed past Hollywood High School during periods when the school is in session, especially when students are arriving or departing from campus.

#### PDF TRAF-1: Construction Management Plan

The contractor would develop a Construction Management Plan as a mandatory part of the Project and submit it to the City of Los Angeles for approval to reduce the effects of Project construction. The Construction Management Plan would include the following:

- Coordinate with the City to ensure adequate access to the Project Site and land uses in proximity of the Project Site is maintained.
- Pick-ups, deliveries, and exports of construction materials should be scheduled during off-peak hours to the extent possible.
- Reduce the potential of trucks waiting for extended periods to load or unload.
- Determine the number and location of flag personnel required during traffic rerouting and deliveries.
- Contractor to post construction notices/hotlines at several locations on the Project Site.
- Establish requirements for storage of materials and loading/unloading on the Project Site.

- Worksite traffic control plans approved by the City of Los Angeles should be implemented to route vehicles, bicyclist and pedestrians around the area during any parking, travel lane or sidewalk closures.
- Coordination with Hollywood High School administrators regarding the Project's construction schedule, points of contact, and identification of measures to avoid disruption of school activities. These activities include but not limited to, pick-up/drop-off by vehicles and foot, use of the school parking lot, outdoor breaks and recreation, noise beyond codified limits (though none is being proposed), and any construction activities that have potential to create airborne particulates from grading.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the Hollywood High School. Haul route trucks shall not be routed past Hollywood High School during periods when school is in session especially when students are arriving or departing from the campus.
- The crosswalk at the North Sycamore Avenue and Sunset Boulevard intersection identified in the Hollywood High School Safe Routes to School (SRTS) plan would be maintained during construction or an alternative pedestrian access route would be provided per the standards of the SRTS.²⁰

With incorporation of **PDF TRAF-1**, **Construction Management Plan**, approval of the Project would not result in any significant effects relating to construction traffic.

# Operation

# Plans, Programs, and Policy Review (Threshold T-1)

Per the LADOT Transportation Assessment guidelines, the City aims to achieve an accessible and sustainable transportation system that meets the needs of all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, and movers of commercial goods. Proposed development projects shall be analyzed to identify potential conflicts with adopted City plans and policies if the proposed project does not meet the screening criteria.

## Screening Criteria

If the project requires a discretionary action, and the answer is "yes" to any of the following questions, further analysis will be required to assess whether the proposed project would conflict with plans, programs, ordinances, or policies:

- 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?
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

²⁰ LADOT Livable Streets. "LADOT Livable Streets," n.d. https://ladotlivablestreets.org/projects/Hollywood-SRTS-Plan.

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

#### Impact Criteria

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

#### Analysis

An analysis is required because the Project requires a discretionary action, and the Project is required to make modifications to the public right-of-way (dedication) along North Sycamore Avenue. The study area for the traffic analysis, was defined as including streets that front or are near the Project Site and include Sunset Boulevard, North Sycamore Avenue, North Orange Drive and De Longpre Avenue. The City of Los Angeles, Bureau of Engineering (BOE) Planning Case Referral Form (PCRF), which shows the Project's dedication and improvement requirements.

The following documents were reviewed to evaluate whether the Project would conflict with or would interfere with the City's implementation of a City plan, program, or policy related to the transportation network.

- **City of Los Angeles Mobility Plan 2035**, which serves as the City's General Plan circulation element. The mobility plan incorporates "complete streets" principles and lays the policy foundation. The mobility plan also identifies corridors proposed to enhance modes (bicycle, pedestrian, transit, and vehicle). These corridors are categorized as:
  - Neighborhood Enhanced Network (NEN) is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel. North Orange Drive within the study area is identified as part of the NEN as Tier 1, which means that there is an opportunity for pedestrian and bicycle safety enhancements in compliance with the City's Mobility Plan.
  - Transit Enhanced Network (TEN) is the network of arterial streets enhanced to improve transit service performances and/or the overall experience of people who walk and take transit. None of the streets in the study area is identified as part of the TEN.
  - Bicycle Enhanced Network (BEN) is a network of streets planned for protected bicycle lanes and bicycle paths to provide bikeways to a variety of users. Sunset Boulevard within the study area is identified as a Tier 3 bicycle lane. Tier 3 bicycle lanes are bicycle lanes along streets that are defined by pavement striping and signage to delineate the portion of a roadway dedicated for bicycle travel.
  - Vehicle Enhanced Network (VEN) is a selection of streets that prioritize vehicular movement and that offer safe, consistent travel speeds and reliable travel times. None of the streets in the study area is identified as part of the VEN.
  - Pedestrian Enhanced District (PED) is a selection of streets that enhance the environment to promote more walking, reduce reliance on other modes for shorter trips, promote

health, increase the vitality of streets, and more. Sunset Boulevard within the study area is identified as part of the PED.

North Orange Drive and Sunset Boulevard within the Project's study area are included as part of the complete street's corridors outlined in the 2035 Mobility Plan. Based on a review of the Project's proposed land uses and design features, there are no substantial changes to the public right of way along North Orange Drive or Sunset Boulevard that would preclude the City from completing complete streets infrastructure as identified in the 2035 Mobility Plan. As described in **Appendix B**, the Project would be consistent with and would not impede the City's implementation of the Mobility Plan 2035.

- The Hollywood Community Plan is one of the 35 Community Plans in the City of Los Angeles; adopted in December 1988, it was designed to accommodate development to the year 2010. As discussed above, an update to the Hollywood Community Plan is currently in process that will guide the development of the Hollywood community area through 2040. The Hollywood Community Plan Update was adopted in May 2023 by the Los Angeles City Council; however, the Plan's implementing ordinances have not been finalized. One of the major objectives of the current 1988 Hollywood Community Plan is to make provisions for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service. While this is a citywide objective, the Project would support its implementation. Specifically, the Project Site is located in a highly urbanized area that is well-served by public transit. The Project would include streetscape improvements such as landscaping to encourage walkability. Furthermore, the Project would provide short-term and long-term bicycle parking spaces. Thus, the Project would promote the use of alternative modes of transportation, including use of public transportation, walking, and bicycling. The Project would also be consistent with the mobility goals and objectives within the Hollywood Community Plan Update, which include providing a range of housing and employment opportunities. The Project proposes residential and retail land uses, which would provide a variety of housing opportunities (affordable and market rate housing). The Project would be consistent with the policies of the adopted and Hollywood Community Plan Update.
- Vision Zero Los Angeles is a plan with the goal of eliminating traffic deaths in Los Angeles and to design streets to increase the safety of pedestrians. The High-Injury Network (HIN) represents 6% of city streets (over 450 miles) that account for 70% of deaths and severe injuries for people walking. The Project Site is located on Sunset Boulevard, which is included in the High Injury Network. Although the Project Site is located along the HIN (Sunset Boulevard), it would not add new vehicular access points on Sunset Boulevard and therefore would be consistent with, and not conflict with, the implementation of future Vision Zero projects in the public right-of-way.
- LAMC Section 12.21 A.16 (Bicycle Parking) is an ordinance in the Los Angeles County Municipal Code (LAMC) General Provisions section. This ordinance requires bicycle parking spaces and end use facilities for new developments or additions based on the floor area.
  - Residential Land Use The LAMC requires 1 short-term bicycle parking space per 10 units for 1-25 units, 1 short-term bicycle parking space per 15 units for 26-100 units, and 1 short-term bicycle parking space per 20 units for 100-200 units. Additionally, 1 long-term bicycle parking space per unit for 1-25 units, 1 long-term bicycle parking space per 1.5 units for 26-100 units, and 1 long-term bicycle parking space per 2 units for 100-200 units

is required per LAMC. Eight short-term stalls and 81 long-term stalls would be required for bicycle parking per the LAMC.

 Commercial Land Uses – The LAMC requires 1 short-term and 1 long-term bicycle parking space per 2,000 sf of commercial area. One short-term stall and 1 long-term stall would be required for bicycle parking per the LAMC.

The Project is proposing 93 bicycle parking spaces, including 83 long-term spaces and 10 short-term spaces. Long-term bicycle parking would be provided on the ground level and short-term bicycle parking spaces would be located along North Sycamore Avenue. The bicycle parking would comply with all requirements of the LAMC.

Based on the results of the analysis of the Project's consistency with plans, programs, and policy, the Project would be consistent/comply with, and would not impede, the City's implementation of the Mobility Plan 2035, the policies of the Hollywood Community Plan, Vision Zero Los Angeles and requirements of the LAMC Section 12.21 A.16 (Bicycle Parking).

# Vehicle Miles Traveled Analysis (Threshold T - 2.1)

Per the LADOT Transportation Assessment Guidelines, one objective of the Los Angeles Mobility Plan 2035 is to decrease vehicle miles traveled (VMT) per capita by 20% by 2035. To meet this objective, a proposed land use projects is required to assess whether it would cause a substantial VMT if the proposed project does not meet the screening criteria.

#### Screening Criteria

This section describes the City's screening criteria that are used to determine if a project requires a VMT analysis. If the project requires a discretionary action, and the answer is "no" to either of the following, further analysis will not be required for Threshold T-2.1, and a "no impact" determination can be made for the threshold:

- Would the land use project generate a net increase of 250 or more daily vehicle trips?
- Would the project generate a net increase in daily VMT?

The following additional screening criteria are used to determine any potential significant impacts for projects that meet the first two screening criteria:

- If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?
- Would the Project or Plan located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?

#### Impact Criteria

The City's impact criteria for development projects that require a VMT analysis are as follows:

• 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 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 where the threshold is not further specified below, measure VMT impacts for the work trip element using the criteria for office projects above.

Area Planning Commission (APC)	Daily Household VMT Per Capita	Daily Work VMT Per Employee	
Central*	6.0	7.6	
East LA	7.2	12.7	
Harbor	9.2	12.3	
North Valley	9.2	15.0	
South LA	6.0	11.6	
South Valley	9.4	11.6	
West LA	7.4	11.1	
*Project is located in Central APC. Source: LADOT TAG			

#### Table 8: LADOT VMT Impact Criteria (15% Below APC Average)

#### Analysis

The Project's potential daily trip generation was calculated using the City's VMT calculator (Version 1.4) trip generation rates for multi-family/affordable housing and general retail. In addition, an existing trip generation credit was captured for the existing 6,690 sf adult day care building on the Project Site. The Project is anticipated to generate a net increase of 425 daily trips after capturing an existing use credit of 78 daily trips.

Because the Project would be generating more trips than the City's 250 daily vehicle trips threshold, an analysis is required to assess whether the Project would cause substantial VMT. Additionally, the LADOT Referral Form confirms the requirement of a VMT analysis.

## Methodology and Assumptions

Based on the Project's proposed land use information, the residential land uses for market rate multifamily housing and affordable housing were analyzed. Per the LADOT Transportation Assessment Guidelines, the retail portion of the Project would screen out of the VMT analysis since it would be under 50,000 sf (2,875 sf); therefore, the retail portion of the Project is presumed to result in no VMT impact.

The City of Los Angeles VMT calculator, as outlined in the LADOT Transportation Assessment Guidelines, was used to determine the Project's VMT for its residential uses. The VMT estimation tool generates VMT estimates in a manner that is consistent with OPR's guidelines. As the Project Site is located within the Central APC, and the Project proposes residential uses, the VMT impact criteria applicable to the Project is 6.0 daily household VMT per capita, as shown in **Table 8** above.

#### VMT Analysis

VMT was calculated for the Project's proposed residential land use using the City's VMT calculator, in compliance with the Transportation Assessment Guidelines. The Project's proposed residential area

would result in an estimated VMT per capita of 4.4, which would be below the City's threshold for the Central APC and, therefore, the residential portion of the Project is presumed to have a less than significant VMT impact. The detailed VMT calculator results are shown in **Appendix B**.

# Geometric Design Feature Review (Threshold T- 3.1)

Per the LADOT Transportation Assessment Guidelines, projects are evaluated to determine if there are potential geometric design feature impacts and potential increases in hazards related to the design of the Project's access points.

#### Screening Criteria

This section describes the City's screening criteria that are used to determine if a project requires a geometric design feature review. If the project requires a discretionary action, and the answer is "yes" to any of the following questions, further analysis will be required to assess whether the proposed project would cause a potential increase of hazards:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
- Is the project proposing to make any voluntary or required modifications to the public right-ofway (i.e., street dedications, reconfigurations of curb line, etc.)?
- Would the land use project add 25 or more trips to any freeway off ramp in either the morning or afternoon peak hour?

#### Impact Criteria

The City considers the following factors when evaluating a project's access plans to determine if the project would substantially increase hazards due to a geometric design feature:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that the project introduces 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.

#### Analysis

#### Pedestrian and Bicyclists

Pedestrian access into the Project would be separated from vehicle access points. Pedestrians and bicyclists would be able to access the Project Site via existing sidewalks along North Sycamore Avenue and Sunset Boulevard. A prominent entry plaza located at the northwestern corner of Sunset Boulevard and North Sycamore Avenue would lead into the commercial areas that would front Sunset Boulevard. A second entry from Sunset Boulevard would provide access into the residential leasing office located east of the commercial area. An additional pedestrian entrance into the residential lobby would be located on North Sycamore Avenue. Bicycle parking facilities would be provided on-site as part of the Project, which includes short term and long-term bicycle stalls. The Project's access locations would be designed in compliance with City standards and safety requirements to be provide adequate sight distance, sidewalks, crosswalks and pedestrian movement controls.

#### Vehicular Access

Vehicular access to the Project Site is currently provided by one driveway on North Sycamore Avenue. The Project proposes to close the existing driveway on North Sycamore Avenue and provide vehicle access to the Project Site via a new driveway along the eastern side of North Sycamore Avenue that would provide a two-way ingress/egress to the at-grade parking and one subterranean parking level beneath the Project. Five (5) parking spaces for the retail uses and four (4) parking spaces for the residential uses would be on the ground floor. From the ground floor parking area, vehicles would access the underground parking level via a two-way ramp.

The subterranean parking level would include 41 standard and two (2) Americans with Disabilities Act (ADA) compliant residential automobile spaces. The subterranean parking level would also include eight (8) retail spaces (60 spaces total in both the subterranean and ground floor).

Although Sunset Boulevard within the study area is along the City's HIN, the Project's driveways would be along North Sycamore Ave (not on the HIN) and designed to comply with LADOT standards. The proposed driveway is on a low-volume local street with no existing bike lane or transit stops. Hence, the Project would not be expected to increase hazards or conflicts.

#### Caltrans Freeway Impact Analysis

A Caltrans Freeway Ramp Impact Analysis is required when a Project is expected to add more than 25 trips to any freeway off-ramp in either the AM or PM peak hour. Based on the AM and PM peak hour trips, it was determined that the Project would not add more than 25 trips to any freeway off-ramp in either the AM or PM peak hour, and therefore, a freeway off-ramp analysis is not required.

For all the foregoing reasons, the Project would meet the conditions described in CCR Section 15332 (d) in that approval of the Project would not result in any significant effects relating to traffic.

# 2.6 Discussion of CCR Section 15332(d): Noise

Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.²¹

This section is based on the *Acoustical Assessment 7022 Sunset Boulevard Project*, prepared by Kimley-Horn, July 2024 (Appendix C).

²¹ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section below.

# Background

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).²²

Noise is defined as loud, unexpected, or annoying sound.²³ The fundamental model consists of a noise source, a receptor, and the propagation path between the two.²⁴ The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound.²⁵ A typical noise environment consists of ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this ambient noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micro-pascals ( $\mu$ Pa) as a point of reference, defined as 0 dB.²⁶ Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness.

# Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA.²⁷ Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA.²⁸ Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semiconmercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noise

²² California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013. Available at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf

²³ Harris, Cyril M., Noise Control in Buildings: A Practical Guide for Architects and Engineers, 1994

 ²⁴ California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013
 ²⁵ Ibid.

²⁶ Ibid.

 ²⁷ Compiled from James P. Cowan, *Handbook of Environmental Acoustics*, 1994, and Cyril M. Harris, *Handbook of Noise Control*, 1979
 ²⁸ Ibid.

urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted:²⁹

- Except in carefully controlled laboratory experiments, a 1-dBA change cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A minimum 5-dBA change is required before any noticeable change in community response would be expected. A 5-dBA increase is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

# Effects of Noise on People

<u>Hearing Loss</u>. While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.³⁰

<u>Annoyance</u>. Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.³¹

## Ground-Borne Vibration

Sources of ground-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions or heavy equipment used during construction). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero.³² Several different methods are typically used to quantify vibration amplitude. One is vibration decibels (VdB) (the vibration velocity level in decibel scale). Other methods are the peak particle velocity (PPV) and the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave and expressed in terms of inches-per-second (in/sec). The RMS velocity is defined as the average of the

²⁹ Compiled from California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, and FHWA, *Noise Fundamentals*, 2017.

³⁰ U.S. Department of Labor, Occupational Safety and Health Standards, 29 CFR 1910 (Occupational Noise Exposure).

³¹ Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Analysis Issues, August 1992.

³² Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018

squared amplitude of the signal and is expressed in terms of VdB.³³ The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 9: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The human annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where ground-borne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible.³⁴ Common sources for ground-borne vibration are planes, trains, and construction activities such as earth-moving, which requires the use of heavy-duty earth moving equipment.³⁵ For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) was used to evaluate construction-generated vibration for building damage and human complaints.

Maximum PPV (in/sec)	Caltrans Vibration Annoyance Potential Criteria	Caltrans Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.008		Extremely fragile historic buildings, ruins, ancient monuments	
0.08	Readily Perceptible		
0.01			
0.04			
0.1	Begins to Annoy	Fragile buildings	
0.12			Buildings extremely susceptible to vibration damage
0.2	Annoying		Non-engineered timber and masonry buildings
0.25		Historic and some old buildings	
0.3		Older residential structures	Engineered concrete and masonry
0.4	Unpleasant		
0.5		New residential structures, Modern industrial/commercial buildings	Reinforced-concrete, steel or timber (no plaster)
PPV = peak particle velocity; in/sec = inches per second; FTA = Federal Transit Administration			

Table 9: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, 2020 and Federal Transit administration, Transit Noise and Vibration Assessment Manual, 2018.

^{....} 

 ³³ Ibid.
 ³⁴ Ibid.

³⁵ Ibid.

# Ground-Borne Noise

Ground-borne noise specifically refers to the rumbling noise emanating from the motion of building room surfaces due to the vibration of floors and walls; it is perceptible only inside buildings.³⁶ The relationship between ground-borne vibration and ground-borne noise depends on the frequency content of the vibration and the acoustical absorption characteristics of the receiving room. For typical buildings, ground-borne vibration that causes low frequency noise (i.e., the vibration spectrum peak is less than 30 Hz) results in a ground-borne noise level that is approximately 50 decibels lower than the velocity level. For ground-borne vibration that causes mid-frequency noise (i.e., the vibration spectrum peak is between 30 and 60 Hz), the ground-borne noise level will be approximately 35 dB lower than the velocity level. For ground-borne vibration that cause high-frequency noise (i.e., the vibration spectrum peak is greater than 60 Hz), the ground-borne noise level will be approximately 20 dB lower than the velocity level.³⁷ The FTA provides a ground-borne noise threshold of 43 dBA for infrequent vibration events in Category 2 buildings such as residences and buildings where people normally sleep. For frequent and occasional vibratory events, the FTA established ground-borne noise thresholds of 35 dBA and 38 dBA, respectively.³⁸

# **Regulatory Setting**

To limit population exposure to physically or psychologically damaging, as well as intrusive, noise levels, the Federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

## Federal

#### Federal Transit Administration Noise and Vibration Guidance

The Federal Transit Administration (FTA) has published the Transit Noise and Vibration Impact Assessment Manual (FTA Transit Noise and Vibration Manual) to provide guidance on procedures for assessing impacts at different stages of transit project development.³⁹ The report covers both construction and operational noise impacts and describes a range of measures for controlling excessive noise and vibration. In general, the primary concern regarding vibration relates to potential physical damage from construction. The guidance document establishes criteria for evaluating the potential for damage to various structural categories from vibration.

# State of California

#### **California Government Code**

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services.⁴⁰ The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types. Under these guidelines, single-family homes are located in "normally acceptable" exterior noise environments up to

³⁶ Ibid.

³⁷ Ibid.

³⁸ Ibid.

³⁹ Ibid.

⁴⁰ State of California Governor's Office of Planning and Research, General Plan Guidelines, Appendix D: Noise Element Guidelines, page 374, 2017, <u>https://opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf</u>. Accessed October 5, 2023.

60 CNEL and in "conditionally acceptable" exterior noise environments up to 70 CNEL. Multiple-family residential uses are located in "normally acceptable" exterior noise environments up to 65 CNEL and in "conditionally acceptable" exterior noise environments up to 70 CNEL. Schools, libraries, and churches are located in "normally acceptable" exterior noise environments up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

#### Assembly Bill 1307

On September 7, 2023, Governor Newsom signed AB 1307, which added section 21085 to the Public Resources Code to read, in pertinent part, "for residential projects, the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment".⁴¹

#### Local

#### City of Los Angeles Municipal Code

The City has adopted regulations to control unnecessary, excessive, and annoying noise, as set forth in the City's Noise Ordinance (Chapter XI, Noise Regulation, of the Los Angeles Municipal Code [LAMC]). The City's Noise Ordinance establishes acceptable ambient sound levels to regulate intrusive noises (e.g., stationary mechanical equipment and vehicles other than those traveling on public streets) within specific land use zones and provides procedures and criteria for the measurement of the sound level of noise sources. These procedures recognize and account for differences in the perceived level of different types of noise and/or noise sources.

With regard to vibration, LAMC Section 91.3307.1 states, "Adjoining public and private property shall be protected from damage during construction, remodeling, and demolition work. Protection must be provided for footings, foundations, party walls, chimneys, skylights, and roofs. Provisions shall be made to control water runoff and erosion during construction or demolition activities."

With regard to construction noise, LAMC Section 112.05 sets forth a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard shall not apply where compliance therewith is technically infeasible. In addition, LAMC Section 41.40 prohibits construction between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. and after 6:00 p.m. on Saturday or any national holiday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 a.m. and 9:00 p.m. and Saturdays and national holidays between 8:00 a.m. and 6:00 p.m.). Construction may be permitted outside of these hours if a temporary noise variance is approved by the Los Angeles Board of Police Commissioners.

Section 111.02 (Sound Level Measurement Procedure and Criteria) of the LAMC provides procedures and criteria for the measurement of the sound level of "offending" noise sources. According to the LAMC, a noise level increase of 5 dBA over the existing average ambient noise level at an adjacent property line is considered a noise violation. Section 112.01 (Radios, Television Sets, and Similar Devices) of the LAMC prohibits the production of noise from any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or

⁴¹ AB 1307, Public Resources Code Section 21085

any reasonable person residing or working in the area, or that exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than 5 dBA.

Section 112.02 (Air Conditioning, Refrigeration, Heating, Pumping, Filtering Equipment) limits increases in ambient noise levels created by air conditioning, refrigeration, heating, pumping and filtering equipment. Such equipment may not be operated 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 5 dBA.

## City of Los Angeles General Plan

The Noise Element of the Los Angeles City General Plan (Noise Element) provides guidance for the control of noise to protect residents, workers, and visitors from potentially adverse noise impacts. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. The Noise Element defers regulation of temporary, point-source noises such as construction activities to the City's Municipal Code Noise Ordinance. With regard to long-term noise impacts, the Noise Element contains stated goals, objectives, policies, and implementation programs for noise control.

#### Goal: A city where noise does not reduce the quality of urban life.

- Objective 2: Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.
  - Policy 2.2: Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.
- Objective 3: Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.
  - *Policy 3.1:* Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.
- Implementation P5: Continue to enforce, as applicable, city, state and federal regulations intended to abate or eliminate disturbances of the peace and other intrusive noise.
- Implementation P11: For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.
- Implementation P16: Use, as appropriate, the "Guidelines for Noise Compatible Land Use" (Exhibit I),¹ or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter, within a CNEL of 65 dB airport noise exposure areas and within a line-of-sight of freeways, major highways, railroads or truck haul routes.

#### L.A. CEQA Thresholds Guide

In 2006, the City set forth the L.A. CEQA Thresholds Guide, which was intended to provide guidance, as a voluntary tool, for CEQA impact analyses. Today, these thresholds are only used as guidance in instances where City staff finds they are beneficial to use and supported with substantial evidence.⁴² In addition, the L.A. CEQA Thresholds Guide recognizes that its applicability and use may be re-evaluated after a period of use.

#### Updates to Thresholds and Methodology for Construction Noise and Vibration

The City of Los Angeles recently adopted (February 2024) Thresholds and Methodology for Construction Noise and Vibration (Noise and Vibration Thresholds Update).

The construction thresholds included in the Noise and Vibration Thresholds Update are intended to be suited to the generally urban nature of the City, while still recognizing the importance of human health, including sleep disruption. The thresholds are intended to account for reasonable expectations regarding construction noise and vibration during daytime and nighttime hours, and also include absolute maximum noise levels that are intended to protect human health. As part of the Noise and Vibration Thresholds Update, the City requires environmental protection measures (EPMs) to be implemented as part of proposed development projects.

#### Proposed Daytime Construction Noise Thresholds

**Increase Over Ambient.** For construction activities that occur between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays, no numerical threshold above ambient noise levels is proposed.

**Absolute Thresholds.** On- and off-site construction noise during daytime hours (7:00 a.m. and 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays) would be limited to a maximum 80 dBA Leq(8-hour) absolute threshold at sensitive uses (at the property line with outdoor uses or at the exterior of the building), including outdoor public recreational areas.

This threshold applies to residential uses (at the property line with outdoor uses or at the exterior of the building); including expansive upper-level deck/open spaces areas that provide for the recreational use of residents. Examples include large patios or decks that are the primary outdoor use area in an apartment complex. However, this standard does not apply to private residential balconies which may or may not extend past the exterior of a building.

#### Proposed Nighttime Construction Noise Thresholds

Nighttime construction activities shall not be permitted unless a variance is approved by the City of Los Angeles Police Commission. In the event that such variance is granted, the following thresholds shall apply. The Project is not applying for nighttime construction. Therefore, proposed nighttime thresholds would not apply.

#### Proposed Vibration Thresholds for Human Annoyance

⁴² City of Los Angeles, Construction Noise and Vibration Proposed Updates to Thresholds and Methodology, August 2024..

For construction activities that occur between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays, no numerical threshold is proposed related to human annoyance.

During nighttime hours (between 7:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays), and anytime on Sundays or national holidays, construction activities shall not generate groundborne vibration levels that exceed 0.80 VdB at the exterior of a sensitive use building.

#### Proposed Vibration Thresholds for Building Damage

Architectural Building Damage—Construction activities shall not exceed the following building damage thresholds for the identified structures:

- Fragile Buildings: 0.1 PPV
- Historic Buildings: 0.25 PPV
- Older⁴³ Residential Structures: 0.3 PPV
- New Residential Structures: 0.5 PPV
- Modern Industrial/Commercial Buildings: 0.5 PPV

# **Existing Conditions**

#### **Existing Noise Sources**

The Project Site is currently impacted by various noise sources. Mobile sources of noise, including traffic along Sunset Boulevard and North Sycamore Avenue are the most common and prominent existing sources of noise in the Project Site area. Other noticeable existing sources of noise on and near the Project Site include parking lot noise and mechanical equipment noise (e.g., heating, ventilation, and air conditioning [HVAC] units) operating at the Project Site and noise from existing nearby commercial and residential uses, and other urban-related activities (e.g., idling cars/trucks, pedestrians, car radios and music playing, dogs barking, etc.).

#### Noise Measurements

To quantify existing ambient noise levels in the Project Site area, Kimley-Horn conducted four short-term (15-minute) measurements on Tuesday, October 10, 2023; see **Appendix C** for additional details regarding how the ambient noise measurements were taken.⁴⁴ The noise measurement sites were selected to be representative of the existing ambient noise levels at the noise-sensitive uses immediately adjacent to the Project Site. The 15-minute daytime measurements were taken between 9:37 a.m. and 10:48 a.m. Measurements of L_{eq} are considered representative of the noise levels throughout the day. The average noise levels measured at each location are listed in **Table 10**: *Existing Noise Measurement Locations and Measurements* and shown on **Figure 13**: *Noise Measurement Locations*.

⁴³ A building over 50 years can be considered an "older" residential structure. Source: City of Los Angeles, Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration, 2023.

⁴⁴ The ambient noise measurements were taken in accordance with the City's standards, which require ambient noise to be measured over a period of at least 15 minutes; See Section 111.01 of the LAMC.

Site	Location	Measurement Period	Duration	Daytime Average L _{eq} (dBA) ¹
ST-1	Sunset Boulevard north of Sycamore Avenue	10:16 a.m.	15 min	72.1
ST-2	Sycamore Avenue between Sunset Boulevard and DeLongpre Avenue	9:57 a.m.	15 min	56.8
ST-3	Orange Drive between Sunset Boulevard and DeLongpre Avenue	9:37 a.m.	15 min	60.8
ST-4	North of the intersection of Orange Drive and Sunset Boulevard	10:33 a.m.	15 min	67.3
Source: Noise measurements taken by Kimley-Horn and Associates, October 10, 2023. See Appendix C for noise measurement results.				

#### Table 10: Existing Noise Measurement Locations and Measurements



SOURCE: KTGY Architecture + Planning, 2024



FIGURE 13: Noise Measurements Locations

7022 SUNSET BOULEVARD

Kimley **»Horn** 

## Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. The City of Los Angeles General Plan Noise Element defines sensitive noise receptors as residences, long-term care facilities, dormitories, motels, hotels, transient lodging, houses of worship, hospitals, libraries, schools, auditoriums, concert halls, outdoor theaters, nature and wildlife preserves, and parks.⁴⁵ Sensitive receptors near the Project Site are shown in **Table 11**: *Sensitive Receptors* (see Figure ), along with the Noise Measurement Location that represents each sensitive receptor.

Table	11:	Sensitive	Receptors

Receptor Description	Distance ¹ and Direction from the Project				
Sensitive Receptor 1 - Palihotel	100 feet north of Project Site				
(represented by noise measurement ST-1)					
Sensitive Receptor 2 - Sunset Montessori Pre-School	Adjacent to Project Site to the south				
(represented by noise measurement ST-2)					
Sensitive Receptor 3 - Residential	40 feet southeast of Project Site				
(represented by noise measurement ST-3)					
Sensitive Receptor 4 - Residential	50 feet south of Project Site				
(represented by noise measurement ST-2)					
Sensitive Receptor 5 - Hollywood High School	270 feet northeast of Project Site				
(represented by noise measurement ST-4)					
Source: Google Earth, 2024.					
^{1.} Distance measured from the property line of the Project Site to the nearest receptor property line.					

# Significance Criteria And Methodology

# **CEQA** Thresholds

California Environmental Quality Act (CEQA) Guidelines Appendix G contains analysis guidelines related to noise impacts. The City has determined to use these guidelines as thresholds of significance for this analysis. A project would create a significant environmental impact if it would:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generate excessive ground-borne vibration or ground-borne noise levels; and
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

#### **Construction Noise**

<u>On-Site and Off-Site Construction.</u> The City of Los Angeles released proposed updates to the City's current construction noise thresholds and methodologies, entitled Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration (Noise and Vibration Thresholds Update) and received public comments on those updates until February 19, 2024.⁴⁶ Pursuant to the proposed Noise and Vibration Thresholds Update, on- and off-site construction noise occurring between the hours of 7:00 a.m.

⁴⁵ City of Los Angeles, General Plan Noise Element, 1999

⁴⁶ City of Los Angeles, Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration, 2023.

and 7:00 p.m. Monday through Friday and between the hours of 8:00 a.m. and 6:00 p.m. on Saturdays up to a maximum 80 dBA L_{eq} absolute threshold at sensitive uses would be less than significant; no numerical threshold above ambient noise levels has been proposed.

#### **Operational Noise**

<u>On-Site Operations</u>. With respect to on-site operational noise, the significance criteria used in the noise analysis is an increase in the ambient noise level of 5 dBA (hourly  $L_{eq}$ ) at the noise-sensitive uses, in accordance with the City of Los Angeles CEQA Thresholds Guide (Noise Regulations).⁴⁷

<u>Off-Site Operations</u>. The Noise Regulations do not apply to off-site traffic (i.e., vehicles traveling on public roadways). Therefore, the City has determined to assess the significance of the Project's off-site traffic noise based on whether the Project creates, or contributes to, an increase in the ambient noise level of 3 dBA in CNEL if the plus project noise levels fall within the "normally unacceptable" or "clearly unacceptable" category, as specified in the City's Noise Element, or an increase of 5 dBA in CNEL if the plus project noise levels fall within acceptable" or "normally acceptable" category at noise-sensitive uses.

<u>Composite Operational Noise</u>. In addition, the City has determined to assess the significance of the Project's composite noise levels (on-site and off-site sources) based on whether the Project's composite noise levels create an increase in the ambient noise level of 3 dBA or 5 dBA in CNEL (depending on where in the acceptable/unacceptable categories the noise levels fall as discussed above) at noise-sensitive uses.

#### Vibration

Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Project construction could result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used, the location of that equipment relative to the receptor, and the operations involved.

<u>Structural Damage</u>. Heavy construction equipment (e.g., a large bulldozer), which would generate the highest vibration level of the equipment expected to be used for Project construction, would generate a vibration level of up to 0.089 in/sec PPV at a distance of 50 feet from the equipment.⁴⁸ With respect to potential building damage, pursuant to the proposed Noise and Vibration Thresholds Update, construction vibration shall not exceed the following thresholds for the identified class of structures:⁴⁹

- Fragile Buildings: 0.1 PPV
- Historic Buildings: 0.25 PPV
- Older⁵⁰ Residential Structures: 0.3 PPV
- New Residential Structures: 0.5 PPV
- Modern Industrial/Commercial Buildings: 0.5 PPV

⁴⁷ City of Los Angeles, L.A. CEQA Thresholds Guide, 2006.

⁴⁸ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

⁴⁹ City of Los Angeles, Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration, 2023.

⁵⁰ A building over 50 years can be considered an "older" residential structure. Source: City of Los Angeles, Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration, 2023.

There are seven historical resources present within a one-block-adjacent area of the Project Site.⁵¹ Hollywood High School, located approximately 300 feet to the northeast of the Project Site, is within the Hollywood High School Historic District and is designated as a National Register Property and listed in the California Register. The former Charlie Chaplin Studio⁵² at 1416 N. La Brea Avenue, located approximately 540 feet to the southwest of the Project Site, is designated as a Los Angeles Historic Cultural Monument. Five residential properties located along DeLongpre Avenue and North Mansfield Avenue, located more than 500 feet to the south of the Project Site, have been identified as potentially eligible for designation. This evaluation uses the City's Noise and Vibration Thresholds Update structural damage criteria of 0.25 in/sec for these historic land uses, 0.3 in/sec PPV at older residential structures (adjacent structure to the south), and 0.5 in/sec PPV at modern industrial/commercial buildings (commercial use to the east).

<u>Human Annoyance</u>. In accordance with the Noise and Vibration Thresholds Update, no numerical threshold is proposed related to human annoyance for construction activities occurring between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays. According to the City, intermittent human annoyance from construction activity is commonplace during daytime hours.

# **Potential Impacts**

# Project-Level Impacts

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

# Construction

## **On-Site Construction Noise**

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation). Noise generated by construction equipment, including earth movers and material handlers, can reach high levels that can affect noise-sensitive uses near the construction site. Construction activities for the Project would include demolition, grading, excavation, paving, building construction, and architectural coating. Noise levels associated with individual construction equipment to be used during Project construction are listed in **Table 12**: *Project Construction Equipment Noise Levels*.⁵³

It should be noted that the noise level values shown in Table 12 are for the equipment when operating at full power 50 feet from the sensitive receptor, without taking into account any intervening structures or topography that may reduce noise levels. Construction noise was calculated accounting for each piece of equipment's usage factor, or the fraction of time that the equipment would be in use at full power over a specific period of time, based on Table 1 of the Federal Highway Administration's (FHWA's) Roadway

⁵¹ City of Los Angeles, Los Angeles Historic Resources Inventory. https://hpla.lacity.org/

⁵² Formally the Charlie Chaplin studios, occupied by the Jim Hensen Studios since 2000.

⁵³ Federal Highway Association, Roadway Construction Noise Model, User Guide 2005.

Construction Noise Model (RCNM).⁵⁴ Other primary sources of acoustical disturbance may include random incidents, which would last less than one minute (such as dropping of materials or the hydraulic movement of machinery lifts). It should also be noted that due to the constraints of the Project Site and standard construction practices, only a limited amount of equipment can operate on the Project Site at a particular time. Following the City's proposed update to Thresholds and Methodology for Construction Noise and Vibration (released December 2023), construction noise was predicted at the nearest noise-sensitive receptors utilizing the FHWA's RCNM.⁵⁵ Following the City's Noise and Vibration Thresholds Update, when calculating construction noise, the loudest piece of equipment was assumed to operate at the property line nearest to the studied receptor while all other equipment anticipated for each individual construction phase was assumed to operate at the center of the Project Site.⁵⁶ This methodology accounts for equipment operating throughout the Project Site and not at a fixed location for extended periods of time.⁵⁷ Therefore, the distances used in the RCNM model were measured from the property line of the Project Site to the nearest receptor property line (or 10 feet for adjacent receptors) for the loudest piece of equipment and from the center of the Project Site to the receptors of the pieces of equipment and from the center of the Project Site to the receptors of the pieces of equipment and from the center of the Project Site to the receptors of the pieces of equipment and from the center of the Project Site to the receptors) for the loudest piece of equipment and from the center of the Project Site to the receptors of the pieces of equipment and from the center of the Project Site to the receptors for all other pieces of equipment.

		Typical Noise Level (dBA				
<b>Construction Phase</b>	Equipment ¹	L _{max} ) at 50 feet from Source	Usage Factor (%)			
Domolition	Concrete Saw	90	20			
Demontion	Backhoe	78	40			
Site Preparation	Backhoe	78	40			
	Grader	85	40			
Grading	Backhoe	78	40			
	Auger Drill Rig	84	20			
	Crane	81	16			
Building Construction	Forklift	85	50			
	Tractors/Loaders/Backhoes	78	40			
Daving	Paver	77	50			
Paving	Roller	80	20			
Architectural Coating	Compressor	78	40			
Source: Noise level and usage factor source: Federal Highway Association, Roadway Construction Noise Model, User Guide 2005						

Table 12: Project Construction Equipment Noise Levels

Source: Noise level and usage factor source: Federal Highway Association, Roadway Construction Noise Model, User Guide 2005 1. Equipment compiled based on air quality modeling defaults and contractor input.

**Table 13:** *Project Construction Noise Levels* shows the estimated maximum exterior construction noise levels at the nearest receptors to the Project Site.⁵⁸ The Project shall comply with a combination of the following City of Los Angeles Environmental Protection Measures (EPMs), which will be included in Project construction plans, to minimize construction noise to the extent feasible. EPM NV1-1 requires the proper maintenance of construction equipment and the installation of noise shielding/muffling devices. The Federal Highway Administration (FHWA) states that muffler systems can reduce noise levels by 10 dBA or more.⁵⁹ Other noise shielding methods may include the use of sound aprons/shields attached to construction equipment to dampen/shield noise emanating from equipment engines, providing noise

⁵⁴ Ibid.

⁵⁵ City of Los Angeles, Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration, December 2023

⁵⁶ Ibid.

⁵⁷ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

⁵⁸ For predicted construction noise levels for all construction phases, see Appendix C.

⁵⁹ Federal Highway Administration, Special Report - Measurement, Prediction, and Mitigation, Chapter 4 Mitigation, 2017.

level reductions of between 10 and 20 dBA.⁶⁰ EPM NV1-2 prohibits the use of driven (impact) pile systems except where the underlying geology renders other methods infeasible. The analysis herein assumes the use of drilled piles and that impact piles will not be needed. EPM NV1-3 requires the enclosure or screening of outdoor mechanical equipment. EPM NV1-4 requires locating construction staging areas as far away from sensitive uses as reasonably possible. EPM NV1-5 requires the use of temporary noise barriers such as plywood walls with a minimum ½-inch thickness or sound blankets meeting a sound transmission class (STC) rating of 25. Sound blankets meeting a STC 25 rating can achieve a minimum 7 to 10 dBA reduction for construction equipment with 200 Hz or lower frequency.⁶¹ With implementation of EPM NV1-1, EPM NV1-3, and EPM NV1-5, an up to 20 dBA reduction in noise is achievable and it is reasonable and feasible to assume that construction noise levels would not exceed the applicable daytime construction noise threshold of 80 dBA L_{eq}. See **Appendix C** for predicted construction noise for each individual construction phase.

- **EPM NV1-1 Noise Shielding and Muffling.** Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.
- **EPM NV1-2** Use of Driven Pile Systems. Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.
- **EPM NV1-3 Enclosure or Screening of Outdoor Mechanical Equipment.** All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any off-site Noise-Sensitive Uses.
- **EPM NV1-4** Location of Construction Staging Areas. Construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes "as far as possible" shall be upon the Applicant or Owner, in consideration of the above factors.
- **EPM NV1-5 Temporary Walls.** Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of

⁶⁰ FHWA. Special Report – Measurement, Prediction, and Mitigation. Chapter 4 Mitigation.

https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm.

⁶¹ Environmental Noise Control. *Portable Acoustic Panels*, 2024. Available at: Portable Acoustic Panels - Environmental Noise Control (environmental-noise-control.com)
proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.

	Maximum Noise Level at Receptor Prior	Maximum Noise Level at Receptor with	Noise Threshold	
Receptor	to EPMs (L _{eq} ) ^{1, 2}	EPMs (L _{eq} ) ^{1, 2}	(dBA L _{eq} ) ³	Exceeded?
Sensitive Receptor 1 – Palihotel	77.8	57.8		No
Sensitive Receptor 2 - Sunset Montessori Pre-	06.6	76.6		No
School	90.0		20	NO
Sensitive Receptor 3 – Residential (Southeast)	84.8	64.8	80	No
Sensitive Receptor 4 – Residential (South)	83.1	63.1		No
Sensitive Receptor 5 - Hollywood High School	70.4	50.4		No

#### **Table 13: Project Construction Noise Levels**

 Per the methodology described in the City's Construction Noise and Vibration Thresholds Update, it is assumed that the loudest piece of equipment would be operated near the Project property boundary and all other equipment would operate at the center of the Project Site.

 Assumes noise level reductions (up to 20 dBA) provided by EPM NV1-1 (Noise Shielding and Muffling), EPM NV-3 (Enclosure or Screening of Outdoor Mechanical Equipment), and EPM NV1-3 (Temporary Walls).

3. Per the City's Construction Noise and Vibration Thresholds Update, daytime construction noise shall be limited to a maximum of 80 dBA Leg at sensitive uses.

Source: Federal Highway Administration, *Roadway Construction Noise Model*, 2006. Refer to Appendix C for noise modeling results for each construction phase.

As shown in **Table 13**, *Project Construction Noise Levels*, Project construction noise would not exceed the City's Noise and Vibration Thresholds Update significance criterion of 80 dBA L_{eq} at any of the studied sensitive receptors including residential, hotel, and school uses. As discussed above, the Project would be subject to City EPMs including the use of muffling devices, screening, and temporary barriers which would minimize construction noise. The Project would be subject to, PDF TRAF-1 that would require coordination with Hollywood High School as well. In addition, construction-related noise would be temporary and would not result in a permanent increase in ambient noise levels in the area. Construction activities would also be prohibited between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday and 6:00 p.m. to 8:00 a.m. on Saturdays, and at any time on Sunday.⁶² The City's permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant impact. For all of these reasons, the Project would not result in the generation of a substantial temporary increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies during construction. Construction noise impacts would be less than significant, and no mitigation measures are required.

### **Off-Site Construction Noise**

In addition to on-site construction noise, the Project would generate mobile-source noise from delivery/haul trucks and construction workers traveling to and from the Project Site during the Project's construction. Haul trucks would travel to and from the Project Site using Sunset Boulevard and Sycamore Avenue. Haul and delivery trucks and construction workers are expected to arrive at the Project Site

⁶² Note that the City's Noise and Vibration Thresholds Update designates daytime hours as between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday. Project construction is not anticipated to occur after 7:00 p.m. Monday through Friday.

before construction starts and leave when construction ends, and thus, would not overlap with the noise generated by the Project's construction equipment. Although construction workers would arrive from various directions, worker trips would likely all utilize Sunset Boulevard and Sycamore Avenue to arrive at the Project Site. It is reasonable to assume that workers would already have arrived at the Project Site to begin grading activities prior to the arrival of haul trucks. The greatest contributor to on-road traffic noise during construction would be haul trucks traveling from State Route 101 to the Project Site via Sunset Boulevard and Sycamore Avenue. Therefore, this analysis only considers noise generated by haul trucks. According to modeling assumptions included in the air quality assessment prepared by Kimley-Horn in February 2024 (found in Appendix B of this document), the construction phase with the highest assumed number of haul trucks would be grading, when it was assumed there would be up to 32 daily haul truck trips accessing the Project Site. Assuming that all 32 haul trucks would pass through the same roadway segment along Sunset Boulevard or Sycamore Avenue within a 15-minute period, the estimated noise level from the grading phase haul truck trips would be 59.2 dBA  $L_{ea}$  at 50 feet from the roadway centerline. This worst-case noise level would not exceed the City's Noise and Vibration Thresholds Update significance criterion of 80 dBA Lea for on- and off-site construction activities. Therefore, approval of the Project would not result in any significant effects relating to off-site construction traffic noise.

### **Operations**

The Project consists of a 7-story residential and commercial mixed-use development with one level of subterranean parking. Project operations would result in the generation of noise from mechanical equipment (e.g., HVAC, etc.), potential amplified music on rooftop terraces, parking and access noise, and trash/recycling truck pickup noise. Although these noise sources would be consistent with existing noise sources in the Project Site vicinity and with the noise generated by the existing uses on the Project Site, existing on-site operational noise has not been accounted for in the analysis below to provide a conservative analysis.

### **On-Site Mechanical Equipment Noise**

Potential stationary noise sources related to long-term Project operations would include mechanical equipment (e.g., HVAC equipment) located on the rooftop. Mechanical equipment (e.g., HVAC equipment) typically generates noise levels of approximately 52 dBA at 50 feet.⁶³ Pursuant to LAMC Section 112.02 (Air Conditioning, Refrigeration, Heating, Pumping, Filtering Equipment), the operation of any air conditioning, refrigeration, or heating equipment shall not create any noise which would cause the noise level at another occupied property to exceed the ambient noise level by more than 5 dBA. Assuming that the Project's mechanical equipment would be located within a portion of the rooftop nearest to each receptor, and without accounting for shielding that would be provided by potential screening or architectural features, noise levels that would be generated by the mechanical equipment have been calculated and are shown in **Table 14**: *Mechanical Equipment Noise Levels*. As shown, mechanical equipment noise levels would not increase the ambient noise levels beyond the acceptable levels (5 dBA over ambient). Project mechanical equipment would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, approval

⁶³ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

of the Project would not result in any significant effects relating to the operation of on-site mechanical equipment.

Receptor	Distance to Receptor (feet) ¹	Level at Receptor (dBA) ²	Ambient Level (dBA) ³	Ambient + Project Noise at Receptor (dBA)	Incremental Increase (dBA)	Incremental Increase Threshold (dBA)	Significant?
1 – Palihotel	151	42.4	72.1	72.1	0.0	5.0	No
2 – Sunset Montessori Pre- School	40	53.9	56.8	58.6	1.8	5.0	No
3 – Residential (Southeast)	100	46.0	60.8	60.9	0.1	5.0	No
4 – Residential (South)	85	47.4	56.8	57.3	0.5	5.0	No
5 – Hollywood High School	330	35.6	67.3	67.3	0.0	5.0	No

 Table 14: Mechanical Equipment Noise Levels

1. Distance estimated assuming equipment location in the center of the northern rooftop for receptors 1 and 5 and the center of the southern rooftop for receptors 2, 3, and 4.

 Distance attenuation calculated assuming reference noise level of 52 dBA Leq at 50 feet: Source for reference level: Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, July 6, 2010.
 * See Table 1 and Table for representative ambient noise levels.

### **Open Space**

The Project would include several outdoor living (open) spaces for residents of the new building. Per AB 1307, Section 21085 of the Public Resources Code, for residential uses, the effects of noise generated by Project occupants and their guests on human beings is not a significant effect on the environment. Therefore, no further analysis is required.

### **Amplified Music**

Noise levels from the potential installation of an amplified sound system at the rooftop terraces (common open spaces located on the ground floor and second floor are proposed to be enclosed and shielded by the proposed building) have been estimated. This analysis does not apply to personal speakers (i.e., personal stereos or speakers) that may be operated by residents of the Project. It is assumed that the use of amplified sound systems would be allowable only during daytime hours (7:00 a.m. to 10:00 p.m.) as detailed in **Project Design Feature - 1 (PDF-NV-1**), below.

### **Project Design Feature**

**PDF-NV--1: Amplified Music:** Operation of permanently wired amplified sound systems at the rooftop terraces shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. and shall not exceed a volume of 80 dBA measured at 3 feet from any speaker. In addition, all speakers shall be designed and installed to direct sound toward the center of the Project terraces.

Although amplified music from residential living areas typically includes background music that allows for conversation to take place, it has been assumed that sound levels would equate to loud music playing on a stereo to ensure a worst-case analysis. Music playing on a stereo generates noise levels of approximately 80 dBA at 3 feet from the speaker.⁶⁴ Although the outdoor living spaces would be elevated, direct line-of-sight may not be available, and shielding could be provided by building walls and architectural features, noise level reductions (for shielding or additional attenuation due to building height) have not been assumed in the modeling. Consequently, maximum noise levels reaching each receptor from each outdoor

⁶⁴ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

living space have been combined to provide an overall worst-case estimate of potential amplified music, assuming all three terraces would utilize amplified sound systems simultaneously.

The southern portion of the proposed building would include a roof deck at the third floor that provides casual seating and open space. The northern portion of the proposed building would consist of 7 stories with a rooftop pool deck and two roof terraces: the northern roof terrace would include a pool and is located along Sunset Boulevard; the western roof terrace would be located along Sycamore Avenue.

As shown in Table 15: Outdoor Amplified Music Noise Levels, noise levels from the outdoor open spaces generated by a permanent amplified sound system would not increase ambient noise levels beyond the acceptable levels (5 dBA over ambient pursuant to the City's Noise Regulations). Project open space areas would not result in the generation of a substantial permanent increase in ambient noise levels due to amplified music in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, approval of the Project would not result in any significant effects relating to noise from outdoor open space generated by amplified music.

Receptor ¹	Combined Amplified Noise Level at Receptor (dBA)	Ambient Level (dBA) ²	Ambient + Amplified Noise at Receptor (dBA)	Incremental Increase (dBA)	Incremental Increase Threshold (dBA)	Significant?
1 – Palihotel	50.4	72.1	72.1	0.0	5.0	No
2 – Sunset Montessori Pre-School	56.6	56.8	59.7	2.9	5.0	No
3 – Residential (Southeast)	50.8	60.8	61.2	0.4	5.0	No
4 – Residential (South)	51.8	56.8	58.0	1.2	5.0	No
5 – Hollywood High School	42.7	67.3	67.3	0.0	5.0	No
1. Distance measured from center of terra	ace area to receptor	property line.			•	

Table 15: Outdoor	Amplified	<b>Music Noise</b>	Levels
-------------------	-----------	--------------------	--------

### **On-Site Parking**

Passenger vehicles would access the Project Site's ground floor parking level via a driveway on Sycamore Avenue, where seven surface parking stalls would be provided to serve the proposed retail uses and two parking stalls would be provided to serve the proposed residential uses, along with a ramp to the subterranean parking level where additional residential parking spaces would be provided. Noises associated with parking activities include noise associated with vehicles starting and stopping, vehicle doors closing, car horns and car alarms, loading and unloading and conversations. The noise levels from these activities range from 53 to 61 dBA and are short-term.⁶⁵ Ground floor access from the ground floor parking level and the ground floor parking areas would be shielded by the Project building and, further, nearby sensitive receptors would not have line-of-sight to the ground level parking and subterranean access. When a noise barrier such as the Project building is located between a noise source and receiver, the line of sight is interrupted, which reduces the level of the noise that reaches the receiver. The amount of the reduction depends on the mass and rigidity of the barrier.⁶⁶

⁶⁵ Kariel, H. G., Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10, 1991.

⁶⁶ California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013

The noise level reaching the receiver can be reduced by approximately 15 dBA when a building stands between the noise source and receiver.⁶⁷ The residential parking spaces within the subterranean parking garage, which would be entirely enclosed, would not result in any measurable increases in ambient noise levels within the Project Site area. Therefore, noise levels generated by Project parking activities, vehicle access, loading and unloading would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Approval of the Project would not result in any significant effects relating to parking activities, vehicle access, or loading and unloading.

### Trash/Recycling Truck Pickups

The residential and retail trash and recycling rooms would be located within a central area of the ground floor level of the proposed building. Trash/recycling trucks and pickup activities customarily generate noise levels of approximately 85 dBA.⁶⁸ However, the trash and recycling disposal receptacles would be fully enclosed within the central portion of the Project Site and shielded by the Project buildings, and, as a result, the trash/recycling truck pickup activity would not result in measurable increases in ambient noise levels at nearby sensitive receptors. In addition, trash/recycling truck pickup activity servicing the Project Site area currently occurs under existing conditions and would not be a new noise source. The hours of trash/recycling pickup activity would depend on the service provider and would not be regulated by the Project. Therefore, approval of the Project would not result in any significant effects relating to trash/ recycling truck pickup noise levels.

### **On-Site Composite Noise**

An evaluation of the Project's composite noise levels, including all on-site Project-related noise sources plus the existing ambient level, was conducted to identify the potential maximum Project-related noise level increase that may occur at noise-sensitive receptor locations. The overall sound environment of the areas surrounding the Project Site would include contributions from each on-site noise source associated with the operation of the Project. On-site noise sources associated with the Project would include the use of mechanical equipment and amplified music at outdoor spaces. **Table 16**: *Composite On-Site Noise Levels*, presents the estimated composite noise from on-site Project-related noise sources at noise sensitive receptors. As reported in **Table 16**₂ the Project would result in a maximum increase of 3.9 dBA at the Sunset Montessori school located to the south of the Project Site. Composite Project noise levels would be below the 5 dBA significance threshold. Composite operational noise levels would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, approval of the Project would not result in any significant effects relating to the on-site composite noise level.

Mechar Receptor ¹ Equipm (dBA	cal Amplified nt Noise (dBA)	Ambient Level (dBA) ¹	Ambient + Project Noise at Receptor (dBA)	Incrementa l Increase (dBA)	Incrementa I Increase Threshold (dBA)	Significant?
------------------------------------------------	------------------------------------	----------------------------------------	----------------------------------------------------	-----------------------------------	------------------------------------------------	--------------

#### Table 16: Composite On-Site Noise Levels

⁶⁷ Federal Highway Administration, Roadway Construction Noise Model User Guide, Appendix A. June 2017 Available at: https://www.fhwa.dot.gov/ENVIRonment/noise/construction_noise/rcnm/rcnm10.cfm#appa

⁶⁸ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, July 6, 2010

1 – Palihotel	42.4	50.4	72.1	72.1	0.0	5.0	No
2 – Sunset Montessori	520	56.6	56.8	60.7	30	5.0	No
Pre School	55.5	50.0	50.8	00.7	5.5	5.0	NO
3 – Residential (Southeast)	46.0	50.8	60.8	61.3	0.5	5.0	No
4 – Residential (South)	47.4	51.8	56.8	58.4	1.6	5.0	No
5 – Hollywood High School	35.6	42.7	67.3	67.3	0.0	5.0	No

### Off-Site Traffic Noise

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. According to the Average Daily Traffic (ADT) Volumes provided in the traffic analysis prepared by Kimley-Horn (see **Appendix B** of the Categorical exemption),⁶⁹ the Project would increase the ADT volume, which would result in noise increases on Project Site study area roadways. Traffic noise levels on roadways primarily affected by Project-generated trips were calculated using the FHWA's Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions with and without the Project, based on traffic volumes from the Transportation Assessment. As shown in **Table 17**: *Opening Year and Opening Year Plus Project Traffic Noise Levels*, Opening Year Plus Project traffic-generated noise levels on Project Site study area roadways would range between 58.6 dBA CNEL and 65.6 dBA CNEL at 100 feet from the roadway centerline, and the Project would result in a maximum increase of 2.3 dBA CNEL along Sycamore. Increases in traffic noise would not result in increases beyond acceptable levels (see Thresholds section above). Therefore, approval of the Project would not result in any significant effects relating to off-site traffic noise.

### Table 17: Opening Year and Opening Year Plus Project Traffic Noise Levels

Readius: Cosmont	Opening Year		<b>Opening Year + Project</b>		Incremental	Significant
Roadway Segment	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹	Increase	Impact?
Sunset between Sycamore and Orange	35,138	65.5	35,308	65.6	0.1	No
De Longpre between Sycamore and Orange	2,755	52.7	2,798	52.8	0.1	No
Sycamore between Sunset and De Longpre	627	46.3	1,052	48.6	2.3	No
Orange between Sunset and De Longpre	2,348	52.0	2,369	52.1	0.1	No

ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level

1. Traffic noise levels are at 100 feet from the roadway centerline.

Source: Based on traffic data provided by Kimley-Horn and Associates, Inc., February 2024. Refer to Appendix B for traffic noise modeling results.

### Threshold Would the Project generate excessive ground-borne vibration or groundborne noise levels?

### Construction

### **On-Site Construction Vibration**

Increases in ground-borne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Project construction would have the potential to result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

⁶⁹ Kimley-Horn and Associates, Inc.,

The FTA and Caltrans have published standard vibration velocities for construction equipment operations. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. Receptors susceptible to building damage include all structures located adjacent to the Project Site. This evaluation uses the structural damage criteria proposed by the City's Draft Noise and Vibration Thresholds Update of 0.25 in/sec PPV for historic structures, 0.3 in/sec PPV at older residential structures, and 0.5 in/sec for modern industrial and commercial structures.⁷⁰

Table 18: Typical Construction Equipment Vibration Levels lists the reference vibration levels for typical construction equipment (measured at 25 feet). The ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As shown in Table 18, based on FTA data, vibration velocities from typical heavy construction equipment that would be used during Project construction range from 0.076 to 0.21 in/sec PPV at 25 feet from the source of activity. Equipment expected to be used at the Project site that FTA guidance includes reference vibration levels for include loaded haul trucks, vibratory compactor/roller, and drill.⁷¹ A drill would be required for shoring activities to provide support during excavation, approximately 20 feet from the Montessori building to the south. Haul trucks would be staged at locations that would provide ease of access/egress from the Project Site and onto the roadway network. Loaded trucks would travel at distances greater than 25 feet from adjacent structures. A vibratory compactor/roller could be used during the construction of surface parking area, which is located within the northern portion of the Project Site, approximately 25 feet from the commercial building to the east and at least 100 feet from all other surrounding structures (including historical resources). As shown in Table 18, at 25 feet, the operation of loaded haul trucks and a vibratory roller/compactor would not exceed the City's threshold of 0.3 in/sec PPV for older residential uses or 0.5 in/sec PPV for modern commercial buildings. At 20 feet, the use of a drill would generate vibration velocities of 0.124 in/sec PPV, which would not exceed the City's threshold of 0.3 in/sec PPV at the Montessori building to the south. Approval of the Project would not result in any significant effects relating to on-site construction vibration.

Equipment	Reference Level PPV at 25 Feet (in/sec)	PPV at 20 Feet (in/sec)			
Loaded Trucks	0.076	*			
Vibratory compactor/roller	0.210	*			
Caisson Drilling	0.089	0.124			
Structural Damage Threshold	0.30	0.30			
Exceeds Thresholds?	No	No			
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , September 2018.					

**Table 18: Typical Construction Equipment Vibration Levels** 

* Equipment not anticipated to be required at this distance.

### **Off-Site Construction Vibration**

With regard to construction trucks, Project construction would involve truck travel along nearby roadways, generating vibration events with each passing truck. During excavation, soil would be

⁷⁰ City of Los Angeles, Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration, 2023.

⁷¹ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018. For equipment where FTA guidance does not include reference vibration levels for are assumed to not require analysis.

stockpiled within designated areas of the Project Site prior to export. Due to the size constraints of the Project Site, the amount of space needed for a heavy-duty haul truck to maneuver, and designation of loading areas, it is assumed that one truck would be arriving/leaving the Project Site at a time. According to the FTA's Transit Noise and Vibration Impact Assessment, a truck rarely creates vibration levels that exceed 70 VdB (equivalent to 0.012 inches per second PPV) when on a roadway.⁷² The factors influencing levels of ground-borne vibration include vehicle speed, vehicle suspension, and wheel condition and type. The frequency of vibration events is not listed as an influencing factor for vibration velocity by the FTA.⁷³ As such, multiple trucks traveling along the roadway would increase the frequency of vibration events but would not affect the vibration velocity experienced by receptors. Therefore, approval of the Project would not result in any significant effects relating to off-site construction vibration.

### **On-Site Ground-Borne Noise**

According to the FTA, airborne noise levels would be higher than ground-borne noise levels; therefore, if a project's airborne noise levels would not result in significant effects, then it is assumed that ground-borne noise would similarly not result in significant effects.⁷⁴ Unless indoor receptors have substantial sound insulation (e.g., recording studio) and would be exposed to vibration velocities great enough to cause substantial levels of ground-borne noise, ground-borne noise does not need to be assessed.⁷⁵ Ground-borne noise is typically assessed for locations where subway or tunnel operations, where there is no airborne noise path, are present.⁷⁶ The Project would not include a subway or tunnel, and all construction equipment would be located at grade. In addition, there are no substantially insulated indoor noise receptors located within 100 feet of the Project Site. Therefore, the effects of airborne noise would be greater than ground-borne noise levels.

According to the FTA, ground-borne A-weighted noise levels can be estimated utilizing the average vibration velocity level.⁷⁷ For low frequency ground vibration such as that generated by construction equipment, the ground-borne noise level is estimated by subtracting 50 dB from the vibration velocities (VdB).⁷⁸ The use of a drill at approximately 20 feet from the Sunset Montessori Pre School to the south would generate vibration velocities of up to 90 VdB and ground-borne noise levels of up to 40 dBA. This level would not exceed the FTA's standard of 43 dBA at Category 2 Buildings (residences and buildings where people normally sleep) for infrequent vibration events.^{79, 80} Therefore, approval of the Project would not result in any significant effects relating to ground-borne noise during Project construction.

# Operation

With respect to vibration-generating activities, operation of the Project would primarily involve personal automobiles used by employees, customers, and residents accessing the surface and subterranean parking, and occasional loading and unloading. Due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to

⁷⁸ Ibid.

⁷² Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

⁷³ Ibid.

⁷⁴ Ibid.

 ⁷⁵ Ibid.
 ⁷⁶ Ibid.

⁷⁷ Ibid.

⁷⁹ Ibid.

⁸⁰ The use of a drill is required to place piles for temporary shoring and support and would not be operated on a frequent basis.

buildings in the vicinity.⁸¹ According to the FTA's Transit Noise and Vibration Impact Assessment, trucks such as delivery trucks, refuse collection trucks, and occasional moving trucks rarely create vibration levels that exceed 70 VdB (equivalent to 0.012 inches per second PPV) when they are on roadways.⁸² Therefore, approval of the Project would not result in any significant effects relating to ground-borne vibration during Project operation.

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

The Project Site is located approximately 6.7 miles south of the Hollywood-Burbank Airport and is not located within the Planning Boundary/Influence Area of the Hollywood-Burbank Airport. The Project Site is not located within an existing or projected noise contour associated with any private or public airport. Therefore, approval of the Project would not result in any significant effects relating to excessive airport/airstrip noise.

# 2.7 Discussion of CCR Section 15332(d): Air Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.⁶³

This section is based on the following item, included as **Appendix D**, *Air Quality Assessment 7022 Sunset Boulevard Project City of Los Angeles, California* of this CE:

# **Environmental Setting**

### Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_X, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants.⁸³ ROG and NO_X are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere.⁸⁴ For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between ROG and NO_X in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in **Table 19:** *Air Contaminants and Associated Public Health Concerns*.

⁸¹ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

⁸² Ibid.

 ⁸³ U.S. Environmental Protection Agency, *Criteria Air Pollutants*, https://www.epa.gov/criteria-air-pollutants
 ⁸⁴ Ibid.

Pollutant	Major Man-Made Sources	Human Health Effects		
Particulate Matter (PM10 and PM2.5)	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.		
Ozone (O3)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) ¹ and nitrogen oxides (NO _x ) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.		
Sulfur Dioxide (SO ₂ )	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.		
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.		
Nitrogen Dioxide (NO2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O ₃ . Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.		
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.		
<ol> <li>Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via ovaporation).</li> </ol>				

Table 19: Air Contaminants and Associated Public Health Concern
-----------------------------------------------------------------

Source: U.S. Environmental Protection Agency, Criteria Air Pollutants, https://www.epa.gov/criteria-air-pollutants, accessed October 2023.

### Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic or cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting

operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.⁸⁵

CARB has identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles (such as DPM) and gases produced when an engine burns diesel fuel. DPM includes the particle-phase constituents in diesel exhaust. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.⁸⁶

### Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is the general population. The City of Los Angeles CEQA Thresholds Guide defines sensitive receptors with respect to air quality as residences, schools, childcare centers, hospitals, parks, and similar uses.⁸⁷ Sensitive land uses nearest to the Project are listed in **Table 20**: *Sensitive Receptors*.

Receptor Description	Distance ¹ and Direction from the Project
Sensitive Receptor 1 - Palihotel ²	100 feet north of Project Site
Sensitive Receptor 2 - Sunset Montessori Pre-School	Adjacent to Project Site to the south
Sensitive Receptor 3 - Residential	40 feet southeast of Project Site
Sensitive Receptor 4 - Residential	50 feet south of Project Site
Sensitive Receptor 5 - Hollywood High School	270 feet northeast of Project Site
Source: Google Earth 2022	

#### Table 20: Sensitive Receptors

¹ Distance measured from the property line of the Project Site to the nearest receptor property line.

² Hotel uses are not considered sensitive receptors for air quality purposes. However, Palihotel is listed here to maintain consistency with the Acoustical Analysis (Kimley-Horn, 2024).

# **Regulatory Setting**

### Federal

### **Federal Clean Air Act**

Air quality is federally protected by the Federal Clean Air Act (FCAA; 42 U.S.C. §§ 7401 et seq.) and its amendments. Under the FCAA, the United States Environmental Protection Agency (U.S. EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

⁸⁵ California Air Resources Board, *Common Air Pollutants*, 2024. Available at: https://ww2.arb.ca.gov/resources/common-air-pollutants.

 ⁸⁶ California Air Resources Board, Overview: Diesel Exhaust & Health, https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health
 ⁸⁷ City of Los Angeles, L.A. CEQA Thresholds Guide, 2006

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The U.S. EPA has designated enforcement of air pollution control regulations to the individual states.

### State of California

### California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility-reducing particulates, hydrogen sulfide, and sulfates.⁸⁸

The California Clean Air Act (CCAA) requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with the CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting the federal clean air standards for the State of California.⁸⁹ Like the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment.

### Regional

### South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that state and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing each AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies to reduce emissions from stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the

⁸⁸ California Air Resources Board, California Ambient Air Quality Standards, https://ww2.arb.ca.gov/resources/california-ambient-air-qualitystandards

⁸⁹ South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017. Available at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016aqmp/final2016aqmp.pdf?sfvrsn=15

development and implementation of transportation control measures. CARB, in coordination with federal agencies, has jurisdiction over mobile sources.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017.⁹⁰ The purpose of the 2016 AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with those NAAQS for which the basin is in nonattainment (i.e., the federal 24-hour PM_{2.5} air quality standard), and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O₃ standards. The 2016 AQMP incorporated the latest scientific and technological information and planning assumptions, including the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) and updated emission inventory methodologies for various source categories.⁹¹

On October 1, 2015, the U.S. EPA strengthened the NAAQS for ground-level O₃. The 2022 AQMP, adopted by the SCAQMD Governing Board on December 2, 2022, was developed to address the strengthened requirements for meeting the 2015 ground-level 8-hour O₃ standard.⁹² The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 8-hour ozone standard. Like earlier AQMPs, the 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including the *2020-2045* RTP/SCS and updated emission inventory methodologies for various source categories.⁹³

The SCAQMD has published the CEQA Air Quality Handbook (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008).⁹⁴ The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (CEQA) and suggests thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of SCAQMD's CEQA Air Quality Handbook and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

⁹⁰ South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017. Available at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15.

⁹¹ Southern California Association of Governments, *The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, April 2016. Available at: https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557.

⁹² South Coast Air Quality Management District, 2022 Air Quality Management Plan, December 2022. Available at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022aqmp/final-2022-aqmp.pdf?sfvrsn=16.

⁹³ Southern California Association of Governments, Connect SoCal (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy), September 2020. Available at: https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020.

⁹⁴ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, July 2008. Available at: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

The state and federal attainment status designations for the SCAB are summarized in **Table 21**: *South Coast Air Basin Attainment Status*. The SCAB is currently designated as a nonattainment area with respect to the State O₃, PM₁₀, and PM_{2.5} standards, as well as the national 8-hour O₃ and PM_{2.5} standards. The SCAB is designated as a ttainment or unclassified for the remaining state and federal standards.

Pollutant	State	Federal
Ozone (O₃) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O₃) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter (PM _{2.5} ) (24 Hour Standard)	-	Non-Attainment (Serious)
Particulate Matter (PM2.5) (Annual Standard)	Non-Attainment	Non-Attainment (Moderate)
Particulate Matter (PM10) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM10) (Annual Standard)	Non-Attainment	-
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO ₂ ) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO2) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO2) (24 Hour Standard)	Attainment	-
Lead (Pb) (30 Day Standard)	-	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	Nonattainment (Partial) ¹
Sulfates (SO ₄₋₂ ) (24 Hour Standard)	Attainment	_
Hydrogen Sulfide (H ₂ S) (1 Hour Standard)	Unclassified	_
Source: South Coast Air Quality Management Nonattainment Areas for Criteria Pollutants (G	District, Air Quality Management Plan, 2022; U.S reen Book), 2024.	S. Environmental Protection Agency,

Table 21: South Coast Air Basin	Attainment Status
---------------------------------	-------------------

The following is a list of SCAQMD rules with which construction activities associated with the Project must comply:

- Rule 401 (Visible Emissions) A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.
- Rule 402 (Nuisance) This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to

odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- Rule 403 (Fugitive Dust) This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.
  - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
  - b) All on-site roads are paved as soon as feasible, watered regularly, or chemically stabilized.
  - c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
  - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
  - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down following the work day to remove soil from pavement.
- Rule 431.2 (Sulfur Content of Liquid Fuels) This rule limits the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines.
- Rule 1113 (Architectural Coatings) This rule requires manufacturers, distributors, and end users
  of architectural and industrial maintenance coatings to reduce ROG emissions from the use of
  these coatings, primarily by placing limits on the ROG content of various coating categories.

# Significance Criteria and Methodology

### Air Quality Thresholds

### State CEQA Guidelines Appendix G

Based upon the criteria derived from CEQA Guidelines Appendix G, the City has determined that the Project normally would have a significant effect on the environment if it would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable state or federal ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

### South Coast Air Quality Management District

<u>Mass Emissions Thresholds</u>. Pursuant to the significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the CEQA Guidelines Appendix G, an air quality

impact is considered significant if the Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for criteria pollutant and precursor emissions during construction and operational activities of land use development projects, as shown in Table 22: South Coast Air Quality Management District Emissions Thresholds.

Criteria Air Delluterte and Dresurgers	Daily Emissions (pounds/day)			
Criteria Air Poliutants and Precursors	Construction-Related	Operational-Related		
Reactive Organic Gases (ROG)	75	55		
Carbon Monoxide (CO)	550	550		
Nitrogen Oxides (NO _x )	100	55		
Sulfur Oxides (SOx)	150	150		
Coarse Particulates (PM ₁₀ )	150	150		
Fine Particulates (PM _{2.5} )	55	55		
Source: South Coast Air Quality Management District CEQA Air Quality Significance Thresholds, March 2023				

Table 22: South Coast Air Quality Management District Emissions Thresholds

Localized Carbon Monoxide. In addition to the daily thresholds listed above, development associated with the Project would also be subject to the ambient air quality standards. These are addressed though an analysis of localized CO impacts known as the CO "hot spots" analysis. An analysis of CO "hot spots" determines whether the change in the level of service (LOS) of an intersection as a result of Project activities would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that one of the greatest contributors of CO to outdoor air is cars.⁹⁵ Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent).⁹⁶ With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.^{97, 98}

Accordingly, with steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. An analysis prepared for CO attainment in the SCAB by the SCAQMD is useful for current evaluations of the potential for CO exceedances. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan.⁹⁹ Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of air quality management plans. The SCAB was re-designated as attainment (as reported in Table 21, above) in 2007 and CO is no longer addressed in the SCAQMD's Air Quality Management Plan (AQMP).

The 2003 Air Quality Management Plan is the most recent AQMP that addressed CO concentrations. As part of the 2003 AQMP CO Modeling Attainment Demonstration, an analysis was performed utilizing

pollution#:~:text=The%20greatest%20sources%20of%20CO,can%20affect%20air%20quality%20indoors. 96 California Code of Regulations Section 1961, Exhaust Emission Standards and Test Procedures – 2004 through 2019 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, 2022. Available at: https://ww2.arb.ca.gov/sites/default/files/2023-

⁹⁵ U.S. Environmental Protection Agency, Basic Information about Carbon Monoxide (CO) Outdoor Air Pollution, 2023. Available at: https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-

^{02/}cleancomplete_lev_ghg_regs_11_2022.pdf.

⁹⁷ South Coast Air Quality Management District, Carbon Monoxide Redesignation Request and Maintenance Plan, February 2005. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/planning/sip/sccosip05/sccosip_redesig_mplan.pdf.

⁹⁸ U.S. Environmental Protection Agency, Carbon Monoxide Trends, 2023. Available at: https://www.epa.gov/air-trends/carbon-monoxidetrends.

⁹⁹ South Coast Air Quality Management District, Air Quality Management Plan, Appendix V, Modeling and Attainment Demonstrations, August 2003. Available at: https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan/2003-aqmp.

dispersion modeling.¹⁰⁰ The Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 parts per million (ppm), which is well below the 35-ppm federal standard. As an initial screening step, if a project roadway segment does not exceed and ADT of 100,000 per day, then the project does not need to prepare a detailed CO hot spot analysis.

**Localized Significance Thresholds.** In addition to the CO hotspot analysis, the SCAQMD developed LSTs for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contributing to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is required for all projects that disturb 5 acres or less on a single day. The Project Site is located within SCAQMD SRA 1 (Central Los Angeles). **Table 23**: *Local Significance Thresholds for Construction/Operations*, shows the LSTs for 1-acre, 2-acre, and 5-acre projects in SRA 1 with sensitive receptors located within 25 meters of the Project Site, which represents the closest distance for LSTs.

Nitrogen Oxide (NO _x ) – Ibs/day	Carbon Monoxide (CO) – Ibs/day	Coarse Particulates (PM10) – lbs/day	Fine Particulates (PM _{2.5} ) – lbs/day
74/74	680/680	5/2	3/1
108/108	1,048/1,048	8/2	5/2
161/161	1,861/1,861	16/4	8/2
	Nitrogen Oxide           (NOx) – Ibs/day           74/74           108/108           161/161	Nitrogen Oxide (NOx) – Ibs/day         Carbon Monoxide (CO) – Ibs/day           74/74         680/680           108/108         1,048/1,048           161/161         1,861/1,861	Nitrogen Oxide (NO _x ) – Ibs/day         Carbon Monoxide (CO) – Ibs/day         Coarse Particulates (PM ₁₀ ) – Ibs/day           74/74         680/680         5/2           108/108         1,048/1,048         8/2           161/161         1,861/1,861         16/4

Table 23: Local Significance Thresholds for Construction/Operations

Source: South Coast Air Quality Management District, Localized Significance Threshold Methodology, July 2008.

LSTs associated with all acreage categories are provided in Table 25 for informational purposes. Table 23 shows that the LSTs increase as acreages increase. It should be noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based daily acreage disturbed. The operational LST acreage is based on the total area of the Project Site.

# **Potential Impacts**

### Air Quality Analysis

# Threshold: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Ambient Air Quality Standards (CAAQS) require an air quality attainment plan to be prepared for areas designated as

¹⁰⁰ Ibid.

nonattainment regarding the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 AQMP and 2022 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2022 AQMP builds upon measures already in place from previous AQMPs.¹⁰¹ The primary purpose of the 2022 AQMP is to identify, develop, and implement strategies and control measures to meet the 2015 8-hour ozone National Ambient Air Quality Standard (NAAQS). Air quality management planning is a regional and multiagency effort including the SCAQMD, the CARB, the Southern California Association of Governments (SCAG), and the U.S. EPA. The AQMPs' pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's growth projections and the RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's 2016 and 2022 AQMPs.

Criteria for determining consistency with the AQMPs are defined by the following indicators:

- **Consistency Criterion No. 1**: The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMPs.
- **Consistency Criterion No. 2**: The Project will not exceed the assumptions in the AQMPs or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and National Ambient Air Quality Standards (NAAQS).¹⁰²

The violations to which Consistency Criterion No. 1 refers are exceedances of the CAAQS or NAAQS. As shown below, the Project would not exceed the construction or operational standards. Therefore, the Project would not result in an increase in frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMPs. Thus, the Project would be consistent with the AQMP under the first criterion.

Concerning Consistency Criterion No. 2, the 2022 AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts (SCAG's 2020-2045 RTP/SCS). SCAG's growth forecasts are made in consultation with local governments and with reference to their local general plans. The Project is consistent with the City of Los Angeles General Plan land use designations and with the zoning for the Project Site and, therefore, the growth associated with the Project at the Project Site has been accounted

¹⁰¹ South Coast Air Quality Management District, *2022 Air Quality Management Plan, page ES-2,* December 2022. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan.

¹⁰² South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.

for in SCAG's latest growth forecasts. The 2020–2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review.¹⁰³ Growth forecasts prepared by SCAG contained in the 2020-2045 RTP/SCS indicate that the number of households within the City will increase from 1,367,000 in 2016 to 1,793,000 in 2045, an increase of 426,000 households ¹⁰⁴. The 2024-2050 RTP/SCS was adopted by SCAG on April 4, 2024 and the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed their review and provided their joint air quality conformity determination. Growth forecasts prepared by SCAG contained in the 2024-2050 RTP/SCS indicate that the number of households.¹⁰⁵ The Project would include 112 units, which represents 0.03 percent of the anticipated increase for the City by 2045 and 2050. The housing growth attributed to the Project would be within local and regional population projections under the 2020-2045 and 2024-2050 RTP SCS. Thus, the Project would also be consistent with the AQMP under the second criterion.

In addition, the Project would not conflict with or obstruct implementation of the City's General Plan Air Quality Element.¹⁰⁶ The City's General Plan Air Quality Element identifies policies and strategies for advancing the City's clean air goals. To achieve the goals of the Air Quality Element, performance-based standards have been adopted by the City of Los Angeles to provide flexibility in implementation of its policies and objectives. The goal, objectives, and policies provided in the City's Air Quality Element applicable to the Project include the following:

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

- Objective 1.1: It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.
- Objective 1.3: It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.
  - Policy 1.3.2: Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic.
  - Policy 4.2.3: Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.

The Project's development on an already developed infill site located within an existing developed urban area with available transit would reduce VMT and related vehicle emissions in comparison to a project

¹⁰³ Southern California Association of Governments, Connect SoCal (2020–2045 RTP/SCS), adopted September 2020, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176.

¹⁰⁴ Southern California Association of Governments, Connect SoCal (2020–2045 RTP/SCS), Demographics and Growth Forecast adopted September 2020, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-andgrowth-forecast.pdf? 1606001579

¹⁰⁵ Southern California Association of Governments, Connect SoCal (2024–2050 RTP/SCS), Demographics and Growth Forecast adopted April 4, 2024, https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecastfinal-040424.pdf?1712261839

¹⁰⁶ Department of City Planning Los Angeles, General Plan Air Quality Element, November 1992, https://planning.lacity.org/odocument/ Off9a9b0-0adf-49b4-8e07-0c16feea70bc/Air_Quality_Element.pdf.

located in a non-urban environment. High population density would result in employees and visitors potentially living closer to the Project Site, reducing travel distances and overall VMT.

As shown below, the air pollutant emissions resulting from Project implementation would not exceed the SCAQMD localized significance thresholds. Localized significance thresholds were developed to ensure no exceedances of the California or federal ambient air quality standards would occur if project emissions were below thresholds.¹⁰⁷ As the Project would not increase the frequency or severity of an existing air quality violation or cause or contribute to new violations for air quality pollutants (including VOC, NO_X, CO, SO_X, PM₁₀, and PM_{2.5}), the Project also would not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP. In addition, the Project would be consistent with the population and employment growth projections in the AQMP.

Based on the above, approval of the Project would not result in any significant effects relating to a conflict with or obstruction of the implementation of the SCAQMD's AQMP or the City's General Plan Air Quality Element.

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

The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance are considered to result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary.¹⁰⁸ Therefore, a project whose emissions would exceed SCAQMD thresholds would also make a cumulatively considerable contribution to a significant cumulative impact and, conversely, a project whose emissions would be below SCAQMD thresholds would not make a cumulatively considerable contribution to a significant cumulative impact.

### **Construction Emissions**

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the SCAB include ozone-precursor pollutants (i.e., ROG and NO_x), PM₁₀, and PM_{2.5}. Construction-generated emissions of these criteria pollutants would be short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated were to exceed the SCAQMD's thresholds of significance.

Project construction would result in the temporary generation of criteria pollutant emissions from as all phases of construction, including demolition, site grading, building construction, and architectural coating, as well as from motor vehicle exhaust associated with construction equipment, materials

¹⁰⁷ South Coast Air Quality Management District, Localized Significance Thresholds, https://www.aqmd.gov/home/rules-compliance/ceqa/airquality-analysis-handbook/localized-significance-thresholds

¹⁰⁸ South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, August 2003. Available at: https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-workinggroup/cumulative-impacts-white-paper-appendix.pdf

deliveries and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely generated by motor vehicle exhaust and ground disturbance; the volume of airborne particulate matter is largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water.

Construction activities for the Project were assumed to begin in the first quarter of 2025. Constructiongenerated emissions associated with the Project were calculated using the CARB-approved California Emissions Estimator Model (CalEEMod), version 2022, which is designed to model emissions for land use development projects based on typical construction requirements. It was assumed that all construction equipment operated during each individual phase would be operated simultaneously, to provide a conservative analysis.

The predicted maximum daily construction-generated criteria pollutant emissions for the proposed Project are reported in **Table 24**: *Project Construction Criteria Pollutant Emissions*. As noted in Table 26, the Project's emissions were calculated assuming mandatory compliance with SCAQMD Rule 403, fugitive dust control measures. Fugitive dust control measures include proper maintenance of mobile and other construction equipment, quick replacement of ground cover in disturbed areas, water exposed surfaces three times daily, and water all haul roads twice daily.

Construction Voor	Emissions (pounds per day) ¹					
construction fear	ROG	NOx	со	SO ₂	PM10	PM2.5
Year 1 (2025)	0.85	7.91	11.20	0.03	2.24	0.49
Year 2 (2026)	6.92	5.44	10.86	0.01	1.00	0.37
SCAQMD Threshold	75	100	550	150	150	55
SCAQMD Threshold Exceeded?	No	No	No	No	No	No
1. Mandatory compliance with SCAQMD Rule 403 Fugitive Dust assumed. The Rule 403 reduction/credits include the following: properly						
maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times						
daily; water all haul roads twice daily. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were						
applied. No mitigation was applied to construction equipment. Refer to Appendix D for Model Data Outputs.						
Source: CalEEMod version 2022. Refer to A	ppendix D for m	odel outputs.				

Table 24: Project Construction	າ Criteria Pollutant Emissions
--------------------------------	--------------------------------

The results summarized in Table 24 show that the Project's regional criteria pollutant emissions during construction would remain below applicable thresholds.

Project construction would also comply with SCAQMD Rules 402 (Nuisance)¹⁰⁹ and 1113 (Architectural Coatings)¹¹⁰ and CARB's anti-idling regulations, which prohibit idling for more than five minutes; however, compliance with these rules was not assumed when estimating the Project's construction emissions for Table 24, above. Therefore, the Project's maximum-day construction emissions of criteria pollutants would be even lower when the Project's compliance with SCAQMD Rules 402 and 1113 and CARB's anti-idling regulations are taken into account.

¹⁰⁹ SCAQMD Rule 402 prohibits the discharge of quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public or have a natural tendency to cause injury or damage to business or property.

¹¹⁰ SCAQMD Rule 1113 sets limits on the VOC content of architectural coatings.

As shown above, the Project's estimated criteria pollutant emissions during construction would be below their respective thresholds such that approval of the Project would not result in any significant project-level effects relating to regional construction air pollutant emissions.

### **Operational Emissions**

The Project's operational emissions would be associated with area sources (e.g., landscape maintenance equipment, architectural coatings, etc.), energy sources, and mobile sources (i.e., motor vehicle use). Primary sources of operational criteria pollutants are from motor vehicle use and area sources. Long-term operational emissions attributable to the Project are summarized in **Table 25**: *Operational Criteria Pollutant Emissions*. The operational emissions sources are described below.

- <u>Area Source Emissions</u>. Area source emissions would be generated due to on-site equipment, architectural coating, and landscape maintenance equipment.
- <u>Energy Source Emissions</u>. Energy source emissions would be generated due to electricity usage associated with the Project. Primary energy uses include space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. The Project would be all-electric and would not utilize natural gas.
- <u>Mobile Source Emissions</u>. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_X and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions are based on the trip generation estimates and have been incorporated into CalEEMod, as recommended by the SCAQMD. The Project would generate 503 total daily vehicle trips.¹¹¹ It should be noted that this analysis conservatively does not account for emissions reductions associated with trips generated by the existing uses.

Source		Emissions (pounds per day) ^{1, 2}					
Source	ROG	NOx	СО	SO ₂	PM10	PM2.5	
Area	2.70	0.06	6.48	< 0.01	<0.01	< 0.01	
Energy	< 0.01	<0.01	< 0.01	< 0.01	<0.01	< 0.01	
Mobile	1.50	1.04	10.90	0.03	2.36	0.61	
Proposed Project Total	4.20	1.11	17.38	0.03	2.36	0.61	
SCAQMD Threshold	55	55	550	150	150	55	
SCAQMD Threshold Exceeded?	No	No	No	No	No	No	
1. Worst-case seasonal maximum daily emissions are reported.							
Source: CalEEMod version 2022 Refer to Appendix D for model outputs							

Table 25: Operational Criteria Pollutant Emissions

As shown in Table 25, and discussed above, operational (i.e., area, energy, mobile) emissions would not exceed SCAQMD thresholds for any criteria pollutant. Therefore, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. As a result,

¹¹¹ Kimley-Horn Associates, Inc., 7022 Sunset Street Project Transportation Assessment, July 2024.

approval of the Project would not result in any significant project-level effects relating to operational air quality impacts.

As discussed above, Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance are considered to result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary.¹¹² As such, because the Project's project-level emissions would be below SCAQMD thresholds, the Project would not make a cumulatively considerable contribution to a significant cumulative impact. Therefore, approval of the Project would not result in any significant effects relating to a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable state or federal ambient air quality standard.

# Threshold Would the Project expose sensitive receptors to substantial pollutant concentrations?

### Localized Construction Significance Analysis

The nearest sensitive receptor to the Project Site is the Sunset Montessori Pre-School located immediately adjacent to the Project Site to the south. To assess the potential for Project construction to create impacts to sensitive receptors, the SCAQMD recommends utilizing its LSTs for construction. The LSTs were developed in response to the SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4) and are based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the state or federal ambient air quality standard (the more stringent of the two).¹¹³ The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance.¹¹⁴ The LST methodology assists lead agencies in their project-specific analysis of the potential localized impacts associated with proposed projects.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 26**: *Equipment-Specific Grading Rates* was used to determine the maximum daily disturbed acreage for the LST analysis.¹¹⁵ For this Project, the appropriate source receptor area (SRA) for the LSTs is the Central LA (SRA 1) area, since this area includes the Project Site. LSTs only take into consideration emissions of NO_x, CO, PM₁₀, and PM_{2.5}.¹¹⁶ The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres

¹¹² South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, August 2003. Available at: https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-workinggroup/cumulative-impacts-white-paper-appendix.pdf

¹¹³ South Coast Air Quality Management District, *Localized Significance Thresholds*, https://www.aqmd.gov/home/rules-compliance/ceqa/airquality-analysis-handbook/localized-significance-thresholds

¹¹⁴ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds, Accessed October 2023.

¹¹⁵ South Coast Air Quality Management District, Sample Construction Scenarios for Projects Less than Five Acres in Size, February 2005. https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-sample-construction-scenario-report.pdf?sfvrsn=2.

¹¹⁶ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds, Accessed October 2023.

in size.¹¹⁷ Based on the daily equipment modeled in CalEEMod, Project construction is anticipated to disturb approximately 1.5 acres in a single day. Thus, the LSTs applicable to this Project uses the SCAQMD-produced look up tables for a 1.5-acre site.

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Caradiana	Tractor/Backhoe	2	0.5	8	1
Grading	Grader	1	0.5	8	0.5
			Total Acre	s Graded per Day	1.5
Source: CalEEMod	version 2022				

 Table 26: Equipment-Specific Grading Rates

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs."¹¹⁸ Therefore, for purposes of the construction LST analysis, only the emissions included in the CalEEMod "on-site" emissions outputs were considered. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. SCAQMD's LST guidance recommends using the 25-meter threshold for receptors located 25 meters (or approximately 82 feet) or less from the Project Site.¹¹⁹ Therefore, the LSTs for 1.5 acre at 25 meters were used for the construction analysis, which is consistent with the SCAQMD LST methodology.

**Table 27:** *Localized Significance of Construction Emissions* presents the emissions modeling results for the Project's localized emissions during construction. As stated above, compliance with SCAQMD Rules 402 and 1113 and CARB anti-idling regulations were not assumed when estimating the Project's localized construction emissions for Table 27. Therefore, the Project's maximum-day localized construction emissions would actually be even lower than reported in Table 27. Table 27 shows that the emissions of these pollutants on the peak day of construction would not exceed the LSTs and therefore would not be expected to create substantial concentrations of pollutants at the sensitive receptors closest to the Project Site or cause or contribute to an exceedance of federal or state ambient air quality standards. Therefore, approval of the Project would not result in any significant effects relating to localized construction air pollutant concentrations.

Source / Activity	Emissions (pounds per day) ^{1,2}			
Source/Activity	NOx	со	PM10	PM _{2.5}
Demolition (2025)	2.37	3.28	1.62	0.30
Site Preparation (2025)	1.10	1.91	0.04	0.04
Grading (2025)	5.18	7.87	0.39	0.23
Building Construction (2025)	5.14	6.94	0.22	0.20
Building Construction (2026)	4.81	6.91	0.19	0.17
Paving (2026)	2.09	2.67	0.10	0.09
Architectural Coating (2026)	2.57	3.40	0.07	0.06
Maximum Daily Emissions	5.18	7.87	1.62	0.30

Table 27: Localized Significance of Construction Emissions

¹¹⁷ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, Appendix C – Mass Rate LST Look-up Tables, Revised 2008, http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds, Accessed October 2023.

¹¹⁸ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, Revised 2008, http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds, Accessed October 2023.

¹¹⁹ Ibid.

Source (Activity	Emissions (pounds per day) ^{1,2}			
Source/Activity	NOx	СО	<b>PM</b> ₁₀	PM _{2.5}
SCAQMD LST (for 1.5 acre at 25 meters)	91	864	7	4
Maximum Daily Emissions Exceed SCAQMD	No	No	No	No
Threshold?	NO	NO	INO	NU
1. Worst-case seasonal maximum daily emissions are reported.				
Mandatory compliance with SCAQMD Rule 403 Fugitive Dust applied for construction emissions. The Rule 403 reduction/credits include the				
following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; water all haul roads twice daily. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through				

XI-E) were applied. No mitigation was applied to construction equipment.

Source: CalEEMod version 2022. Refer to Appendix D_for model outputs.

### Localized Operational Significance Analysis

According to the SCAQMD localized significance threshold methodology, operational LSTs apply only to on-site sources.¹²⁰ LSTs for receptors located at 25 meters for SRA 1 were utilized in this analysis. The 1.0-acre LST threshold was conservatively used for the Project Site.¹²¹ The on-site operational emissions were calculated using CalEEMod and are compared to the LST thresholds in

**Table 28**: Localized Significance of Operational Emissions

#### **Table 28: Localized Significance of Operational Emissions**

A attivity	Emissions (pounds per day) ^{1, 2}				
Activity	NOx	со	PM10	PM2.5	
On-Site Emissions	0.07	6 19	<0.02	<0.01	
(Area and Energy Sources)	0.07	0.40	<0.0Z	<0.01	
SCAQMD Localized Screening Threshold	74	690	2	1	
(adjusted for 1.0 acre at 25 meters)	74	080	2	1	
Exceed SCAQMD Threshold? No No N			No	No	
1. As recommended by the SCAQMD. Worst-case seasonal maximum daily emissions are reported.					
2. On-site emissions consist of area sources and energy sources.					
Source: CalEEMod version 2022. Refer to Appendix D_for model outputs.					

The operational emissions shown on Table 28 include all on-site Project-related sources (i.e., area and energy). On-site operational sources include stationary sources and/or on-site mobile equipment and offsite mobile emissions should not be included.¹²² The results of the LST analysis show that the Project would not cause or contribute to an exceedance of federal or state ambient air quality standards. Therefore, approval of the Project would not result in any significant effects relating to operational air pollutant concentrations.

### **Carbon Monoxide Hotspots**

As discussed above, projects that would not produce traffic volumes resulting in more than 100,000 daily vehicles along project area roadway segments would not require preparation of a detailed CO hot spot analysis. The Project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's 2003 CO hot-spot analysis. According to daily traffic volume data, Sunset Boulevard between Sycamore and Orange has an existing vehicle count of 34,444, De Longpre between Sycamore

¹²⁰ Ibid.

¹²¹ Construction LST analysis is based on the amount of daily ground disturbance, which was calculated to be 1.5 acre. For operations, the size of the Project Site has been used.

¹²² South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds

Avenue and Orange Drive has an existing vehicle count of 2,701, Sycamore Avenue between Sunset and De Longpre Avenue has an existing vehicle count of 615, and Orange Drive between Sunset Boulevard and De Longpre Drive has an existing vehicle count of 2,302. As CO hotspots were not created at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodated 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any of the intersections in the vicinity of the Project Site from an additional 503 daily vehicle trips attributable to the Project. Therefore, approval of the Project would not result in any significant effects relating to CO concentrations.

For all of these reasons, approval of the Project would not result in any significant effects relating to air quality.

# Threshold Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

### Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

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

During construction, emissions from construction equipment, such as diesel exhaust, and from volatile organic compounds contained in architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly.

# Operational

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project proposes the construction of a mixed-use project which would not involve the types of uses that would emit objectionable odors affecting substantial numbers of people. The Project would not include any of the land uses that have been identified by the SCAQMD as significant odor sources.

Therefore, approval of the Project would not result in any significant effects relating to other air emissions affecting substantial numbers of people.

# 2.8 Discussion of CCR Section 15332(d): Water Quality

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

# **Surface Water Quality**

### Construction

During construction of the Project, particularly during the grading phase, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. As construction of the Project would disturb less than one acre of soil, the Project would not be required to obtain a National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Even so, however, the Project would be required to implement Best Management Practices (BMPs) as required in the Project's Stormwater Pollution Prevention Plan (SWPPP) following the latest guidelines of the California Stormwater Quality Association (CASQA) handbook as part of the City's grading permit requirements. BMPs would include, but would not necessarily be limited to, erosion control, sediment control, nonstormwater management, and materials management BMPs (e.g., sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management) to minimize the discharge of pollutants in stormwater runoff during construction. In addition, Project construction activities would occur in accordance with City grading permit regulations (LAMC Chapter IX, Division 70), such as the preparation of an Erosion Control Plan, to reduce the effects of sediment and erosion.

Therefore, with compliance with City grading regulations, construction of the Project would not violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface water quality.

With compliance with regulations in place, construction of the Project would not result in discharges that would cause: (1) pollution which would alter the quality of the water of the State (i.e., Los Angeles River) to a degree which would unreasonably affect the beneficial uses of the waters; (2) contamination of the quality of the water of the State by waste to a degree which would create a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health, affect an entire community or neighborhood, or any considerable number of persons, or occur during or as a result of the treatment or disposal of wastes. Furthermore, such mandatory compliance measures would ensure that construction of the Project would not result in discharges that would cause regulatory standards to be violated in the Los Angeles River Watershed. Therefore, approval of the Project would not result in any significant effects relating to water quality during construction.

# Operation

As is typical of most urban existing uses and proposed developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project are sediment, nutrients, pesticides, metals, pathogens, and oil and grease. Under the City's Low Impact Development (LID) Ordinance, post-construction stormwater runoff from new projects must be infiltrated, evapotranspirated, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the greater of the 85th percentile storm event or the 0.75-inch storm event (i.e., "first flush"). The implementation of BMPs required by the City's LID Ordinance would target the pollutants identified above that could potentially be carried in stormwater runoff. Consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of capture and use and/or biofiltration system BMPs as established by the LID Manual. As the majority of potential contaminants are anticipated to be contained within the "first flush" storm event, major storms are not anticipated to cause an exceedance of regulatory standards.

Approval of the Project would not result in any significant effects relating to surface water quality during Project operation.

# Ground Water Quality

### Construction

Groundwater depth is estimated to be 19 feet below the surface. ¹²³ Depth of grading is estimated to be 15 feet and would not likely encounter groundwater. However, in the event that groundwater was encountered during construction, temporary pumps and filtration would be utilized in compliance with all applicable NPDES requirements. The treatment and disposal of the dewatered water would occur in accordance with the Los Angeles Regional Water Quality Control Board (LARWQCB) Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties.

In addition, the construction activities would be typical of a residential and commercial project and would not involve activities that could impact the underlying groundwater quality. Further, compliance with all applicable federal, State, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential for the construction of the Project to release contaminants into groundwater.

Based on the above, construction of the Project would not result in discharges that would violate any groundwater quality standard or waste discharge requirements. Therefore, approval of the Project would not result in any significant effects relating to groundwater quality during construction.

### Operation

The Project does not include the installation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility. The Project Site would not increase concentrations of trash in the Los Angeles River Watershed because it would not dump trash into the storm drain system. The Project would meet the requirements of the City's LID ordinance.

Through required compliance with the City's LID Ordinance, operation of the Project would not result in discharges that would cause: (1) pollution which would alter the quality of the waters of the State (i.e., Los Angeles River) to a degree which would unreasonably affect the beneficial uses of the waters; (2) contamination of the quality of the waters of the State by waste to a degree which would create a hazard to the public health through poisoning or through the spread of diseases; or (3) a nuisance that would be injurious to health, affect an entire community or neighborhood, or any considerable number of persons, or occur during or as a result of the treatment or disposal of wastes. As is typical of most urban developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project would include

¹²³ Phase I ESA, Orswell & Kasman, Inc. August 31, 2022

sediment, nutrients, pesticides, metals, pathogens, and oil and grease. The release of pollutants listed above would be reduced or minimized through the Project's implementation of approved LID BMPs.

The Project does not include the installation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility. Operational activities that could affect groundwater quality include hazardous material spills and leaking underground storage tanks. No underground storage tanks would be operated by the Project. The Project would not expand any potential areas of contamination, increase the level of contamination, or cause regulatory water quality standard violations, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. The Project is not anticipated to result in releases or spills of contaminants that could reach a groundwater recharge area or spreading ground or otherwise reach groundwater through percolation. The Project does not involve drilling to or through a clean or contaminated aquifer.

Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated. Stormwater infrastructure on the Project Site, in compliance with LID BMP requirements, would control and treat stormwater runoff to account for the 85th percentile storm event. Implementation of LID BMPs would ensure operational impacts on surface water quality are less than significant. Therefore, approval of the Project would not result in any significant effects relating to surface water quality or groundwater quality.

The Project Site does not currently contain any LID systems. Implementation of a development that complies with the current requirements of the LID ordinance and handbook would improve the condition of the Site.

For all the foregoing reasons, approval of the Project would not result in any significant effects relating to water quality.

# 2.9 Discussion of CCR Section 15332(e): Public Services and Utilities

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

### Fire

Fire protection and emergency medical services for the Project and the Project Site would be provided by the Los Angeles Fire Department (LAFD). The LAFD's 3,510 uniformed fire personnel protect life, property and the environment through their direct involvement in fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service. An equally committed non-sworn cadre of 392 professional support personnel provide technical and administrative expertise in their corresponding pursuit of the department's mission. A total of 1,018 uniformed firefighters are on duty at fire department facilities citywide, including 106 neighborhood fire stations located across the Department's 468.74 square-mile jurisdiction.¹²⁴

¹²⁴ https://www.lafd.org/about/about-lafd/our-mission, accessed April 6, 2024.

The LAFD has two fire stations located less than one mile from the Project Site that would provide initial response to the Project Site: Fire Stations 41 and 27.¹²⁵ **Table 29:** *LAFD Fire Stations Located in the Vicinity of the Project Site,* provides information on the location, the approximate distance/direction from the Project Site, and the average response time.¹²⁶

Fire Station ^a	Address [®]	Approximate Distance/Direction from Project Site	Average Operational Response Time ^b
Fire Station 41	1439 North Gardner St.	0.62 mile	8:01 (EMS) 8:11 (non EMS) 7:02 (Critical ALS) 5:44 (Structural Fire)
Fire Station 27	1327 North Cole Ave.	0.71 mile	7:13 (EMS) 7:00 (non EMS) 5:40 (Critical ALS) 5:47 (Structural Fire)

Table 29: LAFD Fire Stations Located in the	e Vicinity of the Project Site
---------------------------------------------	--------------------------------

Structural Fire: The type of call reserved when the Los Angeles Police Department receives a report of a building or structure that is actively burning. EMS = Emergency Medical Services; ALS = Advanced Life Support Sources:

^a From January to February 2024. LAFD, Find Your Station. https://www.lafd.org/fsla/stations-map.

^b FIRESTATLA http://www.lafd.org/fsla/stations-map. Accessed April 6, 2024.

### Construction

Typical of construction projects in general, construction activities associated with the Project may potentially increase the demand for fire protection and emergency medical services temporarily, and cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, covering and coatings, to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. However, as applicable, construction activities would be required to comply with the 2019 California Building Code (CBC), the California Fire Code (CFD), and Article 7: Fire Protection and Prevention (Fire Code) of Chapter V: Public Safety and Protection, of the LAMC. Additionally, in compliance with the requirements of OSHA, all construction managers and personnel would be trained in fire prevention and emergency response. Furthermore, fire suppression equipment specific to construction would be maintained on the Project Site.

During construction, traffic on North Sycamore Avenue and Sunset Boulevard could be intermittently disrupted due to vehicle loading and unloading. Such intermittent travel lane closures may disrupt local traffic, including fire and emergency vehicles. However, **PDF TRAF-1: Construction Management Plan**, would be implemented that would include a worksite traffic control plan in accordance with applicable City guidelines, for any temporary closure of vehicle lanes or sidewalks, and would provide for safe and efficient movement fire and emergency services.

¹²⁵ https://www.lafd.org/fsla/stations-map., accessed April 6, 2024.

¹²⁶ https://www.lafd.org/fsla/stations-map., accessed April 6, 2024.

### Operation

Operational activities associated with the Project could potentially increase the demand for fire protection and emergency medical services. However, the Project would be required to comply with fire protection design standards, as necessary, per the California Building Code, California Fire Code, the LAMC, and the LAFD to ensure adequate fire protection. Key components of these regulatory requirements that would be implemented as part of the Project pursuant to LAFD review and guidance include the following:

- **Building Design:** Fire resistant doors and materials, as well as walkways, stairwells, and elevator systems (including emergency and fire control elevators) that meet code requirements.
- Fire Safety Features: Installation of automatic sprinkler systems, smoke detectors and appropriate signage and internal exit routes, if not already installed, to facilitate a building evacuation if necessary; as well as a fire alarm system, building emergency communication system and smoke control system.
- Emergency Safety Provisions: Implementation of an Emergency Plan in accordance with LAMC Section 57.33.19. The emergency plan would establish dedicated personnel and emergency procedures to assist the LAFD during an emergency incident (e.g., floor wardens, evacuation paths); establish a drill procedure to prepare for emergency incidents; establish an on-site emergency assistance center; and establish procedures to be followed during an emergency incident. Provision of on-site emergency equipment and emergency training for personnel to reduce impacts on the increased need for emergency medical services.
- **LAFD Access:** Access for LAFD apparatus and personnel to the Project Site in accordance with LAFD requirements, inclusive of standards regarding fire lane widths and weight capacities needed to support fire fighting vehicles, markings and on-site vehicle restrictions to ensure safe access.

The City of Los Angeles requires that plans for building construction, fire flow requirements, fire protection devices (e.g., sprinklers and alarms), fire hydrants and spacing, and fire access including ingress/egress, turning radii, driveway width, and grading be prepared for review and approval by the LAFD. The Project would incorporate a fire sprinkler suppression system to reduce or eliminate the demands on public hydrants, which system would be subject to Fire Department review and approval during the design and permitting of the Project.

The Project Site vicinity is well served by nearby fire stations within close proximity to one another and the Project Site. These LAFD fire stations provide fire protection and emergency medical services to the Project Site area and are dispatched based on availability and the nearest unit to a service call. With the Project's compliance with applicable regulatory requirements (i.e., building design, fire safety features, emergency safety provisions, LAFD access), the Project's location close to several LAFD stations, and with its incorporation of a Construction Management Plan, the Project is not expected to result in a substantial increase in demand for additional fire protection services that would exceed the capability of the LAFD. Furthermore, the LAFD would review the Project and make recommendations, including any potential modifications to building plans, to reduce the risk of and susceptibility to the spread of fires, as determined by LAFD.

For all the foregoing reasons, the Project would be adequately served by the LAFD.

# **Police Protection**

Police protection for the Project and the Project Site would be provided by the Los Angeles Police Department (LAPD). The nearest LADP station to the Project Site is the Hollywood Community Police Station, which is located at 1358 N. Wilcox Avenue, approximately 0.67 miles from the Project Site.

Some of the communities in this area served by this station are Argyle, Cahuenga Pass, East Hollywood, Hobart, Hollywood, Hollywood Hills, Hollywood/La Brea, Little Armenia, Los Feliz, Melrose District, Mount Olympus, Sierra Vista, Spaulding Square, Sunset Strip, Thai Town, and Vine/Willoughby.¹²⁷

### Construction

Since the daytime population generated at the Project Site during construction (i.e., construction workers) would be temporary in nature, construction of the Project would not generate a permanent population on the Project Site that would substantially increase the demand for police services. However, construction sites can be sources of nuisances and hazards and invite theft and vandalism. If not properly secured, construction sites can contribute to a temporary increased demand for police protection services. However, the Project would include fencing around the perimeter of the Project construction site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

During construction, traffic on North Sycamore Avenue and Sunset Boulevard could be intermittently disrupted due to vehicle loading and unloading and materials deliveries. Such intermittent travel lane closures may disrupt local traffic. However, **PDF TRAF-1: Construction Management Plan,** would be implemented that would include a worksite traffic control plan in accordance with applicable City guidelines, for any temporary closure of vehicle lanes or sidewalks, and would provide for safe and efficient movement police services.

### Operation

Operational activities associated with the Project could increase the demand for police protection. The addition of 112 units would translate into a population growth of 302 persons.¹²⁸ However, the potential demand for police services can be reduced with site-specific security designs and features. The Project would include security measures such as security lighting, secure access to parking areas, non-public areas and residential access points. These preventative and proactive security measures would decrease the amount of service calls that LAPD would otherwise receive. In addition, the LAPD will require that the commanding officer of the Station be provided a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response.

For all the foregoing reasons, the Project would be adequately served by the LAPD.

# Schools

¹²⁷ https://www.lapdonline.org/lapd-contact/west-bureau/hollywood-community-police-station/, Accessed April 6, 2024.

¹²⁸ Based on average City of Los Angeles household size of 2.70 persons per household. Source U.S. Census, City of Los Angeles, Population Estimate July 2023.

The Project is located within one mile of the following Los Angeles Unified School District (LAUSD) schools:¹²⁹

- Hollywood High School, 1521 Highland Avenue
- Gardner Street Elementary, 7450 Hawthorn Street
- Hubert Howe Bancroft Middle School, 929 N Las Palmas Avenue

Pursuant to the California Government Code Section 65995 and California Education Code Section 17620, mandatory payment of the school fees established by LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, ensure that the Project Site can be adequately served by the LAUSD.

### Parks

The Project would increase the number of residents and employees at the Project Site. The Project would provide 15,064 sf of open space for residents, including 1,650 sf of private open space in the form of balconies attached to the residential uses and 13,414 sf of common open space for the residents.

On the ground floor, the open space and amenities would include a residential lobby, a mail room, an office, an enclosed indoor common area and a lower courtyard. The second floor would feature a recreation room, and a courtyard podium deck. The third floor would feature a lower roof deck with a seating area, outdoor kitchen and enclosed dog run. In addition, the roof would feature two deck seating areas and a pool. The Project would exceed the 11,425 sf of open space required by the LAMC. The availability of onsite open space and amenities would reduce the Project's demand on parks.

In September 2016, the City adopted a Park Fee Ordinance (Ordinance), which became effective on January 11, 2017. The aim of the Ordinance is to increase the opportunities for park space creation and expand the Quimby fee program beyond those projects requiring a subdivision map to include a park linkage fee for all net new residential units. The Ordinance amended LAMC Sections 12.21, 12.33, 17.03, 17.12 and 17.58, deleted LAMC Sections 17.07 and 19.01, and added LAMC Section 19.17. The Ordinance increased Quimby fees, imposed a new impact fee on non-subdivision projects, eliminated the deferral of park fees for market rate projects that include residential units, increased the fee spending radii from the site from which the fee is collected, provided for early City consultation for subdivision projects or projects with over 50 units in order to identify means to dedicate land for park space, and updated the provisions for credits against park fees.

The Project would be required to pay the in-lieu fee prior to the issuance of a certificate of occupancy. With the on-site open space included in the Project and the Project's payment of applicable fees, the Project Site would be adequately served by park and recreational facilities.

# **Other Public Facilities**

The City of Los Angeles Public Library (LAPL) provides library services throughout the City. LAPL's 73 locations serve the largest population of any public library system in the United States.¹³⁰ There are three

¹²⁹ LAUSD School Explorer: https://explore.lausd.org/search?address=7022-W-Sunset-Blvd-Los-Angeles-CA-90028-USA&tags=7022%20sunset, Accessed April 6, 2024.

¹³⁰ LAPL Strategic Plan. 2015-2020. https://lapl.org/sites/default/files/media/pdf/about/LAPL_Strategic_Plan_2015-2020.pdf. Accessed May 6, 2024.

LAPL library branches within two miles of the Project Site: the Will & Ariel Durant Branch Library located at 7140 W. Sunset Boulevard (0.2 mile); the Frances Howard Goldwyn - Hollywood Regional Branch Library located at 1623 Ivar Avenue, (0.8 mile); and the John C. Fremont Branch Library located at 6121 Melrose Avenue (1.8 miles).¹³¹

With the shift in technology from books to computers, the demand for physical library facilities is changing. Members of the LAPL have access to thousands of podcasts, audiobooks, DVDs, CDs, media publications, and instructional content online and via smartphone applications.¹³²Recognizing these facts, the Los Angeles Public Library Strategic Plan 2015-2020¹³³ places emphasis on the employment of new technology for meeting future needs and includes objectives for increasing digital collections, e-mail circulation and use of mobile apps. This emphasis has the result of allowing the LAPL to meet increased demand from increased service populations demand by means other than the provision of new physical facilities.

The Project's residential units would be equipped to receive individual internet service, which would offer residents the opportunity to access the LAPL's online database system that includes podcasts, audiobooks, media publications, and instructional content. The availability of such resources to Project residents would reduce their demand on physical library space.

In addition, the Project would generate revenue for the City's general fund that could be used for the provision of public services such as library facilities. Measure L, which gradually increases library funding from its current level of 0.0175 percent of assessed property value to 0.0300 percent to keep libraries open longer and improve library services, also provides LAPL with a mechanism to address the needs of additional residents. These fees and mechanisms would offset any incremental need for funding of capital improvements to maintain adequate library facilities and service that would result from the Project.

Therefore, the Project Site would be adequately served by the City's libraries.

### Wastewater

The City of Los Angeles has one of the largest sewer systems in the world, including approximately 6,439 miles of sewers serving a population of more than four million. The Los Angeles sewer system is comprised of three smaller systems: Hyperion Sanitary Sewer System, Terminal Island Water Reclamation Plant Sanitary Sewer System, and Regional Sanitary Sewer System⁻¹³⁴ The Project Site is located within the Hyperion Sewer System Service Area, which is operated and maintained by the Los Angeles Bureau of Sanitation (BOS). The existing design capacity of the Hyperion Sewer System Service Area is approximately 450 million gallons per day (consisting of 450 MGD at the Hyperion Treatment Plant, 80 MGD at the Donald C. Tillman Water Reclamation Plant, Reclamation Plant, and 20 MGD at the Los Angeles–Glendale Water Reclamation Plant).¹³⁵ Beginning in December 2011, California began experiencing the longest duration of drought on record, which led to increased conservation of water resources. In turn, the

¹³¹ https://www.lapl.org/branches?distance%5Bpostal_code%5D=90028&distance%5Bsearch_distance%5D=2&distance%5Bsearch_units%5D=mile &field_branch_resources_services_tid=All, Accessed April 7, 2024.

¹³² https://www.lapl.org/services-programs/ Accessed May 6, 2024.

¹³³ https://www.lapl.org/sites/default/files/media/pdf/about/LAPL_Strategic_Plan_2015-2020.pdf Accessed May 6, 2024.

¹³⁴ City of Los Angeles Department of Public Works, LA Sanitation, Sewer System Management Plan, Hyperion Sanitary Sewer System, January 25, 2019. https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf, Accessed April 7, 2024.

¹³⁵ https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-dctwrp?_adf.ctrlstate=17jkelqawo_82&_afrLoop=21735430323215481#! Accessed January 8, 2024.

drought and increased water conservation led to significant reductions in wastewater flows conveyed by the City's collection system over the past decade. An indication of these significant reductions is the wastewater flow at Hyperion, which went from approximately 350 MGD to 260 MGD average daily flow.¹³⁶

As shown on **Table 30**, **Project Estimated Wastewater Generation**, the Project would generate a total of approximately 11,282 gallons of wastewater per day (or 0.011 mgd). This figure is a conservative estimate as it does not take credit for removal of the existing uses or for any of the Project's proposed sustainable and water conservation features. Currently up to 300 MGD are treated at the Hyperion Treatment Plant, resulting in an available treatment capacity of 150 MGD, which means the Project would account for approximately 0.0001 percent of the available capacity of the Hyperion Treatment Plant.

As part of the permitting process for the Project, the Project Applicant would be required to coordinate with the LADWP to determine if the existing water supply infrastructure maintains sufficient capacity to accommodate the Project's demand for water. The Project Applicant will initiate a Service Advisory Request (SAR), which when completed, will provide information regarding the range of flows and pressures that can be expected at the requested service location. The type and cost of improvements are also provided in the SAR. The Project Applicant then be required to participate in the cost of any necessary new water main extensions and/or replacements required. If a deficiency or service problem were discovered during the permitting process that would prevent the Project Site from receiving an adequate level of service, the Project Applicant would be required to fund the required upgrades to adequately serve the Project. This requirement would ensure that the Project's impacts to the wastewater conveyance system would be less than significant.

Therefore, the Project Site would be adequately served by the City's wastewater facilities.

Land Use	Units/Square Feet (sf)	Generation Rate (gpd/unit) ¹	Total Wastewater Generation (gpd)
Proposed Uses			
Studio units	42	75 gallons / unit	3,150
One-bedroom units	61	110 gallons / unit	6,710
Two-bedroom units	9	150 gallons / unit	1,350
Retail	2,875 sf	25/1,000 sq. ft.	72
Total			11,282
1. LADWP Sewage Factors, https://engpermitmanual.lacity.org/sewer-s-permits/technical-procedures/sewage-generation-factors-chart, Accessed April 3, 2024.			

### Water

Domestic water would be provided to the project site by the Los Angeles Department of Water and Power (LADWP). The LADWP provides domestic water for Hollywood and for portions of both the City and County of Los Angeles. The primary sources of water for LADWP are the Los Angeles Aqueducts, local groundwater, State Water Project, and the Colorado River Aqueduct.

¹³⁶ City of Los Angeles Department of Public Works, LA Sanitation, Sewer System Management Plan, Hyperion Sanitary Sewer System, January 25, 2019. https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf, accessed January 7, 2024.

As concluded in the 2020 Urban Water Management Plan (UWMP), LADWP does not anticipate water shortages as demands are met by the available supplies under all hydrologic scenarios through 2045. Achieving LADWP's water supply would include multiple strategies to achieve and maintain water use reductions, including investments in state-of-the-art technology; recycled water; stormwater recapture, installation of water-efficient fixtures and appliances, expansion and enforcement of prohibited water uses, reductions in outdoor water use, extending education and outreach efforts; and encouraging regional conservation efforts. Conservation and water use efficiency are a foundational component of LADWP's water resource planning efforts and will continue to be central to the City's water use efficiency goals over the long term.¹³⁷

According to the reliability data in the LADWP 2020 UWMP, LADWP has sufficient supply to meet a total water demand of 746,000 in acre feet (af), by the year 2045. LADWP has programs to reduce the demand to 565,800 afy by 2045, a difference of 180,200 afy. As noted in the LADWP UWMP, the City's water usage today is lower than it was in the 1970s despite an increase in population of over one million people and reflects the success and importance of the City's conservation strategies that include water conservation regulations, ordinances, and behavior changes resulting from customer outreach and educational programs.

### Construction

Water for construction of the Project would be required for dust control, cleaning of equipment, excavation/export, removal, and re-compaction, etc. Based on construction projects of similar size and duration, a conservative estimate of construction water use would range from 1,000 to 2,000 gallons per day (gpd). The estimated construction-period demand would be significantly less than the Project's estimated operational demand, which as described below, could be accommodated by estimated water supplies and the existing infrastructure. It is therefore anticipated that estimated water supplies and the existing water infrastructure would similarly meet the limited and temporary water demand associated with construction of the Project.

### Operation

Water consumption estimates for the Project for the new development are shown in **Table 31**: *Estimated Water Demand For The Project*, based on the Los Angeles Bureau of Sanitation sewerage generation factors. An additional 20 percent has been added the sewerage generation factors to provide a conservative estimate for water consumption. As shown on **Table 31**, the Project would demand a total of approximately 13,538 gallons of water per day (or 0.011mgd). This is a conservative estimate as the total does not take credit for removal of the existing uses or any proposed sustainable and water conservation features of the Project.

¹³⁷ https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-

uwmpln?_afrLoop=242685679229984&_afrWindowMode=0&_afrWindowId=1b2yajr4zp_1#%40%3F_afrWindowId%3D1b2yajr4zp_1%26_ afrLoop%3D242685679229984%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1b2yajr4zp_17_accessed April 2, 2023.
Land Use	Units/Square Feet (sf)	Generation Rate (gpd/unit) ¹	Total Wastewater Generation (gpd)
Proposed Uses			
Studio units	42	75 gallons / unit	3,150
One-bedroom units	61	110 gallons / unit	6,710
Two-bedroom units	9	150 gallons / unit	1,350
Retail	2,875 sf	25/1,000 sq.ft.	72
Subtotal			11,282
Total with 20% Contingency ²			13,538
1) LADWP Sewage Factors, <u>https://r</u> April 3, 2024.	engpermitmanual.lacity.org/sewer-s	-permits/technical-procedures/sewage	rigation

#### Table 31: Estimated Water Demand For The Project

The Project's increase in water demand would fall within the available and projected water supplies reported in the LADWP 2020 UWMP for the City for 2045 and would constitute less than 0.01 percent of the City's projected 2045 water supply. It is therefore anticipated that estimated water supplies and the existing water infrastructure would similarly meet the Project's water demand, and that the Project Site would be adequately served by water

## Solid Waste

The City of Los Angeles Sanitation & Environment (LASAN) is responsible for the collection and removal of all solid materials and waste in the City of Los Angeles. The City collects an average of 6,652 tons per day of refuse, recyclables, yard trimmings, horse manure and bulky items from more than 750,000 homes. ¹³⁸LASAN operates the City-owned Central Los Angeles Refuse Transfer Station (CLARTS) to reduce contractual costs to manage and transport materials to recycling and disposal facilities. ¹³⁹. The City of Los Angeles does not own or operate any landfill facilities, and the majority of its solid waste is disposed of at County landfills.

The County continually evaluates landfill disposal needs and capacity as part of the preparation of the Countywide Integrated Waste Management Plan (ColWMP) Annual Report. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity. The most recent annual report, the ColWMP 2021 Annual Report, published in December 2022, provides disposal analysis and facility capacities for 2021, as well as projections to the ColWMP's horizon year of 2036.140 As stated within the ColWMP 2021 Annual Report, the County is not anticipating a solid waste disposal capacity shortfall within the next 15 years under current conditions.141 A variety of strategies, including mandatory commercial recycling, diversion of organic waste, and alternative technologies (e.g., engineered municipal solid waste conversion facilities or anaerobic digestion) would be implemented to ensure that the County would be able to accommodate the solid

state=1ckwnuqkc0_5&_afrLoop=31845256187445751#! Accessed May 6, 2024.

¹³⁸ https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-c?_adf.ctrlstate=1ckwnuqkc0_5&_afrLoop=31845256187445751#! Accessed May 6, 2024.

¹³⁹ https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-c?_adf.ctrl-

¹⁴⁰ County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan 2021 Annual Report, 2022. https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17450&hp=yes&type=PDF.

¹⁴¹ Ibid

waste generated through the horizon year of 2036.¹⁴²

In 2021, the total amount of solid waste disposed of at in-county Class III landfills, transformation facilities, and out-of-County landfills was approximately 11.1 million tons (including an import amount of 179,872) tons. ¹⁴³ The remaining disposal capacity for the County's Class III (nonhazardous solid waste) landfills is estimated at approximately 137 million tons as of December 2021, the most recent data available.¹⁴⁴

The City's Solid Waste Integrated Resources Plan (SWIRP), most commonly known as the City's Zero Waste Plan, provides a long-term plan through 2030 for the City of Los Angeles's solid waste programs, policies, and environmental infrastructure. The SWIRP aims for the City of Los Angeles to achieve a goal of 90 percent diversion by 2025.¹⁴⁵

As shown on **Table 32**: *Estimated Solid Waste Generation*, the Project would generate a total of approximately 109 tons per year of solid waste. This total does not take credit for removal of the existing uses and the waste generation factors used do not account for recycling or other waste diversion measures such as compliance with the City's Zero Waste Plan.

Land Use	Size	Rates	Pounds Day/Tons per Year							
Proposed Project										
Residential	112 units	5 lb/dwelling unit /day	560 lbs/102.2 tons							
Retail	Retail 2,875 13 lb/1,000 sq ft /day 37 lbs/6.7 tons									
Proposed Total	L		597 lbs/109 tons							
Solid waste generation factors from https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates										
Table: Kimley-Horn, 2024										

**Table 32: Estimated Solid Waste Generation** 

Based on the above, the landfills that serve the Project Site have sufficient permitted capacity to accommodate the solid waste generated by the construction and operation of the Project. Therefore, the Project Site would adequately be served by existing solid waste facilities.

For all the foregoing reasons, the Project would comply with CCR Section 15332(e) in that there would be adequate utilities and public services available to the Project Site.

## 2.10 Guideline 15300.2. Exceptions: (a) Location.

Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] 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.

¹⁴² Ibid

¹⁴³ ¹bid.

¹⁴⁴ ¹bid.

¹⁴⁵ Solid Waste Integrated Resources Plan, <u>https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wwd-s/s-s-lsh-wwd-s-s-s-lsh-wwd-s/s-lsh-wwd-s/s-lsh-wad-s/s-l</u>

state=17nhb0cqxu_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D18725113866790843%26_afrWindowMode%3D0%26_adf.ctrlstate%3D17nhb0cqxu_5, accessed December 6, 2023.

The Project is seeking a Class 32 Exemption, not a Class 3, 4, 5, 6, or 11 exemption. The Project is proposed to be developed on an already developed infill site that is located within an urban area of the City.

Therefore, this exception to a categorical exemption for the Project does not apply.

## 2.11 Guideline 15300.2. Exceptions: (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.

**Table 33** provides a LADOT provided a list of 13 related Projects within 0.5 miles of the Project Site. The list of related projects was provided by LADOT in an email on January 25th, 2024. **Table 33, Summary of Related Projects** summarizes the land uses for the Related Projects.

Man No	Project Name	Addross	Description	Daily	AN	1 Peak Ho	our	PM Peak Hour			
	Project Name	Address	Description	Dally	In	Out	Total	In	Out	Total	
1	6753 Selma Mixed-Use Project	6753 W Selma Ave	51 Apartments and 438 Retail SF	286	5	13	18	14	10	24	
2	Hawthorn Mixed-Use	6831 W Hawthorn Ave	140 Residential Units & 1,207 Restaurant/Café SF	545	16	35	51	31	19	50	
3	Fast Food with Drive Through	6800 W Sunset Blvd	2,129 SF Fast-Food with Drive Through	343	18	18	36	15	14	29	
4	6766 Hawthorn Micro- Housing Mixed-Use	6766 W Hawthorn Ave	58 Apartments (7 affordable) & 220 Retail SF	225	0	0	0	0	0	0	
5	Hollywood Central Mixed- Use	1633 N Cherokee Ave	633 Apartments, 44,778 Office SF, and 67,328 Restaurant/Retail SF	6539	179	257	436	271	159	430	
6	CMNTY Culture Campus Office and Restaurant	6767 W Sunset Blvd	498,190 Office SF and 5,330 Restaurant SF	2707	337	51	388	47	326	373	
7	Tesla Santa Monica	7001 W Santa Monica Blvd	34 Charging/Parking Spaces and 4,440 Café SF	351	9	13	22	5	12	17	
8	Las Palmas Mixed-Use	1149 N Las Palmas Avenue	81,424 Office SF, 485 Retail SF	618	113	15	128	20	101	121	
9	Hollywood Mixed-Use	7107 W Hollywood Blvd	410 Apartments, 5,000 Retail SF, 5000 Restaurant SF	2637	49	157	206	167	86	253	
10	Highland Mixed-Use	1233 N Highland Ave	72 Apartments (2022 Construction)	714	11	27	38	38	28	66	
11	Crossroads Hollywood	6701 W Sunset Blvd	Crossroads Hollywood Mixed-Use	14833	381	498	879	733	548	1281	
12	6901 Santa Monica Mixed- Use	6901 W Santa Monica Blvd	231 Apartments, 5,000 Restaurant SF, 10,0000 Retail SF (In Construction)	1010	0	78	78	86	19	84	
13	Chaplin Hotel Project	7219 W Sunset Blvd	93 Hotel Rooms and 2,800 Restaurant SF	761	27	18	45	27	29	56	
Total				31,569	1,145	1,180	2,325	1,454	1,351	2,784	
Source	LADOT, January 25th, 2024	·								·	

## Transportation

## **Plan Consistency**

Similar to the Project, the Related Projects considered in this cumulative analysis would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would be consistent with each of the plans, ordinances, and policies reviewed. No cumulative impact has been identified with this Project that would preclude the City's implementation of any transportation related policies, programs, or standards. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

## VMT

Whether a project would have a potential cumulative VMT impact is determined by assessing its consistency with the Southern California Association of Government's (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), per the LADOT Transportation Assessment Guidelines. Projects that are consistent with the RTP/SCS in terms of location, density, and land-use are deemed to be consistent with the RTP/SCS as they would assist in meeting the region's air quality and greenhouse gas (GHG) goals.¹⁴⁶

As discussed above, the Project Site is currently split zoned. The northern portion of the Project Site has a General Plan Land Use designation of Regional Center Commercial and is zoned C4-2D-SN. The southern portion of the Project Site has a General Plan land use designation of Low Medium II Residential and is zoned RD1.5-1XL. The C4 zone permits commercial uses, including office, retail and restaurant uses. The RD1.5-1XL zone restricts uses to one-family dwellings, two-family dwellings, apartment houses, and multiple dwellings. The SN designation indicates that the Project Site is located in the Hollywood Signage Supplemental Use District.

The Project would be consistent with the SCAG RTP/SCS as it is an infill development and located in an area that promotes the use of a variety of transportation options, which include walking, biking, and the use of public transportation. The proposed Project's land use is similar to the existing use and surrounding uses. The Project is not requesting either a General Plan amendment or a zone change. The Project's proposed retail uses are contained only in the northern portion of the Project Site, and the southern portion of the Project Site contains only residential uses. Furthermore, the Project Site is located within close proximity to similar land uses such as residential and commercial uses. As such, the Project would be consistent with the RTP/SCS as its location, density and land use are similar to the assumptions included in the RTP/SCS for the Project Site area. Because the Project is consistent with the RTP/SCS and has a less than a significant VMT impact, as discussed above, the Project would have a less than significant cumulative impact on VMT.

Therefore, the cumulative impact on transportation from successive projects of the same type in the same place over time would not be significant.

¹⁴⁶ As described in the Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG), <u>https://ladot.lacity.gov/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27_0.pdf</u>

## Noise

## Construction

The Project's construction activities would not result in a substantial temporary increase in ambient noise levels for the reasons stated above. The Project could contribute to cumulative construction project noise impacts if the construction activities were conducted concurrently. Noise from the construction of projects is typically localized and has the potential to affect noise-sensitive uses only within 500 feet from the construction site, as construction noise would be attenuated by distance and intervening buildings, as typical in an urban setting. Thus, the noise from construction activities for two projects located within 1,000 feet of each other could contribute to a cumulative noise impact for receptors located between the two construction sites. The Related Project nearest to the Project Site is located at 6800 Sunset Boulevard, which is approximately 750 feet from the Project Site to the east. Residential uses that are located in between and within 500 feet of both the Project Site and the Related Project could hypothetically experience a cumulative noise impact. However, as of July 2024, however, construction scheduling and information is not yet available for 6800 Sunset Boulevard and construction start dates are unknown. As such, it would be speculative to assume that construction activities for 6800 Sunset would occur concurrent with the Project's construction. Moreover, based on the Project-level noise analysis above, the Project's construction-related noise impacts would be less than significant.

No other related projects are located within 1,000 feet of the Project Site. In addition, construction activities at other planned and approved projects near the Project Site would be required to comply with applicable City rules related to noise and would take place during daytime hours on the days permitted by the applicable Municipal Code, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the Project Site and vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard are not cumulatively considerable.

## Operation

<u>Cumulative Off-Site Traffic Noise</u>. The cumulative mobile noise analysis is conducted in a two-step process. First, the combined effects from both the Project and other projects are assessed. Second, for combined effects that are determined to be cumulatively significant, the Project's incremental effects are then analyzed. A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "Cumulative With Project" condition to "Existing" conditions. This comparison accounts for the traffic noise increase generated by the Project combined with the traffic noise increase generated by cumulative projects.

The following criteria are used to evaluate whether the cumulative with Project noise level would create a significant cumulative noise increase and whether the Project has an incremental effect in the cumulative noise increase.

- Combined Effect. The cumulative with Project noise level ("Cumulative With Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use.
- Incremental Effects. The "Cumulative With Project" causes a 1.0 dBA increase in noise over the "Cumulative Without Project" noise level.

Thus, although there may be a significant noise increase due to the Project in combination with identified cumulative projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the Project.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded and if noise levels exceed acceptable noise levels. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth due to occur in the general area would contribute to cumulative noise impacts. Increases in local volumes from related projects within a half-mile radius of the Project Site have been estimated and included in cumulative traffic conditions. **Table 34:** *Cumulative Plus Project Buildout Conditions Traffic Noise Levels* identifies the traffic noise effects along roadway segments in the vicinity of the Project site for "Existing," "Cumulative Without Project," and "Cumulative With Project," conditions, and net cumulative impacts.

	CNEL @	100 feet from	Centerline	Combined Effects	Incremental Effects	Cumulativalu	
Roadway Segment	Existing	Existing Uithout Project		dBA Difference: Existing and Cumulative With Project	dBA Difference: Cumulative Without and With Project	Significant Impact?	
Sunset between Sycamore and Orange	65.4	66.3	66.3	0.9	0.0	No	
DeLongpre between Sycamore and Orange	52.6	53.4	53.5	0.9	0.1	No	
Sycamore between Sunset and DeLongpre	46.2	47.4	49.3	3.1	1.9	No	
Orange between Sunset and DeLongpre	52.0	52.4	52.4	0.4	0.0	No	
ADT = average daily trips; dBA = A	-weighted deci	bels; CNEL = day-n	ight noise level				

Table 34: Cumulative Plus Project Buildout Conditions Traffic Noise Levels

1. Traffic noise levels are at 100 feet from the roadway centerline.

Refer to Appendix B for traffic noise modeling assumptions and results.

First, it must be determined whether the "Cumulative With Project" 3.0 dB increase above existing conditions (*Combined Effects*) is exceeded. Next, under the *Incremental Effects* criteria, cumulative noise impacts are defined by determining if the forecast ambient ("Cumulative Without Project") noise level is increased by 1.0 dB or more. As shown in Table 36, Combined Effects (3.0 dB) and Incremental Effects (1.0 dB) criteria have been exceeded along Sycamore between Sunset and DeLongpre. However, cumulative traffic noise levels remain within Normally Acceptable conditions for residential land uses.¹⁴⁷ Thus, the Project, in combination with cumulative background traffic noise levels, would result in a less

¹⁴⁷ City of Los Angeles, General Plan Noise Element, Exhibit I. https://planning.lacity.gov/odocument/b49a8631-19b2-4477-8c7f-08b48093cddd/Noise_Element.pdf

than significant cumulative impact. The Project's contribution to traffic noise would not be cumulatively considerable.

<u>Cumulative Stationary Noise</u>. Stationary noise sources of the Project would result in an incremental increase in non-transportation noise sources in the Project Site vicinity. However, as discussed above, operational noise caused by the Project would be less than significant. Similar to the Project, other planned and approved projects would be required to mitigate for stationary noise impacts at nearby sensitive receptors, if necessary. As stationary noise sources are generally localized, there is a limited potential for other projects to contribute to cumulative noise impacts.

No known past, present, or reasonably foreseeable projects would combine with the operational noise levels generated by the Project to increase noise levels above acceptable standards because each project must comply with applicable City regulations that limit operational noise. Therefore, the Project, together with other projects, would not create a significant cumulative impact, and even if there were such a significant cumulative impact, the Project would not make a cumulatively considerable contribution to significant cumulative operational noises.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project Site and vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project specific noise impacts, would not be cumulatively significant.

Therefore, the cumulative impact on noise from successive projects of the same type in the same place over time would not be significant.

## Air Quality

The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the construction and operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to SCAB's existing air quality conditions. In addition, Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance are considered to result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary.¹⁴⁸ Therefore, a project whose emissions would exceed SCAQMD thresholds would also make a cumulatively considerable contribution to a significant cumulative impact and, conversely, a project whose emissions would be below SCAQMD thresholds would not make a cumulatively considerable.

## Construction

The SCAB is designated nonattainment for  $O_3$ ,  $PM_{10}$ , and  $PM_{2.5}$  under the State standards and nonattainment for  $O_3$  and  $PM_{2.5}$  under the federal standards. As discussed above, the Project's construction-related emissions, by themselves, would not exceed the SCAQMD significance thresholds for

¹⁴⁸ South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, August 2003. Available at: https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-workinggroup/cumulative-impacts-white-paper-appendix.pdf

criteria pollutants. As discussed above, if a project is estimated to result in emissions that do not exceed SCAQMD thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be considered to be cumulatively considerable.¹⁴⁹ As shown in Table 26 above, Project construction-related emissions would not exceed the SCAQMD significance thresholds for any of the criteria pollutants. Therefore, the Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions as outlined in the AQMP pursuant to the federal Clean Air Act mandates. The analysis assumed fugitive dust controls would be used during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout SCAB, which would include the related projects. The Project's construction-related impacts would be less than significant, and its compliance with SCAQMD rules and regulations would further minimize the Project's construction-related emissions. Therefore, Project-related construction emissions, in combination with those from other, related projects in the area, would not substantially deteriorate the local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

## Operation

As discussed above, projects that would result in operational emissions that do not individually exceed SCAQMD regional thresholds of significance are not considered to make a cumulatively considerable contribution to a significant cumulative impact on air quality in the SCAB. The Project's operational emissions would not exceed the SCAQMD thresholds. As a result, operational emissions associated with the Project would not make a cumulatively considerable contribution to significant cumulative air quality impacts. Therefore, cumulative operational impacts would be less than significant.

## AQMP Consistency

The SCAQMD's approach to assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with requirements of the FCAA and CCAA and analysis of project-level impacts.¹⁵⁰ For the reasons discussed above, the Project would be consistent with the AQMP, which is intended to bring SCAB into attainment for all criteria pollutants. Additionally, since the Project's estimated construction and operational emissions would not exceed the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining both NAAQS and CAAQS, cumulative impacts would be less than significant.

Therefore, the cumulative impact on air quality from successive projects of the same type in the same place over time would not be significant.

## Water Quality

The Project Site and any Related Projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs, it generally

¹⁴⁹ Ibid.

¹⁵⁰ South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, August 2003. Available at: https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-workinggroup/cumulative-impacts-white-paper-appendix.pdf

does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites.

Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

## **Public Services**

## **Fire Protection**

The Project, in combination with any Related Projects, could increase the demand for fire protection services in the Project Site area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. However, this need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and Related Projects would contribute.

It is LAFD's responsibility to assign new staff and equipment and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service. Accordingly, in conformance with the California Constitution Article XIII, Section 35(a)(2) and the City of Hayward v. Board of Trustees of California State University ruling, the City has and will continue to meet its legal constitutional obligations to provide adequate public safety services, including fire and emergency services.

Additionally, similar to the Project, the Related Projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for highdensity buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance with existing regulations and LAMC, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

## **Police Protection**

The Project, in combination with any Related Projects, would increase the demand for police protection services in the Project Site area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. However, this need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and Related Projects would contribute. It is LAPD's responsibility to assign new staff and equipment and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service. Accordingly, in conformance with the California Constitution Article XIII, Section 35(a)(2) and the City of Hayward v. Board of Trustees of California State University ruling, the City has and will continue to meet its legal constitutional obligations to provide adequate public safety services, including police protection services. Additionally, similar to the Project, the Related Projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

### Schools

The Project, in combination with any Related Projects, would be expected to result in a cumulative increase in the demand for school services. However, similar to the Project, the applicants of all the Related Projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools from successive projects of the same type in the same place over time would not be significant.

### Parks

The Project, in combination with any Related Projects, could result in an increase in permanent residents residing in the Project area. However, the applicants of related residential projects would be subject to the City's parkland fees (e.g., Quimby Fees and/or Park and Recreation fees for non-subdivision projects) and to minimum open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact to parks from successive projects of the same type in the same place over time would not be significant.

## **Other Public Facilities**

Each related project would generate revenues to the City's General Fund (in the form of property taxes, sales tax, business tax, transient occupancy tax, etc.) that could be applied toward the provision of enhanced library services, as deemed appropriate. Therefore, the Project would not contribute considerably to any cumulative impacts to libraries, and cumulative libraries impacts would be less than significant. Therefore, the cumulative impact to libraries from successive projects of the same type in the same place over time would not be significant.

## Utilities

#### Wastewater

Wastewater generated by the Project would be conveyed via the existing wastewater conveyance systems for treatment at the Hyperion Treatment Plant system. As previously stated, based on information from BOS, the existing design capacity of the Hyperion Service Area is approximately 550 million gallons per day (MGD) and the existing average daily flow for the system is approximately 300 MGD. Currently up to 300 MGD is treated at the Hyperion Treatment Plant resulting in a treatment capacity of 150 MGD. The estimated wastewater generation increase of the Project would represent less than one percent of the available capacity in the system. Therefore, the Project would not contribute considerably to any cumulative impacts to wastewater, and cumulative wastewater impacts would be less than significant.

#### Water

All of the related projects are subject to City review to assure that the existing public utility facilities would be adequate to meet the domestic water and fire water demands of each project. Developers are required to improve facilities where appropriate and development cannot proceed without appropriate verification and approval by LADWP and LAFD, with funding by the developers.

LADWP, as a public water service provider, is required to prepare and periodically update an UWMP to plan and provide for water supplies to serve existing and projected demands within its jurisdiction. The UWMP prepared by LADWP is based on the growth projections that are provided in the SCAG RTP/SCS,

which is updated on 4-year cycles to account for changes in growth rates, and which accounts for existing development within the City, as well as projected growth anticipated to occur through redevelopment of existing uses and development of new uses.

The Project's net demand on water supplies would fall within the available and projected water supplies projected in LADWP'S UWMP and impacts would be less than significant. Related projects would be required to provide local connections subject to review for service availability, subject to LADWP water system rules and requirements. The Project's contribution to a cumulative impact on water supply would not be cumulatively considerable and the cumulative impact regarding water supply would be less than significant. Therefore, the cumulative impact to water supply from successive projects of the same type in the same place over time would not be significant.

#### Solid Waste

Implementation of the Project combined with the related Projects would increase the demand on landfill capacity. All development in the City is required to comply with the City's Curbside Recycling Program and the Construction and Demolition Waste Recycling Ordinance to minimize the amount of solid waste generated and the need for landfill capacity.

As discussed above, the landfills serving the Project Site area have more than adequate capacity to accommodate the Project. Therefore, the Project's contribution to cumulative solid waste impacts would not be cumulatively considerable. Therefore, the cumulative impact to solid waste from successive projects of the same type in the same place over time would not be significant.

## 2.12 Guideline 15300.2. Exceptions: (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.

## **Unusual Circumstances**

The Project Site is located in an area that is highly urbanized. The Project Site is currently fully developed with buildings, and is flat. There are no unusual circumstances related to the development of the Project's uses at this location.

The Project proposes an infill development that is consistent with the existing zoning, General Plan land use designation, Redevelopment Plan and the Hollywood Community Plan.

The Project Site is not located within a designated significant ecological area or other overlay that would denote unusual circumstances.

The approximate height and design of proposed building would be comparable to other structures in the area, and thus the Project would not introduce an incompatible scenic element into the community.

Therefore, the Project would be compatible with the existing and future developments in the neighborhood.

## Methane

According to the City of Los Angeles ZIMAS mapping system, the Project Site is not within a Methane Hazard Zone.

## Oil and Gas Fields

According to the Phase I Environmental Site Assessment (ESA) Report prepared for the Project by Orswell & Kasman, Inc., August 31, 2022 (**Appendix E**), there are no producing, idle or abandoned oil wells on or adjacent to the Project Site.

## Geotechnical Considerations

According to the California Department of Conservation, the Project Site is not located within an earthquake fault zone, a liquefaction zone or within a landslide zone.

The Project will be completed in accordance with the provisions of the most current applicable building code and requirements of the LADBS, including the preparation of a soils and geology report, which will be reviewed by LADBS.

## Conclusion

Therefore, there are no unusual circumstances regarding the Project Site or the Project; consequently, there is no reasonable possibility that the Project will have a significant effect on the environment due to unusual circumstances, and this exception does not apply to the Project.

## 2.13 Guideline 15300.2. Exceptions: (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.

There are no designated state scenic highways on, across or within the vicinity of the Project Site. The nearest state-designated scenic highways are a 55-mile segment of SR-2 (Angeles Crest Highway) located over 13 miles to the northeast of the Project Site and a 2.5-mile segment of SR-27 (Topanga Canyon Boulevard) located over 14 miles southwest of the Project Site. In addition, the nearest highways eligible for designation as state scenic highways are SR 187 located over 10 miles to the southwest of the Project Site and I-210 (Foothill Freeway) located over 10 miles to the northeast of the Project Site is located in an area that is highly urbanized, and is currently fully developed with buildings, [what percent impervious?]. As such, the Project Site.

Therefore, this exception does not apply to the Project.

¹⁵¹ https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

# 2.14 Guideline 15300.2. Exceptions: (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.

The following discussion is based on the Phase I Environmental Site Assessment (ESA) Report prepared for the Project by Orswell & Kasman, Inc., August 31, 2022 (**Appendix E**).

California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. The Phase I ESA included a search of such environmental records published by local, state, tribal, and federal agencies pursuant to Government Code Section 65962.5.

The Phase I ESA also evaluated if there were any existing or potential recognized environmental conditions (RECs) affecting the Project Site that could indicate the potential for release of hazardous material into the environment. A REC is the presence or likely presence or any hazardous substances or petroleum products in, on, or at the property due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment.

According to the Phase I ESA, the Project is not listed on the Federal Superfund list, or on the United States Environmental Protection Agency (USEPA), Department of Toxic Substances Control (DTSC), the State Water Resources Control Board (SWRCB), or CalEPA or other list of hazardous materials sites compiled pursuant to Government Code Section 65962. There are no cleanup sites, permitted sites, or SLICS (Spills, Leaks, Investigation, and Cleanup) affecting the Project Site. The Phase I ESA determined that there is no evidence of any historical recognized environmental conditions in connection with the Project Site. Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Therefore, this exception does not apply to the Project.

## 2.15 Guideline 15300.2. Exceptions: (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.

The following analysis is based on the Memorandum prepared for the Project by Architectural Resources Group (ARG) contained in **Appendix F**. The Memorandum provides additional information on, and evaluative justification for, previous historical resources survey findings for the properties at 7014 and 7022 W. Sunset Boulevard located on the Project Site.

As discussed in the Memorandum, historic resources surveys of the Hollywood Redevelopment Area, in whole or in part, were completed in 1986, 1997, 2003, 2010, and 2020.¹⁵² None of the surveys identified 7022 W. Sunset Boulevard as potentially eligible for listing under any designation program criteria (national, state, or local). The Community Redevelopment Agency of the City of Los Angeles, Historic Resources Survey: Hollywood Redevelopment Area, prepared by Chattel Architecture, Planning & Preservation, February 2010 (2010 survey) identified 7014 W. Sunset Boulevard as potentially eligible for listing in the California Register of Historical Resources for its Mid-Century Modern architecture. The accompanying Department of Parks and Recreation (DPR) form did not list any alterations to the property.¹⁵³ However, the Community Redevelopment Agency of the City of Los Angeles, *Historic Resources Survey Report: Hollywood Redevelopment Plan Area* (prepared by Architectural Resources Group, GPA Consulting, and Historic Resources Group, January 28, 2020 (2020 survey update) did not identify 7014 W. Sunset Boulevard as a potentially eligible resource, noting "Does not meet any of the eligibility criteria for listing."¹⁵⁴

As part of the Memorandum, ARG conducted additional research, site visits, and evaluations against federal, state, and local eligibility criteria, and Project Site analysis, and concluded that neither 7014 W. Sunset Boulevard nor 7022 W. Sunset Boulevard is eligible for listing in the National Register, California Register, or as a Los Angeles Historic-Cultural Monument due to the extensive alterations that have been made to each property.

Pursuant to Section 15064.5(a)(2) of the State CEQA Guidelines, the term "historical resource" includes a resource listed or determined eligible for listing in the California Register, listed in a local register of historical resources, or identified as significant in an historical resources survey meeting the requirements in Section 5024.1(g) of the PRC. The properties at 7014 and 7022 W. Sunset Boulevard do not meet any of these requirements. Therefore, they do not qualify as historical resources under Section 15064.5(a)(2).

Regarding indirect historic impacts, there are seven historical resources located adjacent to the Project Site: the Charlie Chaplin Studio (1416 N. La Brea Avenue) which is now the Jim Hensen Company Studio, the Hollywood High School Historic District (1521 N. Highland Avenue), and the residential properties at 6903 De Longpre Avenue, 7022 De Longpre Avenue, 7030 De Longpre Avenue, 7036 De Longpre Avenue, and 1413 N. Mansfield Avenue. As concluded in the Memorandum, the Project would not create indirect impacts on any of these resources, as it would not impair the significance of any of them.

For the reasons stated above and, in the Memorandum, the Project has been determined to not have either a direct or an indirect impact on historical resources. Furthermore, the Project would not result in a cumulative impact to any historical resources, and cumulative impacts to historical resources would be less than significant.

Therefore, this exception does not apply to the Project.

¹⁵² Community Redevelopment Agency of the City of Los Angeles, *Historic Resources Survey: Hollywood Redevelopment Area* (prepared by Chattel Architecture, Planning & Preservation, February 2010); CRA/LA, *Historic Resources Survey Report: Hollywood Redevelopment Plan Area* (prepared by Architectural Resources Group, GPA Consulting, and Historic Resources Group, January 28, 2020).

¹⁵³ Jenna Snow, DPR 523 form for 7014 W. Sunset Boulevard (prepared for the Community Redevelopment Agency of the City of Los Angeles, November 6, 2008).

¹⁵⁴ CRA/LA, Preliminary Findings Table: Ineligible Individual Resources (submitted by ARG/GPA/HRG to Hollywood Heritage December 2018 for review after completion of the reconnaissance survey phase). Per the methodology explained in the final survey report, properties identified as ineligible were not documented further after the reconnaissance phase. See CRA/LA, *Historic Resources Survey Report*, 1-2; 8-9.

#### **D – ENVIRONMENTAL STUDIES**

TREE REPORT TRANSPORTATION ASSESSMENT ACOUSTICAL ASSESSMENT AIR QUALITY ASSESSMENT PHASE 1 ENVIRONMENTAL SITE ASSESSMENT (ESA) HISTORIC MEMORANDUM Appendix A Tree Report

#### **Paul Lewis Landscape Architect**

13351-D Riverside Drive #445 Sherman Oaks, CA 91423 Licensed Landscape Architect #3620 Exp. 2/28/25 Registered Consulting Arborist #800

November 20, 2023

Tracy Chu DLA PIPER LLP. 550 S. Hope St. Suite 2400 Los Angeles, CA 90071-2678

#### Re: 7022 Sunset Blvd. Los Angeles, CA 90028

Dear Tracy,

This letter is regarding the property at 7022 Sunset Blvd. Los Angeles, CA 90028. On November 10, 2023, we visited the site to evaluate the trees on the property.

#### **EXISTING SITE CONDITIONS**

On the property, there is currently a commercial building and adjoining parking lot.

There are four trees on the property and are two street trees.

There are no native trees that are protected by the LAMC Protected Tree Ordinance No. 177404 (There are no California native oaks, Western sycamore/*Platanus racemosa*, California black walnut/*Juglans californica*, or California bay/ *Umbellularia californica*) on the property or on adjacent properties. There are no *Sambucus Mexicana* / Mexican elderberry or *Heteromeles arbutifolia* / Toyon on this site per LAMC Ordinance 186,873.

#### **ADJACENT PROPERTIES**

No trees on adjacent properties will be impacted by construction on this site.

Should you have any questions, please feel free to contact me at 818-788-9382.

Sincerely yours,

Paul Lewis

## Tree Report [TR] for 7022 Sunset Blvd. Los Angeles, CA 90028

1-"Tree Expert" as per Los Angeles Municipal Code (LAMC) Section 17.02 **Tree Expert** – A person with at least four years of experience in the business of transplanting, moving, caring for and maintaining trees and who is (a) a certified arborist with the International Society of Arboriculture and who holds a valid California license as an agricultural pest control advisor or <u>(b) a landscape architect</u> or (c) a registered consulting arborist with the American Society of Consulting Arborists. (Amended by Ord. No. 177,404, Eff. 4/23/06.)

Paul A. Lewis, Landscape Architect, #3620 exp. 2/28/25

2-By whom the TR is prepared: Paul Lewis

3-For whom the TR is prepared: DLA Piper LLP.

4-TR location address with short geographic description:

The property is in a primarily commercial area on Sunset Boulevard. The site is relatively flat sloping 2%-3% from north to south and entirely covered either by the structure or asphalt parking lot except for very three small planting areas where the trees are located.

5- Date TR is prepared: November 20, 2023

6- Date of TR field inspection: November 10, 2023.

7- TR purpose: To review tree inventory on this property to clear condition on an application for a new development.

11 – Field observations: There are four trees in the parking lot and two street trees. One of the street trees is a Mexican fan palm on Sunset. The other is a Camphor tree that has major damage and is a hazard that should be removed by the City immediately.

There are no protected trees/shrubs on site.

12 – Findings: All of the trees on site will be removed and replaced minimum 1:1 with the development of the new apartment building.

#### Date 11-10-2023

Inspector PL

<b>TREE#</b> TAGGED [Y/N]	SPECIES	APPEARANCE	НЕАLTH	MEASUREMENTS:	Height	Canopy [w]	Diam. of Trunk	No. of Trunks	VIGOR: Chlorocia	Deadwood	Mainstem Dieback(Major)	Thinning of Crown	Twig Dieback (Minor)	Witt	Cankers	Canacia	Exudations	Marg. Leaf Scorch	ENVIRONMENT:	Poor Drainage	Soil Build-up	Undermining Erosion	STRUCTURE.	Broken Branches	Cavit Branch	Cavit Trunk	Decay/Rot	Excess Horiz. Growth	Hazardous Conditions	Lopsided Canopy	Low Branching	Mechanical Injury	Roots Exposed	Sharp Branch Angle	Torn Branch Scars	Water Trap	Wire/Nails/ Staples	PESTS:	Ants	Bees	Borers/Termites	Galls	Girdles	Oak Moth		Plant Parasites	Witches Broom
1 N	Morus spp. / Mulberry	ġ	В+		18	55	14	-																																	_				$\perp$	$\perp$	
2 N	Alnus cordata	В	B+		20	20	12	-																																							
3 N	Ulmus parvifolia	Ŗ	В		20'	18'	10	2																																							
4 N	Ficus elastica	-A-	A-		12'	10'	14"	5																																							
5 N ST	Cinnamomum camphora	ш	F		15'	10'	18"	-		×	×	×			>	< >	<			×				×	<	×	×		×			×	{		×					Τ					T		
6 N ST	Washingtonia robusta	÷	-A-		60'	14'	18	-																																					T		
																																									Τ				T		
																																													T		
																																													T		
									T																																T				Ť	Ť	T
						T			T		t				T		t					T		T	1	t														1					+		
						╈									T		t									t														1	1				+		+
						T											T																							1	_			-	t	1	
									T								T					T			T	T														1	-			-	t	+	
									Ť															T																1					t	T	T
						1			Ť				$\uparrow$		T		T							T	1	T			$\top$											1	╡				T	T	
						1			Ť				$\uparrow$		T		T							T	1	1			$\top$											1	╡				T	1	
						╡			╞						T		$\uparrow$					1		T																1				T	T	T	
						╡			╞						T		T					1		T	1															1					T	T	























D POWER LINES	-0-	POWER POLE			
D CONNECT FDC	-(	GUY WIRE			
P. CONNECT FDC	CV	CABLE VAULT			
	4 4	CONCRETE			
HARD BARRIER	-\$	FIRE HYDRANT/FIRE DEP. CONNECT FDC			
OAND DANNEN		WATER METER			
	0	WATER VALVE	BC	DUNDARY MONUMENT NOTES:	
		BACKFLOW PREVENTER	•	DENOTES SET LEAD TACK AND TAG LS	
	-\$6-	LIGHT POLE	Ψ	OFF SET TO PROPERTY CORNER	
	×	STREET LIGHT	0	DENOTES 1" IRON PIPE, CONCRETE PLUG AND TAG LS 9204 ON PROPERTY LINE PRODUCED 2.00' OFF SET TO CORNER	SURVEYOR'S NOTES
	R	ELECTRIC METER	•	DENOTES FOUND CENTERLINE MOMUMENT	1. NO PLOTTABLE EASEMENTS OF RECO
		ELECTRIC BOX	•	AS NOTED	2. ALL PROPERTY CORNERS ESTABLIS
		TELECOMMUNICATION BOX		PROPERTY LINE	PROPORTIONAL DISTANCE PER TRACT 1 39/57
	S	TRAFFIC SIGNAL BOX	A	ESTABLISHED BY L.A. CITY TIE NOTES	
	EP.	ELECTRIC TRANSFORMER PAD	a	FOUND MAG SPIKE AND WASHER LS 8571	
	EV	ELECTRIC VAULT	7		
LE	Ū	TELEPHONE MANHOLE	-9	= BENCH MARK	
		PALM TREE 18" WITH 12' DRIP LINE			
E	$\bigcirc$	<ul> <li>TREE 10" WITH 10' DRIP LINE</li> <li>OR AS NOTED</li> </ul>			



## Appendix B Transportation Assessment

## 7022 Sunset Street Project Transportation Assessment

Prepared For:

Los Angeles City Planning Department

200 N. Spring St., Room 621

Los Angeles, CA 90012

and

Los Angeles Department of Transportation

100 S. Main St., 10th Floor

Los Angeles, CA 90012

August 2024

Prepared By:

# Kimley »Horn

## Table of Contents

Tab	le of Contents	2
Fig	ures	3
Tab	les	3
Арр	pendices	3
I.	Introduction	4
II.	Project Description Environmental Setting	4 8
III.	Existing Street System Existing Transit Service Bicycle and Pedestrian Facilities CEQA Transportation Analyses	8 9 9 <b></b> 10
	Plans, Programs, and Policy Review (Threshold T-1)         Screening Criteria         Impact Criteria         Analysis         Findings.         Vehicle Miles Traveled Analysis (Threshold T - 2.1)         Screening Criteria         Impact Criteria         Analysis         Methodology and Assumptions.         VMT Analysis         Cumulative Analysis         Findings.         Geometric Design Feature Review (Threshold T- 3.1).         Screening Criteria         Impact Criteria         Analysis         Findings.         Geometric Design Feature Review (Threshold T- 3.1).         Screening Criteria         Impact Criteria         Analysis         Findings.	$\begin{array}{c} 10 \\ 10 \\ 10 \\ 12 \\ 12 \\ 13 \\ 14 \\ 14 \\ 14 \\ 14 \\ 15 \\ 16 \\ 16 \\ 16 \\ 16 \\ 17 \end{array}$
IV.	Non-CEQA Transportation Analyses	.18
	Study Area Project Conditions Proposed Project Forecast Trip Generation Related Project Trip Generation Project Access Evaluation Project Construction Construction Analysis PDF TRAF-1: Construction Management Plan	.18 .18 .18 .22 .22 .22 .22
V.	Summary and Conclusions	.24
	CEQA Transportation Analysis Non-CEQA Analysis	.24 .25

## Figures

Figure 1: Project Location	6
Figure 2: Project Site Plan	7
Figure 3: Related Projects Map	21

## Tables

Table 1: LADOT VMT Impact Crite	eria (15% Below APC Average)	
Table 2: Summary of Related Pro	jects	

## Appendices

Appendix A – Approved LADOT Referral Form	26
Appendix B - Bureau of Engineering (BOE) Planning Case Referral Form (PCRF)	31
Appendix C - LADOT's Plans, Policies, and Consistency Worksheet for the Project	40
Appendix D – VMT Calculator	49
Appendix E – LADOT Assessment Letter	52

## I. Introduction

Kimley-Horn and Associates, Inc. (Kimley-Horn) prepared this *Transportation Assessment Report* (Transportation Assessment) for the 7022 Sunset Boulevard Project (the Project), to be located at 7014-7022 West Sunset Boulevard and 1438-1446 North Sycamore Avenue (Project Site) in the City of Los Angeles (City). The Transportation Assessment was prepared in accordance with the latest version of *LADOT's City of Los Angeles Transportation Assessment Guidelines (LADOT TAG) (August 2022)*. A Referral Form describing the Project along with the Project's trip generation was submitted to and approved by LADOT on February 1, 2024. The Referral Form concluded that a Vehicle Miles Travelled (VMT) Analysis was required, but that additional studies, such as an Access, Safety, and Circulation Evaluation, and Access Assessments, were not required. It was also determined that a Memorandum of Understanding (MOU) form was not required per LADOT. The Referral Form is included in **Appendix A**.

## **Project Description**

The Project would demolish an existing 6,690 square foot (sf) adult day care facility and a 6,633 sf commercial building and would construct a seven-story (approximately 86.6 foot tall) mixeduse building comprised of 112 residential units (42 studios, 61 one-bedrooms, and 9 twobedrooms), with approximately 2,875¹ sf of retail space on the ground floor. Of the Project's 112 residential units, 12 would be very low-income units and 99 would be market-rate units and one would be a manager's unit. The Project would include one level of underground parking and one level of surface parking.

The Project would provide 15,064 sf of open space, including 1,650 sf of private open space in the form of individual balconies for the residential units and 13,414 sf of common open space for the residents. On the ground floor, the open space and amenities would include a residential lobby, mail room, office, and a lower courtyard. The second floor would feature a recreation room, and two common open space areas including a courtyard podium deck. The third floor would feature a lower roof deck with a seating area, outdoor kitchen and enclosed dog run. In addition, the roof would feature two deck seating areas and a pool.

The Project proposes one driveway along the eastern side of North Sycamore Avenue that would provide a two-way ingress/egress to both the at-grade parking and the one subterranean parking level beneath the Project building. The Project would provide 60 parking spaces. Five (5) parking spaces for the retail uses would be provided on the ground floor. Also located on the ground floor would be four (4) residential spaces, enclosed long-term bicycle stalls and separate residential and retail trash and recycling rooms. From the ground floor parking area, automobiles would be able to access the underground parking level via a two-way ramp. The subterranean parking level would include 43 residential automobile spaces and 8 commercial spaces. The subterranean parking level would also include the mechanical/electrical rooms for the Project. The Project will also comply with City requirements for providing electric vehicle charging capabilities and electric vehicle charging stations within the proposed parking area. Per Los Angeles Ordinance 186582, 30 percent of the total number of parking spaces provided would be designated electric vehicle (EV) spaces capable of supporting future electric vehicle supply equipment (EVSE) and 20 percent of the spaces would be equipped with EV charging stations. The Project would include

¹ The analysis contained herein assumes a retail square footage of 2,700 square feet, however the slight decrease used in the analysis does not change the conclusion of this report.

83 long-term bicycle stalls on the ground floor and ten (10) short-term bicycle stalls along North Sycamore Avenue.

For purposes of analyzing the Project's potential impacts, this analysis assumes a Project construction schedule of approximately 20 months, with construction beginning in the first quarter of 2025 and final construction ending in the fourth quarter of 2026. The Project would be operational in 2027.

Construction activities would be undertaken in six main steps: (1) demolition; (2) site preparation; (3) grading, excavation, foundations; (4) building construction; (5) paving; and (6) finishing and architectural coatings. Construction activities would be performed in compliance with all applicable laws, ordinances, and regulations. As provided in Section 41.40 of the 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. No construction activities are permitted on Sundays. No nighttime construction activities are anticipated.

The Project would include approximately 11,000 cubic yards of export.



SOURCE: Google Maps, 2023



FIGURE 1: Regional and Vicinity Map

7022 SUNSET BOULEVARD

## Kimley **Whorn**



SOURCE: Newman Architecture, 2024

Z

FIGURE 2: Site Plan

7022 SUNSET BOULEVARD

## Kimley **»Horn**

## **II.** Environmental Setting

The Project study area was defined as including streets that front or are near the Project Site. The LADOT Referral Form for the Project was submitted to LADOT and approved on February 1, 2024. As shown in the approved LADOT Referral Form incorporated as a reference in **Appendix A**, the Project does not meet the criteria for requiring an Access, Safety, and Circulation Evaluation or an Access Assessment. An Access, Safety, and Circulation Assessment is typically required when a project generates a net increase of 500 or more daily trips and an Access Assessment is typically required when a project triggers a site plan review and meets the size screening thresholds outlined in the LADOT Referral Form.

Street classifications for roadways within the City are designated in Mobility Plan 2035, an Element of the General Plan (Los Angeles Department of City Planning, January 2016) (the "Mobility Plan"). Streets near the Project Site and within the Project study area, are described below:

#### Existing Street System

The nearest roadways to the Project Site are:

- Sunset Boulevard (From North Sycamore Avenue to North Orange Drive) Sunset Boulevard is classified as an Arterial Street (secondary Highway) in the City of Los Angeles Mobility Plan. Oriented in the east-west direction, it is located along the north side of the Project Site. It has six travel lanes in the study area, three lanes in each direction. Two-hour metered on-street parking is generally provided on the north and south sides of the street between North Orange Drive and North Sycamore Avenue.
- North Sycamore Avenue (From Sunset Boulevard to De Longpre Avenue) North Sycamore Avenue is classified as a Local Street in the City of Los Angeles Mobility Plan. Oriented in the north-south direction, it is located along the west side of the Project Site. It has two travel lanes in the study area, one lane in each direction. Metered on-street parking is generally provided on the west side of the street between Sunset Boulevard and De Longpre Avenue. No on-street parking is allowed on the east side of the street.
- North Orange Drive (From Sunset Boulevard to De Longpre Avenue) North Orange Drive is classified as a Collector Street in the City of Los Angeles Mobility Plan. Oriented in the north-south direction, it is located east of the Project Site. It has two travel lanes in the study area, one lane in each direction. One-hour on-street metered and unmetered parking is provided on the east side of the street and unmetered on-street parking is provided on the west side of the street between Sunset Boulevard and De Longpre Avenue.
- De Longpre Avenue (From North Sycamore Avenue to North Orange Drive) De Longpre Avenue is classified as a Local Street in the City of Los Angeles Mobility Plan. Oriented in the east-west direction, it is located south of the Project Site. It has two travel lanes in the study area, one lane in each direction. Unmetered on-street parking is generally provided on both sides of the street between North Sycamore Avenue and North Orange Drive.
## **Existing Transit Service**

The Project Site is approximately 0.4 miles from the Hollywood and Highland Metro Station which serves the B Line (formally the Red Line) of the Metro Rail System. Additional existing transit services within 1,320 ft of the Project Site consist of four bus lines operated by either Metro or LADOT.

- Metro Local 2 Route 2 is a local line that travels east-west and north-south between Los Angeles from USC to Westwood, with average headways of 15 to 20 minutes during weekday peak hours.
- Metro Local 212 Route 212 is a local line that travels north-south between Hollywood and the City of Hawthorne, with average headways of 15 to 20 minutes during weekday peak hours.
- Metro Local 224 Route 224 is a local line that travels north-south between Hollywood and Sylmar, with average headways of 15 minutes during weekday peak hours.
- DASH Hollywood Dash Hollywood is a local LADOT transit line that travels east-west and north-south within Hollywood, with average headways of 12 minutes during weekday peak hours.

## **Bicycle and Pedestrian Facilities**

The LADOT Transportation Assessment Guidelines requires a description of the pedestrian and bicycle facilities within one-quarter mile (1,320 ft) of the edge of the Project Site. There are currently no Class I, II, or IV bike facilities located within 1,320 ft from the Project Site. There is an existing Class III bike route along North Orange Drive within the study area. The streets surrounding the Project Site provide a pedestrian network of sidewalks providing easy access to the Project Site, nearby land uses and nearby transit facilities.

The Project would provide 93 bicycle spaces within the Project Site. The Project would provide 83 long-term bicycle spaces on the ground level and 10 short-term bicycle parking spaces located along Sycamore Avenue.

## High-Injury Network

The City of Los Angeles' High Injury Network (HIN) spotlights streets with the highest incidence of severe and fatal collisions in the City of Los Angeles. Sunset Boulevard to the north of the Project study has been identified by the City as part of the HIN.

## **III. CEQA Transportation Analyses**

## Plans, Programs, and Policy Review (Threshold T-1)

Per the LADOT Transportation Assessment guidelines, the City aims to achieve an accessible and sustainable transportation system that meets the needs of all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, and movers of commercial goods. Proposed development projects shall be analyzed to identify potential conflicts with adopted City plans and policies if the proposed project does not meet the screening criteria.

#### Screening Criteria

This section describes the City's screening criteria that are used to determine if a project requires a plans, programs, and policy analysis. If the project requires a discretionary action, and the answer is "yes" to any of the following questions, further analysis will be required to assess whether the proposed project would conflict with plans, programs, ordinances, or policies:

- 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?
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
- 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.)?

#### Impact Criteria

This section describes the City's impact criteria for a plans, programs, and policy analysis.

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

#### Analysis

An analysis is required because the Project requires a discretionary action, and the Project is required to make modifications to the public right-of-way (dedication) along North Sycamore Avenue. The study area for the traffic analysis, was defined as including streets that front or are near the Project Site and include Sunset Boulevard, North Sycamore Avenue, North Orange Drive and De Longpre Avenue. The City of Los Angeles, Bureau of Engineering (BOE) Planning Case Referral Form (PCRF), which shows the Project's dedication and improvement requirements, is attached in **Appendix B**.

The purpose of this section is to evaluate whether the Project would conflict with or would interfere with the City's implementation of a City plan, program, or policy related to the transportation network. **Appendix C** includes LADOT's Plans, Policies, and Consistency Worksheet for the Project. The following documents were reviewed for this analysis:

• **City of Los Angeles Mobility Plan 2035**, which serves as the City's General Plan circulation element. The mobility plan incorporates "complete streets" principles and lays

the policy foundation. The mobility plan also identifies corridors proposed to enhance modes (bicycle, pedestrian, transit, and vehicle). These corridors are categorized as:

- Neighborhood Enhanced Network (NEN) is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel. North Orange Drive within the study area is identified as part of the NEN as Tier 1, which means that there is an opportunity for pedestrian and bicycle safety enhancements in compliance with the City's Mobility Plan.
- Transit Enhanced Network (TEN) is the network of arterial streets enhanced to improve transit service performances and/or the overall experience of people who walk and take transit. None of the streets in the study area is identified as part of the TEN.
- Bicycle Enhanced Network (BEN) is a network of streets planned for protected bicycle lanes and bicycle paths to provide bikeways to a variety of users. Sunset Boulevard within the study area is identified as a Tier 3 bicycle lane. Tier 3 bicycle lanes are bicycle lanes along streets that are defined by pavement striping and signage to delineate the portion of a roadway dedicated for bicycle travel.
- Vehicle Enhanced Network (VEN) is a selection of streets that prioritize vehicular movement and that offer safe, consistent travel speeds and reliable travel times. None of the streets in the study area is identified as part of the VEN.
- Pedestrian Enhanced District (PED) is a selection of streets that enhance the environment to promote more walking, reduce reliance on other modes for shorter trips, promote health, increase the vitality of streets, and more. Sunset Boulevard within the study area is identified as part of the PED.

North Orange Drive and Sunset Boulevard within the Project's study area are included as part of the complete street's corridors outlined in the 2035 Mobility Plan. Based on a review of the Project's proposed land uses and design features, there are no substantial changes to the public right of way along North Orange Drive or Sunset Boulevard that would preclude the City from completing complete streets infrastructure as identified in the 2035 Mobility Plan. As described in **Appendix C**, the Project would be consistent with and would not impede the City's implementation of the Mobility Plan 2035.

The Hollywood Community Plan is one of the 35 Community Plans in the City of Los Angeles; adopted in December 1988, it was designed to accommodate development to the year 2010. An update to the Hollywood Community Plan is currently in process that will guide the development of the Hollywood community area through 2040. The Hollywood Community Plan Update was adopted in May 2023 by the Los Angeles City Council; however, the Plan's implementing ordinances have not been finalized. One of the major objectives of the current 1988 Hollywood Community Plan is to make provisions for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service. While this is a citywide objective, the Project would support its implementation. Specifically, the Project Site is located in a highly urbanized area that is well-served by public transit. The Project would include streetscape improvements such as landscaping to encourage walkability. Furthermore, the Project would provide shortterm and long-term bicycle parking spaces. Thus, the Project would promote the use of alternative modes of transportation, including use of public transportation, walking, and bicycling. The Project would also be consistent with the mobility goals and objectives

within the Hollywood Community Plan Update, which include providing a range of housing and employment opportunities. The Project proposes residential and retail land uses, which would provide a variety of housing opportunities (affordable and market rate housing). The Project would be consistent with the policies of the adopted and Hollywood Community Plan Update.

- Vision Zero Los Angeles is a plan with the goal of eliminating traffic deaths in Los Angeles and to design streets to increase the safety of pedestrians. The High-Injury Network (HIN) represents 6% of city streets (over 450 miles) that account for 70% of deaths and severe injuries for people walking. The Project Site is located on Sunset Boulevard, which is included in the High Injury Network. Although the Project Site is located along the HIN (Sunset Boulevard), it would not add new vehicular access points on Sunset Boulevard and therefore would be consistent with, and not conflict with the implementation of future Vision Zero projects in the public right-of-way.
- LAMC Section 12.21 A.16 (Bicycle Parking) is an ordinance in the Los Angeles County Municipal Code (LAMC) General Provisions section. This ordinance requires bicycle parking spaces and end use facilities for new developments or additions based on the floor area.
  - Residential Land Use The LAMC requires 1 short-term bicycle parking space per 10 units for 1-25 units, 1 short-term bicycle parking space per 15 units for 26-100 units, and 1 short-term bicycle parking space per 20 units for 100-200 units. Additionally, 1 long-term bicycle parking space per unit for 1-25 units, 1 long-term bicycle parking space per 1.5 units for 26-100 units, and 1 long-term bicycle parking space per 2 units for 100-200 units is required per LAMC. Eight short-term stalls and 81 long-term stalls would be required for bicycle parking per the LAMC.
  - Commercial Land Uses The LAMC requires 1 short-term and 1 long-term bicycle parking space per 2,000 sf of commercial area. One short-term stall and 1 longterm stall would be required for bicycle parking per the LAMC.

The Project is proposing 93 bicycle parking spaces, including 83 long-term spaces and 10 short-term spaces. Long-term bicycle parking would be provided on the ground level and short-term bicycle parking spaces would be located along North Sycamore Avenue. The bicycle parking would comply with all requirements of the LAMC.

#### Findings

Based on the results of the analysis of the Project's consistency with plans, programs, and policy, the following findings are made:

- The Project would be consistent/comply with, and would not impede, the City's implementation of the Mobility Plan 2035.
- The Project would be consistent with the policies of the Hollywood Community Plan.
- The Project would be consistent with the goals of Vision Zero Los Angeles.
- The Project would be consistent with the requirements of the LAMC Section 12.21 A.16 (Bicycle Parking).

### Vehicle Miles Traveled Analysis (Threshold T - 2.1)

Per the LADOT Transportation Assessment Guidelines, one objective of the Los Angeles Mobility Plan 2035 is to decrease vehicle miles traveled (VMT) per capita by 20% by 2035. To meet this

objective, a proposed land use projects is required to assess whether it would cause a substantial VMT if the proposed project does not meet the screening criteria.

#### Screening Criteria

This section describes the City's screening criteria that are used to determine if a project requires a VMT analysis. If the project requires a discretionary action, and the answer is "no" to either of the following, further analysis will not be required for Threshold T-2.1, and a "no impact" determination can be made for the threshold:

- Would the land use project generate a net increase of 250 or more daily vehicle trips?
- Would the project generate a net increase in daily VMT?

The following additional screening criteria are used to determine any potential significant impacts for projects that meet the first two screening criteria:

- If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?
- Would the Project or Plan located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?

#### Impact Criteria

This section describes the City's impact criteria for development projects that require a VMT analysis.

- 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. (See **Table 1**)
- 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. (See **Table 1**)

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 where the threshold is not further specified below, measure VMT impacts for the work trip element using the criteria for office projects above. (See Table 1)

Area Planning Commission (APC)	Daily Household VMT Per Capita	Daily Work VMT Per Employee
Central*	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

#### Table 1: LADOT VMT Impact Criteria (15% Below APC Average)

*Project is located in Central APC Source: LADOT TAG

### Analysis

As shown in the approved LADOT Referral Form (**Appendix A**), the Project is estimated to generate 425 net daily trips. Because the Project would be generating more trips than the City's 250 daily vehicle trips threshold, an analysis is required to assess whether the Project would cause substantial VMT. Additionally, the LADOT Referral Form confirms the requirement of a VMT analysis.

### Methodology and Assumptions

Based on the Project's proposed land use information, the residential land uses for market rate multifamily housing and affordable housing were analyzed. Per the LADOT Transportation Assessment Guidelines, the retail portion of the Project would screen out of the VMT analysis since it would be under 50,000 sf (2,575 sf); therefore, the retail portion of the Project is presumed to result in no VMT impact.

The City of Los Angeles VMT calculator, as outlined in the LADOT Transportation Assessment Guidelines, was used to determine the Project's VMT for its residential uses. The VMT estimation tool generates VMT estimates in a manner that is consistent with OPR's guidelines. As the Project Site is located within the Central APC, and the Project proposes residential uses, the VMT impact criteria applicable to the Project is 6.0 daily household VMT per capita, as shown in **Table 1** above.

### VMT Analysis

VMT was calculated for the Project's proposed residential land use using the City's VMT calculator, in compliance with the Transportation Assessment Guidelines. The Project's proposed residential area would result in an estimated VMT per capita of 4.4, which would be below the City's threshold for the Central APC and therefore, the residential portion of the Project is presumed to have a less than significant VMT impact. The detailed VMT calculator results are shown in **Appendix D**.

#### Cumulative Analysis

Whether a project would have a potential cumulative VMT impact is determined by assessing its consistency with the Southern California Association of Government's (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), per the LADOT Transportation Assessment Guidelines. Projects that are consistent with the RTP/SCS in terms

of location, density, and land-use are deemed to be consistent with the RTP/SCS as they would assist in meeting the region's air quality and greenhouse gas (GHG) goals².

The Project Site is currently split zoned. The northern portion of the Project Site has a General Plan Land Use designation of Regional Center Commercial and is zoned C4-2D-SN. The southern portion of the Project Site has a General Plan land use designation of Low Medium II Residential and is zoned RD1.5-1XL. The C4 zone permits commercial uses, including office, retail and restaurant uses. The RD1.5-1XL zone restricts uses to one-family dwellings, two-family dwellings, apartment houses, and multiple dwellings. The SN designation indicates that the Project Site is located in the Hollywood Signage Supplemental Use District.

The Project would be consistent with the SCAG RTP/SCS as it is an infill development and located in an area that promotes the use of a variety of transportation options, which include walking, biking, and the use of public transportation. The proposed Project's land use is similar to the existing use and surrounding uses. The Project is not requesting either a General Plan amendment or a zone change. The Project's proposed retail uses are contained only in the northern portion of the Project Site, and the southern portion of the Project Site contains only residential uses. Furthermore, the Project Site is located within close proximity to similar land uses such as residential and commercial uses. As such, the Project would be consistent with the RTP/SCS as its location, density and land use are similar to the assumptions included in the RTP/SCS for the Project Site area. Because the Project is consistent with the RTP/SCS and has a less than a significant VMT impact, the Project would have a less than significant cumulative impact on VMT.

#### Findings

Based on the results of the VMT analysis, the following findings are made:

- The Project's residential land use would result in an estimated VMT per capita of 4.4, which would be below the City's threshold for the Central APC and therefore, is presumed to have a less than significant VMT impact.
- The Project's retail land use would screen out of the VMT analysis; therefore, the retail land use is presumed to have no VMT impact.
- The Project would be consistent with the SCAG RTP/SCS as it is an infill development located in an area that promotes the use of a variety of transportation options, which include walking, biking, and the use of public transportation. Furthermore, the Project is located within close proximity to similar land uses such as residential and commercial uses. Therefore, the Project would have a less-than-significant cumulative impact as it would contribute to the reduction in VMT in the region andthe cumulative impact on transportation from successive projects of the same type in the same place over time would not be significant.

² As described in the Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG), https://ladot.lacity.gov/sites/default/files/documents/2020-transportation-assessment-guidelines final 2020.07.27 0.pdf

## Geometric Design Feature Review (Threshold T- 3.1)

Per the LADOT Transportation Assessment Guidelines, projects are evaluated to determine if there are potential geometric design feature impacts and potential increases in hazards related to the design of the Project's access points.

#### Screening Criteria

This section describes the City's screening criteria that are used to determine if a project requires a geometric design feature review. If the project requires a discretionary action, and the answer is "yes" to any of the following questions, further analysis will be required to assess whether the proposed project would cause a potential increase of hazards:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
- Is the project proposing to make any voluntary or required modifications to the public rightof-way (i.e., street dedications, reconfigurations of curb line, etc.)?
- Would the land use project add 25 or more trips to any freeway off ramp in either the morning or afternoon peak hour?

#### Impact Criteria

This section describes factors that the City considers when evaluating a project's access plans to determine if the project would substantially increase hazards due to a geometric design feature. The following factors are considered:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that the project introduces 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.

#### Analysis

#### Pedestrian and Bicyclists

Pedestrian access into the Project would be separated from vehicle access points. Pedestrians and bicyclists would be able to access the Project Site via existing sidewalks along North Sycamore Avenue and Sunset Boulevard. A prominent entry plaza located at the northwestern corner of Sunset Boulevard and North Sycamore Avenue would lead into the commercial areas that would front Sunset Boulevard. A second entry from Sunset Boulevard would provide access into the residential leasing office located east of the commercial area. An additional pedestrian entrance into the residential lobby would be located on North Sycamore Avenue. Bicycle parking facilities would be provided on-site as part of the Project, which includes short term and long-term bicycle stalls. The Project's access locations would be designed in compliance with City standards and safety requirements to be provide adequate sight distance, sidewalks, crosswalks and pedestrian movement controls.

#### Vehicular Access

Vehicular access to the Project Site is currently provided by one driveway on North Sycamore Avenue. The Project proposes to close the existing driveway on North Sycamore Avenue and provide vehicle access to the Project Site via a new driveway along the eastern side of North Sycamore Avenue that would provide a two-way ingress/egress to the at-grade parking and one subterranean parking level beneath the Project. The Project would provide 60 parking spaces. Five (5) parking spaces for the retail uses would be provided on the ground floor. Also located on the ground floor would be four (4) residential spaces, enclosed long-term bicycle stalls and separate residential and retail trash and recycling rooms. From the ground floor parking area, automobiles would be able to access the underground parking level via a two-way ramp. The subterranean parking level would include 43 residential automobile spaces and 8 commercial spaces.

Although Sunset Boulevard within the study area is along the City's HIN, the Project's driveways would be along North Sycamore Ave (not on the HIN) and designed to comply with LADOT standards. The proposed driveway is on a low-volume local street with no existing bike lane or transit stops. Hence, the Project would not be expected to increase hazards or conflicts.

#### Caltrans Freeway Impact Analysis

A Caltrans Freeway Ramp Impact Analysis is required when a Project is expected to add more than 25 trips to any freeway off-ramp in either the AM or PM peak hour. The initial screening involves identifying the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site. The Project was screened by distributing the Project trips as determined in the VMT calculator (**Appendix D**) across the AM and PM peak hours and the multiple freeway off-ramps in the Project vicinity. The closest freeway ramps to the Project Site are over 1.5 miles way, along US-101. Based on the AM and PM peak hour trips, it was determined that the Project would not add more than 25 trips to any freeway off-ramp in either the AM or PM peak hour, and therefore, a freeway off-ramp analysis is not required.

#### Findings

Based on the results of the geometric design feature review, the following findings are made:

- The Project Site would not create physical obstructions that would impact the visibility or safety
  of pedestrians or bicyclists.
- The Project would not add more than 25 trips to any freeway off-ramp in either the AM or PM peak hour. Therefore, a Caltrans freeway impact analysis is not required.

## **IV. Non-CEQA Transportation Analyses**

This portion of the traffic study has been performed in accordance with the latest version of the LADOT Transportation Assessment Guidelines. No traffic impact analysis was required based on the conclusion in the LADOT Referral Form; therefore, the following non-CEQA analysis was conducted:

- Project Trip Generation Analysis
- Related Project's Trip Generation Analysis
- Project Construction Analysis

### Study Area

As mentioned in the Environmental Setting section of this Transportation Assessment, the Project study area was defined as including the streets that front or are near the Project Site; no intersections were included as part of the study area, per the LADOT Referral Form. The Project Site is bounded by Sunset Boulevard to the north, and North Sycamore Avenue to the west. Although neither North Orange Drive, toward the east, nor De Longpre Avenue, toward the south, fronts the Project Site, both are near Project Site and were included as part of the study area.

### **Project Conditions**

### Proposed Project Forecast Trip Generation

The Project's potential daily trip generation was calculated using the City's VMT calculator (Version 1.4) trip generation rates for multi-family/affordable housing and general retail. In addition, an existing trip generation credit was captured for the existing 6,690 sf adult day care building on the Project Site. The Project is anticipated to generate a net increase of 425 daily trips after capturing an existing use credit of 78 daily trips. The VMT calculator results showing the daily trip generation are attached in **Appendix D**³. The referral form showing the existing land use credit and Project net trip generation is shown in **Appendix A**.

#### Related Project Trip Generation

Daily, AM peak period, and PM peak hour volumes from related projects (approved or pending projects located within one-half mile of the proposed Project Site) were captured for the noise and air quality analyses for the Project. The list of related projects was provided by LADOT in an email on January 25th, 2024. **Table 2** lists the thirteen related projects and the trips generated by each related project per information provided by LADOT. The locations of the related projects are shown in **Figure 3**.

³ The analysis contained herein assumes a retail square footage of 2,700 square feet. The Project's retail square footage is 2,875; however, the slight decrease used in the analysis does not change the conclusion of this report.

Man No	Project Name	Address Description	Description	Daily	A	M Peak Ho	our	PM Peak Hour			
inspirior				Duily	In	Out	Total	In	Out	Total	
1	6753 Selma Mixed- Use Project	6753 W Selma Ave	51 Apartments and 438 Retail SF	286	5	13	18	14	10	24	
2	Hawthorn Mixed-Use	6831 W Hawthorn Ave	140 Residential Units & 1,207 Restaurant/Café SF	545	16	35	51	31	19	50	
3	Fast Food with Drive Through	6800 W Sunset Blvd	2,129 SF Fast-Food with Drive Through	343	18	18	36	15	14	29	
4	6766 Hawthorn Micro-Housing Mixed-Use	6766 W Hawthorn Ave	58 Apartments (7 affordable) & 220 Retail SF	225	0	0	0	0	0	0	
5	Hollywood Central Mixed-Use	1633 N Cherokee Ave	633 Apartments, 44,778 Office SF, and 67,328 Restaurant/Retail SF	6539	179	257	436	271	159	430	
6	CMNTY Culture Campus Office and Restaurant	6767 W Sunset Blvd	498,190 Office SF and 5,330 Restaurant SF	2707	337	51	388	47	326	373	
7	Tesla Santa Monica	7001 W Santa Monica Blvd	34 Charging/Parking Spaces and 4,440 Café SF	351	9	13	22	5	12	17	
8	Las Palmas Mixed- Use	1149 N Las Palmas Avenue	81,424 Office SF, 485 Retail SF	618	113	15	128	20	101	121	
9	Hollywood Mixed- Use	7107 W Hollywood Blvd	410 Apartments, 5,000 Retail SF, 5000 Restaurant SF	2637	49	157	206	167	86	253	
10	Highland Mixed-Use	1233 N Highland Ave	72 Apartments (2022 Construction)	714	11	27	38	38	28	66	
11	Crossroads Hollywood	6701 W Sunset Blvd	Crossroads Hollywood Mixed-Use	14833	381	498	879	733	548	1281	
12	6901 Santa Monica Mixed-Use	6901 W Santa Monica Blvd	231 Apartments, 5,000 Restaurant SF, 10,0000 Retail SF (In Construction)	1010	0	78	78	86	19	84	
13	Chaplin Hotel Project	7219 W Sunset Blvd	93 Hotel Rooms and 2,800 Restaurant SF	761	27	18	45	27	29	56	
Total				31,569	1,145	1,180	2,325	1,454	1,351	2,784	

### Table 2: Summary of Related Projects

Transportation Assessment Report

Page 19





#### **Transportation Assessment Report**

## Project Access Evaluation

The Project would have one driveway providing access to the new building. The driveway is proposed along North Sycamore Avenue and would provide two-way entry/exit to the at-grade parking and one subterranean parking level beneath the Project. Drivers can exit and travel northbound or southbound to North Sycamore Avenue.

## **Project Construction**

### **Construction Analysis**

This section contains a construction period traffic analysis and assesses whether the construction would interfere with circulation for pedestrians, bicyclists, transit users or motorists. As per the LADOT Transportation Assessment Guidelines, the construction impacts were analyzed under the following categories:

- 1. Temporary traffic constraints
- 2. Temporary loss of access
- 3. Temporary loss of bus stops or rerouting of bus lines.

The construction of the Project would begin with the demolition of the existing adult day care and commercial buildings, and surface parking lot on the Project Site, followed by site preparation, grading, building construction, and paving/concrete installation, and finishing and architectural coatings. The construction of the Project is expected to be completed by the beginning of 2027.

Temporary closure of on-street parking along Sunset Boulevard adjacent to the property frontage would be requested to allow for ongoing construction access and vehicle staging, as well as loading and unloading.

#### Temporary Traffic Constraints

During construction, traffic on North Sycamore Avenue and Sunset Boulevard could be intermittently disrupted due to vehicle loading and unloading. Such intermittent travel lane closures may disrupt local traffic. However, a Construction Management Plan, which would include a worksite traffic control plan, would be prepared, in accordance with applicable City guidelines, for any temporary closure of vehicle lanes or sidewalks, and these plans would provide for the safe and efficient movement for vehicular, bicycle, and pedestrian traffic.

#### Temporary Loss of Access

During construction, the Project Site would be secured with perimeter fencing. The existing land uses in the proximity of the Project Site would remain open throughout the construction period. Pedestrian and vehicular access to properties near the Project Site would also remain open for the duration of construction. During construction, the sidewalks along North Sycamore Avenue and Sunset Boulevard may be temporarily disrupted. A pedestrian walkway or pedestrian rerouting would be provided as an alternative for pedestrians during construction and would also be addressed in the worksite traffic control plans.

Appropriate signage would be implemented to direct pedestrians to accessible routes during this time.

Transportation Assessment Report

#### Temporary Loss of Bus Stops or Rerouting of Bus Lines

The construction of the Project would not result in any temporary loss of bus stops or rerouting of bus lines.

#### Haul Route and Truck Analysis

The proposed haul route for the Project would require trucks to access the Project Site from the nearby US-101 using Sunset Boulevard. As part of the Project, a detailed Construction Management Plan (**PDF TRAF-1**), would be implemented to minimize the effect of Project construction on vehicles, bicyclists, and pedestrians, which is discussed in the following section. As noted in PDF TRAF-1, haul route scheduling would be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the Hollywood High School. Any hauling activities would not be routed past Hollywood High School during periods when the school is in session, especially when students are arriving or departing from campus.

### PDF TRAF-1: Construction Management Plan

The contractor would develop a Construction Management Plan as part of the Project and submit it to the City of Los Angeles for approval to reduce the Project's potential construction impact. The Construction Management Plan would include the following:

- Coordinate with the City to ensure adequate access to the Project Site and land uses in proximity of the Project Site is maintained.
- Pick-ups, deliveries, and exports of construction materials should be scheduled during offpeak hours to the extent possible.
- Reduce the potential of trucks waiting for extended periods to load or unload.
- Determine the number and location of flag personnel required during traffic rerouting and deliveries.
- Contractor to post construction notices/hotlines at several locations on the Project Site.
- Establish requirements for storage of materials and loading/unloading on the Project Site.
- Worksite traffic control plans approved by the City of Los Angeles should be implemented to route vehicles, bicyclist and pedestrians around the area during any parking, travel lane or sidewalk closures.
- Coordination with Hollywood High School administrators regarding the Project's construction schedule, points of contact, and identification of measures to avoid disruption of school activities. These activities include but not limited to, pick-up/drop-off by vehicles and foot, use of the school parking lot, outdoor breaks and recreation, noise beyond codified limits (though none is being proposed), and any construction activities that have potential to create airborne particulates from grading.
- Haul route scheduling shall be sequenced to minimize conflicts with Hollywood High School. Haul route trucks shall not be routed past Hollywood High School while school is in session, especially when students are arriving or departing from the campus.
- The crosswalk at the North Sycamore Avenue and Sunset Boulevard intersection identified in the Hollywood High School Safe Routes to School (SRTS) plan would be maintained during construction or an alternative pedestrian access route would be provided per the standards of the SRTS⁴.

Transportation Assessment Report

⁴ LADOT Livable Streets. "LADOT Livable Streets," n.d. https://ladotlivablestreets.org/projects/Hollywood-SRTS-Plan.

## V. Summary and Conclusions

This report documents the results of the Transportation Assessment completed for the Project. The following summarizes the results of the Assessment:

#### **CEQA** Transportation Analysis

- The Project includes the demolition of an existing 6,690 sf adult day care facility and a 6,633 sf commercial building and would construct a seven-story building with 112 residential dwelling units (42 studios, 61 one-bedrooms, and 9 two-bedrooms; 12 very low-income units and 100 market-rate units) and 2,575 sf of retail space.
- Threshold T-1: Less than significant impact.
  - Based on the Project's land uses and design features, the Project would be in conformance with, and would not interfere with, implementation of City's plans, programs, and policies related to the transportation network. The Project would not conflict with City of Los Angeles Mobility Plan 2035, the adopted Hollywood Community Plan or the adopted, but not yet implemented, draft Hollywood Community Plan Update. The Project would be consistent with Vision Zero, and the LAMC. (See Appendix C)
- Threshold T-2: Less than significant impact.
  - The Project's proposed residential area would result in an estimated VMT per capita of 4.4, which would be below the City's threshold for the Central APC. The Project's retail land-use would screen out of the VMT analysis; therefore, there would be no VMT impact for the commercial portion of the Project. Therefore, the Project is presumed to have a less than significant VMT impact. (See Appendix D)
  - The Project would be consistent with the SCAG RTP/SCS as it is an infill development that is consistent with the Project Site's existing land use designation and zoning and located in an area that promotes the use of a variety of transportation options, which include walking, biking, and the use of public transportation. Furthermore, the Project is located within close proximity to supporting land uses such as residential, studio, and commercial uses. Therefore, the Project would be consistent with the current SCAG regional plan and would have a less than significant VMT impact. Therefore, the Project would have a less than significant cumulative impact.
- Threshold T-3: Less than significant impact.
  - The Project's driveway would be designed to comply with LADOT standards. The Project would provide vehicular access along North Sycamore Avenue, which is a low-volume local street with no existing bike lanes or transit facilities. North Sycamore Avenue would contain one driveway permitting the entry and exit of vehicles. The Project would not be expected to increase hazards or conflicts.

 Pedestrians and bicyclists would be able to access the Project Site via sidewalks around the perimeter of the Project Site. Bicycle parking facilities will be provided on-site by the Project. The Project's access locations would be designed in compliance with City standards and safety requirements to provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls.

#### Non-CEQA Analysis

- The Project does not require either an Access, Safety, and Circulation Evaluation or an Access Assessment per the LADOT Referral Form.
- The Project is estimated to generate approximately 425 net new daily trips.
- The Project is anticipated to have temporary sidewalk disruptions and temporary lane closures during construction. The Project would develop a Construction Management Plan to reduce the potential impacts.

# Appendix A – Approved LADOT Referral Form



## TRANSPORTATION STUDY ASSESSMENT

### DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

**RELATED CODE SECTION:** Los Angeles Municipal Code Section 16.05 and various code sections.

**PURPOSE:** The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

#### GENERAL INFORMATION

- Administrative: <u>Prior</u> to the submittal of a referral form with LADOT, a Planning case must have been filed with Los Angeles City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area <u>may be required to</u> <u>pay a traffic impact assessment fee</u> regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at <u>http://ladot.lacity.org</u>.
- > A transportation study is not needed for the following project applications:
  - o Ministerial / by-right projects
  - Discretionary projects limited to a request for change in hours of operation
  - Tenant improvement within an existing shopping center for change of tenants
  - o Any project only installing a parking lot or parking structure
  - Time extension
  - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT.

#### SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

- □ Copy of Department of City Planning Application (<u>CP-7771.1</u>).
- □ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.
- □ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.
- □ Copy of project-specific VMT Calculator analysis results.

## TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

**LADOT DEVELOPMENT SERVICES DIVISION OFFICES**: Please route this form for processing to the appropriate LADOT Development Review Office as follows (see <u>this map</u> for geographical reference):

Metro	West LA		Valley			
213-972-8482	213-485-1062	818-374-4699				
100 S. Main St, 9 th Floor	7166 W. Manchester Blvd	6262 V	′an Nuys Blvd, 3 rd Floor			
Los Angeles, CA 90012	Los Angeles, CA 90045	Va	in Nuys, CA 91401			
1. PROJECT INFORMATIO	Ν					
Case Number:						
Address:						
Project Description:						
Seeking Existing Use Credit (wil	I be calculated by LADOT): Yes	No	Not sure			
Applicant Name:						
Applicant E-mail:	Applicant Phone	e:				
Planning Staff Initials:	Date:					

### 2. PROJECT REFERRAL TABLE

	Land Use (list all)	Size / Unit	Daily Trips ¹			
Broposed ¹						
Floposeu						
		503				
a. Does t	he proposed project involve a discretionary action?	)	Yes 🗆 No 🗆			
<b>b.</b> Would	the proposed project generate 250 or more daily v	ehicle trips ² ?	Yes 🗆 No 🗆			
c. If the p	project is replacing an existing number of residentia	I units with a smaller				
numbe	er of residential units, is the proposed project locate	d within one-half mil	e			
of a he	eavy rail, light rail, or bus rapid transit station ³ ?		Yes 🗆 No 🗆			
If YES to a	<b>a.</b> and <b>b.</b> or <b>c.</b> , or to <b>all</b> of the above, the Project <u>mu</u>	ust be referred to LA	DOT for further			
assessme	nt.					
Verified by: Planning Staff Name:Phone:Phone:						
	Signature:	Date:				

¹ Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

²To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's <u>VMT Calculator User Guide</u> and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

³ Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

### TO BE COMPLETED BY LADOT

### 3. PROJECT INFORMATION

	Land Use (list all)	Size / Unit	Daily Trips
	Multi-family housing	106 DU	
Dropood	Multi-family housing (affordable)	6 DU	
Floposeu	General Retail	2.7 ksf	
		Total new trips:	503 DVT
	Adult daycare facility	N/A	
Eviating			
Existing			
		Total existing trips:	78 DVT
	Net Increase	/ Decrease (+ or - )	+425
<b>a</b> Is the	project a single retail use that is less than 50 000 s	square feet?	

a.	is the project a single retail use that is less than 50,000 square leet?	tes 🗆	
b.	Would the project generate a net increase of 250 or more daily vehicle trips?	Yes 🛛	No 🗆
C.	Would the project generate a net increase of 500 or more daily vehicle trips?	Yes □	No 🛛
d.	Would the project result in a net increase in daily VMT?	Yes 🛛	No 🗆
e.	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 heavy rail, light rail, or bus rapid transit station?	Yes □	No 🗆
f.	Does the project trigger Site Plan Review (LAMC 16.05)?	Yes ⊠	No 🗆
g.	<ul><li>Project size:</li><li>i. Would the project generate a net increase of 1,000 or more daily vehicle</li></ul>	trips?	

- ii.Is the project's frontage 250 linear feet or more along a street classified<br/>as an Avenue or Boulevard per the City's General Plan?Yes □No ⊠
- iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? Yes □ No ⊠

#### VMT Analysis (CEQA Review)

If **YES** to **a**. <u>and</u> **NO** to **e**. a VMT analysis is **NOT** required.

If **YES** to both **b.** and **d.**; <u>or</u> to **e.** a VMT analysis **is** required.

#### Access, Safety, and Circulation Assessment (Corrective Conditions)

If **YES** to **c**., a project access, safety, and circulation evaluation may be required. If **YES** to **f**. and either **g**.**i**., **g**.**ii**., or **g**.**iii**., an access assessment may be required.

#### LADOT Comments:

The project would be required to do a VMT analysis (DVT greater than 250) and an assessment, safety, and circulation evaluation is not required (DVT is less than 500).

Yes 🗆 No 🖄

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4.	Specific Plan with Trip Fee or T		Yes □	No 🗆			
	Fee Calculation Estin						
	VMT Analysis Required (Questic		Yes 🖄	No 🗆			
	Access, Safety, and Circulation I		Yes □	No 🛛			
	Access Assessment Required (C	Question c., f., and either g.i., g.ii. or	g.iii satisfi	ied):	Yes □	No 🖄	
	Prepared by DOT Staff Name: Jimmy Vivar Phone: 213-9						
	Signature: Date: Date:						

Appendix B - Bureau of Engineering (BOE) Planning Case Referral Form (PCRF)

Reference Number:



#### PRELIMINARY LAND USE REPORT

(PLANNING CASE REFERRAL FORM (PCRF))

The City of Los Angeles, Bureau of Engineering (BOE) / Department of City Planning (DCP)

This is a Preliminary Land Use Report to provide the applicant with a general understanding of what <u>may</u> be required by BOE for a City Planning Case if, after filing, it is referred to BOE; and what may otherwise be required by BOE per Los Angeles Municipal Code Section 12.37 (Highway and Collector Street Dedication) if the City Planning Case is not referred to BOE.

Part I: To be completed by Applicant	DCP Case Number (If Available):		
Applicant:	Address:		
Phone:	Email:		
Owner:	Address:		
Project Address:	APN:		
Project Description (attach ZIMAS Map with highlighted Parcel(s)):			

Is there a Tract or Parcel Map being filed in conjunction with this:

If yes; provide Map No. _____

Has the Tract / Parcel report been prepared and submitted to DCP by BOE:

Will new building(s)/structure(s) be constructed as part of this project:

The Preliminary Land Use Report may be voluntarily filed to provide a general understanding of potential required dedication and improvements on existing streets but is not intended to provide preliminary requirements for a Subdivision (Tract or Parcel Map), Private Street Case, or Street/Alley Vacation. If a Tract/Parcel report has been prepared and submitted to DCP by BOE, please refer to the Tract/Parcel map conditions.

#### Part II: To be Completed by BOE Staff:

Is property within the Hillside Ordinance area (Sections 12.21A17 & 12.21

C10 of LAMC)?:

Is the property subject to Section 12.37 of the LAMC? :

Is the project in the Historic Overlay Preservation Zone? :

Does the project adjoin a State Highway?

Is the project within 100' of the intersection of the intersection of the building lines of a corner lot?

(Per Section 91.106.4.7.1 of LAMC)

Is the project within a streetscape area?

The Preliminary Land Use Report does not provide preliminary information for projects subject to the Baseline Hillside Ordinance. (Obtain a Hillside Referral Form from BOE for Hillside Ordinance project requirements.)

## DEDICATIONS

Street/Alley	Classification	Ex Full R/W	Req Full R/W	Ex Adj.Half R/W	Req Adj. Half R/W	Adjacent Dedication Required	Required under 12.37	Required under a DCP Referred Planning Action

Corner	Classification	Dimensions	Required under 12.37	Required under a DCP Referred Planning Action

ADDITIONAL NOTES:

## **IMPROVEMENTS**

Street/Alley	Classification	Ex Full Roadway	Req Full Roadway	Ex adjacent half Roadway	Required adjacent Hall Roadway	Missing Improvements	Exist. Trees	Exist. CB	Potential Widening	Required under 12.37	Required under a DCP Referred Planning Action

Corner	Classification	Provide/ Upgrade Corner Ramp	Required under 12.37	Required under a DCP Referred Planning Action

Street Trees: If the recommendation for Street Widening is marked "Yes", street tree removals may be required. Street Tree removals must be approved by the Board of Public Works. Applicants shall contact the Urban Forestry Division (UFD) of StreetsLA at (213)-847-3077 before proceeding with the Master Land Use Application. Applicants are also advised to contact Urban Forestry Division (UFD) of Streets LA for proposed driveway location impacting existing street trees.

ADDITIONAL NOTES:

PRELIMINARY LAND USE REPORT

Removal/Replacement of Existing Improvements: In all cases, applicants may be required to close any unused driveways; remove and replace sidewalks not compliant with ADA requirements; and install/replace public improvements such as driveway aprons and access ramps to meet ADA requirements. In cases referred to BOE by DCP, applicants may also be required to remove and replace broken, off-grade, or bad order curb, gutter, driveways, sidewalks, or alley/street pavement.

Newly Dedicated Areas: In all cases referred by DCP to BOE, applicant may be required to fill in newly dedicated areas with concrete sidewalk, and will be required to remove or obtain Revocable Permit for any encroachments. In cases not referred but subject to L.A.M.C. Section 12.37, where there is existing sidewalk, applicant will have the option to either: fill in newly dedicated areas with concrete sidewalk, obtain revocable permit for existing or new encroachments, or install/retain standard plant materials such as grass.

Other Public Improvements: Planning Cases may also have requirements for Public Improvements determined by Bureau of Street Lighting (BSL), Urban Forestry Division (UFD) of StreetsLA, and Los Angeles Department of Transportation (LADOT)

Ft.

## SEWERS

Does the lot have a legal connection to the sewer?

Distance from subject lot to the nearest mainline sewer?

Sewers Exist in the following Rights-of-Way	Street/R/W	Street/R/W	Street/R/W	Street/R/W
Enter street names (select from options provided				
above)				

Sewer easement within the project site?

Sewer facilities within easements?

ADDITIONAL NOTES:

## **STORM DRAINS**

Are there storm drain catch basins existing in the right-of-way adjacent to the project site? ______ (Number)

Storm Drain easement within the project site?

Storm Drain facilities within easements?

ADDITIONAL NOTES:

Reference Number:

ADDITIONAL NOTES (cont.):

NOTE: This is a Preliminary Land Use Report to provide the applicant with a general understanding of what <u>may</u> be required by BOE for a City Planning Case if, after filing, it is referred to BOE; and what may otherwise be required by BOE per Los Angeles Municipal Code Section (LAMC) 12.37 (Highway and Collector Street Dedication) if the City Planning Case is not referred to BOE.

For City Planning Cases, a formal investigation and engineering report may be required, if so determined by the City Planning Department. If so, the Engineering Report will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the Engineering Report.

For cases not referred by City Planning to BOE, requirements of LAMC Section 12.37 may be applicable. To determine requirements of LAMC Section Section 12.37, a formal investigation and engineering report may be required during the Building Permit Plan Check clearance process as applicable. If so, the Highway Dedication ("R3") letter will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the Highway Dedication ("R3") letter. [LAMC Section 12.37 provides for minimum dedication and improvement requirements which do not preclude conditions established by City Planning actions]

Prepared by: ______

Date:_____

Reviewed by:_____

Date:



Appendix C – LADOT's Plans, Policies, and Consistency Worksheet for the Project



Attachment D: Plan, Policy, and Program Consistency Worksheet

### **Plans, Policies and Programs Consistency Worksheet**

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

**Threshold T-1**: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.** 

For any response to the following questions that checks the box in **bold text** ((i.e.  $\square$  Yes or  $\square$  No), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

#### I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

🗆 Yes 🛚 No

🛛 Yes 🗆 No

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

🕱 Yes 🗆 No

#### **II. PLAN CONSISTENCY ANALYSIS**

#### A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

# LADOT

Plan, Policy, and Program Consistency Worksheet

**Mobility Plan 2035 Policy 2.1** – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

**Mobility Plan 2035 Policy 2.3** – Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

*Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.* 

#### Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.2 If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation.  $\Box$  Yes  $\boxtimes$  No  $\Box$  N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

□ Yes 🛛 No □ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Sycamore Ave Frontage 1 Existing PROW'/Curb' : Existing _	57.5' Required	60' Proposed	60'
Frontage 2 Existing PROW'/Curb' : Existing _	Required	Proposed	
Frontage 3 Existing PROW'/Curb' : Existing _	Required	Proposed	
Frontage 4 Existing PROW'/Curb' : Existing _	Required	Proposed	

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

Orange Drive - Neighborhood Enhanced Network (NEN) Sunset Boulevard - Bicycle Enhanced Network (BEN) & Pedestrian Enhanced District (PED)

# LADOT

Plan, Policy, and Program Consistency Worksheet

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see Transportation Assessment Support Map.¹

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services? **Yes, the project is within a Metro Bike Share service area.** 

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

#### B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

#### **B.1 Project-Initiated Changes to the PROW Dimensions**

These questions address potential conflict with:

**Mobility Plan 2035 Policy 2.1** – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

**Mobility Plan 2035 Policy 2.3** – Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

*Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.* 

**Mobility Plan 2035 Policy 2.10** – Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

¹ LADOT Transportation Assessment Support Map <u>https://arcg.is/fubbD</u>



#### Plan, Policy, and Program Consistency Worksheet

- modifying existing bus stop, transit shelter, or other street furniture
  - paving, narrowing, shifting or removing an existing parkway or tree well

🛛 Yes 🗆 No

Project proposes a two and a half foot sidewalk widening along Sycamore Ave. <u>B.2 Driveway Access</u>

These questions address potential conflict with:

*Mobility Plan 2035 Policy 2.10* – *Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.* 

**Mobility Plan 2035 Program PL.1. Driveway Access.** Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

*Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

#### Site Planning Best Practices:

- Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.
- Minimize both the number of driveway entrances and overall driveway widths.
- Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.
- Orient vehicular access as far from street intersections as possible.
- Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).
- Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet² along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or

² for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.


Plan, Policy, and Program Consistency Worksheet

 locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

🗆 Yes 🛛 No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

#### **Impact Analysis**

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see Transportation Assessment Support Map.³

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

□ Yes 🖄 No 🗆 N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

□ Yes 🛛 No □ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

³ LADOT Transportation Assessment Support Map <u>https://arcg.is/fubbD</u>

# LADOT

Plan, Policy, and Program Consistency Worksheet

environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

#### **C. Network Access**

#### C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

**Mobility Plan Policy 3.9** Increased Network Access: Discourage the vacation of public rights-of-way.

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

🗆 Yes 🛚 No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

🗆 Yes 🗆 No 🛛 N/A

#### C.2 New Cul-de-sacs

These questions address potential conflict with:

**Mobility Plan 2035 Policy 3.10** Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac? □ Yes ≤ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

🗆 Yes 🗆 No 🛛 N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either C.1.2 or C.2.2 are NO, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

#### **D.** Parking Supply and Transportation Demand Management

These questions address potential conflict with:

**Mobility Plan 2035 Policy 3.8** – Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.

**Mobility Plan 2035 Policy 4.8** – Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.



Plan, Policy, and Program Consistency Worksheet

**Mobility Plan 2035 Policy 4.13** – Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount⁴ as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

🗆 Yes 🛚 No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

□ Yes **□** No ⊠ N/A

If the answer to **D.2.** is **NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

🛛 Yes 🗆 No

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

🗆 Yes 🕱 No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

□ Yes □ No 🛛 N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

⁴ The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.



#### Plan, Policy, and Program Consistency Worksheet

bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

#### E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

🛛 Yes 🗆 No

E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?

E.3 If the Answer to E.1 is NO, does the Project result in a net increase in VMT?

□ Yes □ No 🖾 N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

## Appendix D – VMT Calculator

# **CITY OF LOS ANGELES VMT CALCULATOR Version 1.4**



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



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?

0	Yes	•	No

Existing Land Use				
Land Use Type		Value	Unit	
Housing   Multi-Family	-	106	DU	
Click here to add a single custom land use type (	will b	e included in	the above l	ist)
Proposed Project	La	nd Use		
Land Use Type		Value	Unit	
Housing   Multi-Family	-	106	DU	
Housing   Affordable Housing - Family		6	DU	
Retail   General Retail Housing   Multi-Family		2.7	ksf	_
		100		

Click here to add a single custom land use type (will be included in the above list)

**Project Screening Summary** 

Existing Land Use	Propos Projec	ed ct	
<b>0</b> Daily Vehicle Trips	0 503 v Vehicle Trips Daily Vehicle Trips		
<b>O</b> Daily VMT	0 3,251 Daily VMT Daily VMT		
Tier 1 Screening Criteria			
Project will have less residential units compared to existing residential units & is within one-half in mile of a fixed-rail station.			
Tier 2 Screening Criteria			
The net increase in daily trips < 250 trips 503 Net Daily Trips			
The net increase in daily VMT ≤ 0 3,251 Net Daily VMT			
The proposed project consists of only retail2.700land uses $\leq$ 50,000 square feet total.ksf			
The proposed project is required to perform VMT analysis.			

Measuring the Miles

# **CITY OF LOS ANGELES VMT CALCULATOR Version 1.4**



# **Project Information**



Proposed Project Land Use Type	Value	Unit
Housing   Affordable Housing - Family	6	DU
Retail   General Retail	2.7	ksf
Housing   Multi-Family	106	DU

elect each section to show individ	lual strategies egy is part of t	ne proposed project or is a	mitigation strategy	
Max Home Based TDM A Max Work Based TDM A	Achieved? Achieved?	Proposed Project No No	With Mitigation No No	
A	Pa	rking		
Reduce Parking Supply	100 city	code parking provision for	the project site	
Proposed Prj 🔽 Mitigation	74 actu	al parking provision for the	e project site	
Unbundle Parking Proposed Prj Mitigation	175 mor site	thly parking cost (dollar) fo	or the project	
Parking Cash-Out Proposed Prj Mitigation	50 perc	ent of employees eligible		
Price Workplace Parking Proposed Prj Mitigation	6.00 _ erc	daily parking charge (doll eent of employees subject t sing	ar) o priced	
Residential Area Parking Permits Proposed Prj Mitigation	200 _	cost (dollar) of annual per	mit	
B	Tra	ansit		
C Education & Encouragement				
D Commute Trip Reductions				
•	Shared	Mobility		
Bicycle Infrastructure				
G Neighborhood Enhancement				

**TDM Strategies** 

# **Analysis Results**

Proposed Project	With Mitigation
503	503
Daily Vehicle Trips	Daily Vehicle Trips
3,251	3,251
Daily VMT	Daily VMT
4.4	4.4
Houseshold VMT	Houseshold VMT
per Capita	per Capita
N/A	N/A
Work VMT	Work VMT
per Employee	per Employee
Significant	/MT Impact?
Household: No	Household: No
Household: No Threshold = 6.0	Household: No Threshold = 6.0
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Household: No Threshold = 6.0 15% Below APC Work: N/A	Household: No Threshold = 6.0 15% Below APC Work: N/A
Household: No Threshold = 6.0 15% Below APC Work: N/A Threshold = 7.6	Household: No Threshold = 6.0 15% Below APC Work: N/A Threshold = 7.6



Appendix E: LADOT Assessment Letter

#### **CITY OF LOS ANGELES**

#### INTER-DEPARTMENTAL CORRESPONDENCE

7022 Sunset Blvd DOT Case No. CEN24-56712

Date: May 2, 2024

To: Brenda Kahinju, Administrative Clerk Department of City Planning

From: Eileen Hunt, Transportation Engineer Department of Transportation

Subject: TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 7014-7022 WEST SUNSET BOULEVARD AND 1438-1444 NORTH SYCAMORE AVENUE (ENV-2024-481-EAF/CPC-2024-480-DB-SPR-VHCA)

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Kimley-Horn and Associates (Kimley-Horn), dated April 2, 2024, for the proposed mixed-use project located at 7014-7022 West Sunset Boulevard and 1438-1444 North Sycamore Avenue within the Central Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 3. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the 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 LADOT's Transportation Assessment Guidelines (TAG), as described below.

#### **DISCUSSION AND FINDINGS**

#### A. <u>Project Description</u>

The project proposes to replace an existing 6,690 square foot adult day care facility and 6,633 square foot commercial building with a seven-story mixed-use building on the southeast corner of Sunset Boulevard and Sycamore Avenue. The development will provide 106 multi-family market rate units, six very low-income units, 2,575 square feet of retail space, a total of 95 (83 long-term and 12 short-term) bicycle parking spaces, and 60 vehicle parking spaces in an atgrade parking level and a subterranean parking level. The development will be accessed via a full-access driveway along Sycamore Avenue as illustrated in **Attachment A**. The project is expected to be completed by 2027.

#### B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

#### C. <u>CEQA Screening Threshold</u>

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 the net 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 <u>does</u> exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would <u>not</u> have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

#### D. <u>Transportation Impacts</u>

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven 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, the proposed project is projected to have a Household VMT per capita of 4.4 and no Work VMT. Therefore, it is concluded that implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

#### E. <u>Access and Circulation</u>

Pedestrians and bicyclists would access the development via Sycamore Avenue and Sunset Boulevard. Separate access for vehicles would be provided via a full-access driveway along Sycamore Avenue. During 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 LAMC. Per the latest TAG issued by LADOT on August 17, 2022, projects that generate more than 500 daily vehicle trips are required to perform an access and circulation analysis to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. It was determined that project traffic will not exceed 500 daily vehicle trips. Therefore, a circulation analysis is not required.

#### **PROJECT REQUIREMENTS**

#### Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

#### 1. <u>Parking Requirements</u>

The project would provide parking for 60 vehicles and 95 bicycles. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 3.

#### 2. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Sunset Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way and **Sycamore Avenue**, a Local Street, would require a 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

#### 3. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. The development will be accessed via a full-access driveway along Sycamore Avenue. The driveway would provide access for residential and retail parking in the at-grade parking level and the subterranean parking level. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveways should be coordinated with LADOT's Citywide Planning Coordination Section <ladot.onestop.@lacity.org>. In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

#### 4. Worksite Traffic Control Requirements

LADOT recommends that a construction work site traffic control plan 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. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans 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. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

#### 5. <u>TDM Ordinance Requirements</u>

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update which is expected to be completed prior to the anticipated construction of this project, if approved.

#### 6. <u>Development Review Fees</u>

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 LADOT Central Development Review <ladot.devreview.cen@lacity.org>.

#### Attachments

I:\Letters\2024\CEN24-56712_7022 W Sunset Blvd_MU_vmt_ltr.docx

c: Emma Howard, Council District 13
 cd13planning@lacity.org
 Hokchi Chiu, Central District, BOE
 Oliver Hou, Hollywood-Wilshire District, DOT
 Taimour Tanavoli, Case Management Office, DOT
 Matt Stewart/Angelo Pastelin, Kimley-Horn and Associates

# Appendix C Acoustical Assessment

Acoustical Assessment 7022 Sunset Boulevard Project City of Los Angeles, California

Prepared by:



Expect More. Experience Better.

Kimley-Horn and Associates, Inc. 1100 W. Town and Country, Suite 700 Orange, California 92868 714.939.1030

August 2024

## **TABLE OF CONTENTS**

1	INTRO	DUCTION	1
	1.1	Project Location	1
	1.2	Project Description	1
2	ACOUS	STIC FUNDAMENTALS	5
	2.1	Sound and Environmental Noise	5
	2.2	Ground-Borne Vibration	9
3	REGUL	ATORY SETTING	11
	3.1	Federal	11
	3.2	State of California	11
	3.3	Local	12
4	EXISTIN	NG CONDITIONS	16
	4.1	Existing Noise Sources	16
	4.2	Noise Measurements	16
	4.3	Sensitive Receptors	18
5	SIGNIF	ICANCE CRITERIA AND METHODOLOGY	19
	5.1	CEQA Thresholds	19
	5.2	Methodology	21
6	POTEN	ITIAL IMPACTS AND MITIGATION	22
	6.1	Acoustical Impacts	22
	6.2	Cumulative Noise Impacts	34
7	REFERE	ENCES	37

#### TABLES

Table 1: Typical Noise Levels	5
Table 2: Definitions of Acoustical Terms	6
Table 3: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibra	tions 10
Table 4: Existing Noise Measurement Locations and Measurements	16
Table 5: Sensitive Receptors	
Table 6: Project Construction Equipment Noise Levels	
Table 7: Project Construction Noise Levels	25
Table 8: Mechanical Equipment Noise Levels	
Table 9: Outdoor Amplified Music Noise Levels	
Table 10: Composite On-Site Noise Levels	30
Table 11: Opening Year and Opening Year Plus Project Traffic Noise Levels	30
Table 12: Typical Construction Equipment Vibration Levels	
Table 13: Cumulative Plus Project Buildout Conditions Traffic Noise Levels	35

#### FIGURES

Figure 1: Regional and Vicinity Map	3
Figure 2: Site Plan	4
Figure 3: Noise Measurement Locations1	7

#### APPENDICES

Appendix A: Noise Data

#### LIST OF ABBREVIATED TERMS

Assessor's Parcel Number
Average daily traffic
A-weighted sound level
California Environmental Quality Act
Community equivalent noise level
Day-night noise level
Decibel
Equivalent noise level
Federal Highway Administration
Federal Transit Administration
Heating ventilation and air conditioning
Hertz
Inches per second
Maximum noise level
Micropascals
Minimum noise level
Peak particle velocity
Root mean square
Vibration velocity level

## 1 INTRODUCTION

This Acoustical Assessment assesses the potential noise impacts associated with construction and operations of the proposed 7022 Sunset Boulevard (Project), located in the City of Los Angeles, California.

#### **1.1 Project Location**

The Project Site is comprised of four parcels with the following Assessor Parcel Numbers (APN): 5548-016-001, -002, -003, and -004. The Project Site is located at 7014-7022 Sunset Boulevard and 1438-1446 North Sycamore Avenue within the Hollywood community. The Project Site is bordered by North Sycamore Avenue to the west, Sunset Boulevard to the north, the Sunset Montessori Pre-School and residential uses to the south, and commercial uses, parking, residential uses, and North Orange Drive to the east. Please refer to Figure 1, Regional and Vicinity Map.

Regional vehicle access to the Project Site is provided by the 101 Freeway, located approximately 1.4 miles east of the Project Site. Local vehicle access to the Project Site is provided via Sunset Boulevard, North Sycamore Avenue, North Orange Drive and DeLongpre Avenue. The Project Site is located proximate to several transit options. It is located approximately 0.4 miles northeast of the Hollywood and Highland Metro Station which serves the B Line (formally the Red Line) of the Metro Rail System. Numerous bus lines also serve the Project Site, including Metro bus lines 2, 212, 224, and the DASH Hollywood line.

### **1.2 Project Description**

The Project would demolish an existing 6,690 sf adult day care facility and a 6,633 sf commercial building and would construct a seven-story mixed-use building comprised of 112 residential units (42 studios, 61 one-bedrooms, and 9 two-bedrooms), with approximately 2,875 sf of retail space on the ground floor. Of the Project's 112 residential units, 12 would be very low-income units, 99 market-rate units, and one manager's unit. The Project would include one level of underground parking and one level of surface parking.

The Project would provide 15,064 sf of open space, including 1,650 sf of private open space in the form of individual balconies for the residential units and 13,414 sf of common open space for the residents. On the ground floor, the open space and amenities would include a residential lobby, mail room, office, and a lower courtyard. The second floor would feature a recreation room, and two common open space areas including a courtyard podium deck. The third floor would feature a lower roof deck with a seating area, outdoor kitchen and enclosed dog run. In addition, the roof would feature two deck seating areas and a pool.

The Project proposes one driveway along the eastern side of North Sycamore Avenue that would provide a two-way ingress/egress to both the at-grade parking and the one subterranean parking level beneath the Project building. Five (5) parking spaces for the retail uses would be provided on the ground floor. Also located on the ground floor would be four (4) residential spaces, enclosed long-term bicycle stalls and separate residential and retail trash and recycling rooms. From the ground floor parking area, automobiles would be able to access the underground parking level via a two-way ramp. The subterranean parking level would include 41 standard and two (2) Americans with Disabilities Act (ADA) compliant residential automobile spaces (43 spaces total). The subterranean parking level would also include eight (8) retail

August 2024

spaces. The Project would provide 60 automobile parking spaces (47 residential automobile parking spaces and 13 commercial automobile parking spaces) and 93 bicycle parking spaces (83 long term bicycle stalls plus 10 short term spaces).

For purposes of analyzing the Project's potential impacts, this analysis assumes a Project construction schedule of approximately 20 months, with construction beginning in the first quarter of 2025 and final construction ending in the fourth quarter of 2026. The Project would be operational in 2027.

Construction activities would be undertaken in six main steps: (1) demolition; (2) site preparation; (3) grading, excavation, foundations; (4) building construction; (5) paving; and (6) finishing and architectural coatings. Construction activities would be performed in compliance with all applicable laws, ordinances, and regulations. As provided in Section 41.40 of the 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. No construction activities are permitted on Sundays. No nighttime construction activities are anticipated.

The Project would include approximately 11,000 cubic yards of export.



SOURCE: Google Maps, 2023



FIGURE 1: Regional and Vicinity Map

7022 SUNSET BOULEVARD

## Kimley **Whorn**



SOURCE: Newman Architecture, 2024

FIGURE 2: Site Plan

7022 SUNSET BOULEVARD

Kimley **»Horn** 



## 2 ACOUSTIC FUNDAMENTALS

#### 2.1 Sound and Environmental Noise

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).¹

Noise is defined as loud, unexpected, or annoying sound.² The fundamental model consists of a noise source, a receptor, and the propagation path between the two.³ The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound.⁴ A typical noise environment consists of ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this ambient noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micro-pascals ( $\mu$ Pa) as a point of reference, defined as 0 dB.⁵ Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness. Table 1: Typical Noise Levels provides typical noise levels.

Table 1: Typical Noise Levels		
Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	- 110 -	Rock Band
Jet fly-over at 1,000 feet		
	- 100 -	
Gas lawnmower at 3 feet		
	- 90 -	
Diesel truck at 50 feet at 50 miles per hour		Food blender at 3 feet
	- 80 -	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	- 70 -	Vacuum cleaner at 10 feet
Commercial area		Normal Speech at 3 feet
Heavy traffic at 300 feet	- 60 -	
		Large business office
Quiet urban daytime	- 50 -	Dishwasher in next room
Quiet urban nighttime	- 40 -	Theater, large conference room (background)
Quiet suburban nighttime		
	- 30 -	Library

¹ California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013. Available at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf

5 Ibid.

² Harris, Cyril M., Noise Control in Buildings: A Practical Guide for Architects and Engineers, 1994

³ California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013

⁴ Ibid.

Table 1: Typical Noise Levels		
Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Quiet rural nighttime		Bedroom at night, concert hall (background)
	- 20 -	
		Broadcast/recording studio
	- 10 -	
Lowest threshold of human hearing	-0-	Lowest threshold of human hearing
Source: California Department of Transportation, Technical	Noise Supplement to the	e Traffic Noise Analysis Protocol, September 2013.

#### **Noise Descriptors**

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. ⁶ The equivalent noise level (L_{eq}) represents the equivalent continuous sound pressure level over the measurement period, while the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of sound energy during a 24-hour period, with dB weighted sound levels from 7:00 p.m. to 7:00 a.m. Most commonly, environmental sounds are described in terms of L_{eq} that has the same acoustical energy as the summation of all the time-varying events. Each is applicable to this analysis and defined in <u>Table 2: Definitions of Acoustical Terms</u>.

Table 2: Definitions of Acoustical Terms			
Term	Definitions		
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.		
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in $\mu$ Pa (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in dB as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g. 20 $\mu$ Pa). Sound pressure level is the quantity that is directly measured by a sound level meter.		
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.		
A-Weighted Sound Level (dBA)	The sound pressure level in dB as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.		
Equivalent Noise Level (L _{eq} )	The average acoustic energy content of noise for a stated period of time. Thus, the $L_{eq}$ of a time- varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.		
Maximum Noise Level (L _{max} ) Minimum Noise Level (L _{min} )	The maximum and minimum dBA during the measurement period.		
Exceeded Noise Levels (L ₀₁ , L ₁₀ , L ₅₀ , L ₉₀ )	The dBA values that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.		

6 Ibid.

Table 2: Definitions of Acoustical Terms			
Term	Definitions		
Day-Night Noise Level (L _{dn} )	A 24-hour average L _{eq} with a 10-dBA weighting added to noise during the hours of 10:00 p.m.		
	to 7:00 a.m. to account for noise sensitivity at nighttime. The logarithmic effect of these		
	additions is that a 60 dBA 24-hour $L_{eq}$ would result in a measurement of 66.4 dBA $L_{dn}$ .		
Community Noise	A 24-hour average $L_{eq}$ with a 5-dBA weighting during the hours of 7:00 a.m. to 10:00 a.m. and		
Equivalent Level (CNEL)	a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for		
	noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these		
	additions is that a 60 dBA 24-hour $L_{eq}$ would result in a measurement of 66.7 dBA CNEL.		
Ambient Noise Level	ient Noise Level The composite of noise from all sources near and far. The normal or existing level		
	environmental noise at a given location.		
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The		
	relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of		
	occurrence and tonal or informational content as well as the prevailing ambient noise level.		
Source: California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.			

The A-weighted decibel (dBA) sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA.⁷ Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source.

#### A-Weighted Decibels

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content.⁸ However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All noise levels reported in this document are in terms of dBA, but are expressed as dB, unless otherwise noted.

#### Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10.⁹ When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound.¹⁰ When two identical sources are each producing sound of the same loudness, the resulting sound

at:

⁷ Ibid.

⁸ Harris, Cyril M., Noise Control in Buildings: A Practical Guide for Architects and Engineers, 1994

⁹ California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013

 ¹⁰
 FHWA,
 Noise
 Fundamentals,
 2017.
 Available

 https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm
 Available
 Available

level at a given distance would be 3 dBA higher than one source under the same conditions.¹¹ Under the dB scale, three sources of equal loudness together would produce an increase of approximately 5 dBA.¹²

#### Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics.¹³ No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed when soft ground conditions exist between the source and receptor locations.¹⁴ For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed in this report.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm can reduce noise levels by 5 to 15 dBA.¹⁵ The way older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows.

#### Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA.¹⁶ Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA.¹⁷ Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semicommercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noise

¹⁷ Ibid.

August 2024

¹¹ Ibid.

¹² California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013

¹³ Ibid.

¹⁴ Federal Highway Administration, *FHWA Traffic Noise Model User's Guide*, January 1998.

¹⁵ Federal Highway Administration, *Highway Traffic and Construction Noise - Problem and Response*, April 2006..

¹⁶ Compiled from James P. Cowan, Handbook of Environmental Acoustics, 1994, and Cyril M. Harris, Handbook of Noise Control, 1979

urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted:¹⁸

- Except in carefully controlled laboratory experiments, a 1-dBA change cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A minimum 5-dBA change is required before any noticeable change in community response would be expected. A 5-dBA increase is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

#### **Effects of Noise on People**

<u>Hearing Loss</u>. While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.¹⁹

<u>Annoyance</u>. Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The  $L_{dn}$  as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA  $L_{dn}$  is the threshold at which a substantial percentage of people begin to report annoyance.²⁰

#### 2.2 Ground-Borne Vibration

Sources of ground-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions or heavy equipment used during construction). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero.²¹ Several different methods are typically used to quantify vibration amplitude. One is vibration decibels (VdB) (the vibration velocity level in decibel scale). Other methods are the peak particle velocity (PPV) and the root mean square (RMS) velocity. The PPV is

August 2024

¹⁸ Compiled from California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, and FHWA, *Noise Fundamentals*, 2017.

¹⁹ U.S. Department of Labor, Occupational Safety and Health Standards, *29 CFR 1910* (Occupational Noise Exposure).

²⁰ Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Analysis Issues, August 1992.

²¹ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018

defined as the maximum instantaneous positive or negative peak of the vibration wave and expressed in terms of inches-per-second (in/sec). The RMS velocity is defined as the average of the squared amplitude of the signal and is expressed in terms of VdB.²² The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 3: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The human annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where ground-borne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible.²³ Common sources for ground-borne vibration are planes, trains, and construction activities such as earth-moving, which requires the use of heavy-duty earth moving equipment.²⁴ For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) was used to evaluate construction-generated vibration for building damage and human complaints.

Table 3: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations					
Maximum PPV (in/sec)	Caltrans Vibration Annoyance Potential Criteria	Caltrans Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria		
0.008		Extremely fragile historic buildings, ruins, ancient monuments			
0.08	Readily Perceptible				
0.1	Begins to Annoy	Fragile buildings			
0.12			Buildings extremely susceptible to vibration damage		
0.2	Annoying		Non-engineered timber and masonry buildings		
0.25		Historic and some old buildings			
0.3		Older residential structures	Engineered concrete and masonry		
0.4	Unpleasant				
0.5		New residential structures, Modern industrial/commercial buildings	Reinforced-concrete, steel or timber (no plaster)		
Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, 2020 and Federal Transit administration. Transit Noise and Vibration Assessment Manual. 2018.					

²² Ibid.

 ²³ Ibid.

²⁴ Ibid.

#### 2.3 Ground-Borne Noise

Ground-borne noise specifically refers to the rumbling noise emanating from the motion of building room surfaces due to the vibration of floors and walls; it is perceptible only inside buildings.²⁵ The relationship between ground-borne vibration and ground-borne noise depends on the frequency content of the vibration and the acoustical absorption characteristics of the receiving room. For typical buildings, ground-borne vibration that causes low frequency noise (i.e., the vibration spectrum peak is less than 30 Hz) results in a ground-borne noise level that is approximately 50 decibels lower than the velocity level. For ground-borne vibration that causes mid-frequency noise (i.e., the vibration spectrum peak is between 30 and 60 Hz), the ground-borne noise level will be approximately 35 dB lower than the velocity level. For ground-borne vibration that cause high-frequency noise (i.e., the vibration spectrum peak is greater than 60 Hz), the ground-borne noise level will be approximately 20 dB lower than the velocity level.²⁶ The FTA provides a ground-borne noise threshold of 43 dBA for infrequent vibration events in Category 2 buildings such as residences and buildings where people normally sleep. For frequent and occasional vibratory events, the FTA established ground-borne noise thresholds of 35 dBA and 38 dBA, respectively.²⁷

### 3 REGULATORY SETTING

To limit population exposure to physically or psychologically damaging, as well as intrusive, noise levels, the Federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

#### 3.1 Federal

#### Federal Transit Administration Noise and Vibration Guidance

The Federal Transit Administration (FTA) has published the Transit Noise and Vibration Impact Assessment Manual (FTA Transit Noise and Vibration Manual) to provide guidance on procedures for assessing impacts at different stages of transit project development.²⁸ The report covers both construction and operational noise impacts and describes a range of measures for controlling excessive noise and vibration. In general, the primary concern regarding vibration relates to potential physical damage from construction. The guidance document establishes criteria for evaluating the potential for damage to various structural categories from vibration.

#### 3.2 State of California

#### California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services.²⁹ The

August 2024

²⁵ Ibid.

²⁶ Ibid.

²⁷ Ibid.

²⁸ Ibid.

²⁹ State of California Governor's Office of Planning and Research, General Plan Guidelines, Appendix D: Noise Element Guidelines, page 374, 2017, <u>https://opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf</u>. Accessed October 5, 2023.

guidelines rank noise land use compatibility in terms of "normally acceptable", "conditionally acceptable", "normally unacceptable", and "clearly unacceptable" noise levels for various land use types. Under these guidelines, single-family homes are located in "normally acceptable" exterior noise environments up to 60 CNEL and in "conditionally acceptable" exterior noise environments up to 70 CNEL. Multiple-family residential uses are located in "normally acceptable" exterior noise environments up to 65 CNEL and in "conditionally acceptable" exterior noise environments up to 65 CNEL and in "conditionally acceptable" exterior noise environments up to 65 CNEL and in "conditionally acceptable" exterior noise environments up to 70 CNEL, and churches are located in "normally acceptable" exterior noise environments up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

#### Assembly Bill 1307

On September 7, 2023, Governor Newsom signed AB 1307, which added section 21085 to the Public Resources Code to read, in pertinent part, "for residential projects, the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment".³⁰

#### 3.3 Local

#### City of Los Angeles Municipal Code

The City has adopted regulations to control unnecessary, excessive, and annoying noise, as set forth in the City's Noise Ordinance (Chapter XI, Noise Regulation, of the Los Angeles Municipal Code [LAMC]). The City's Noise Ordinance establishes acceptable ambient sound levels to regulate intrusive noises (e.g., stationary mechanical equipment and vehicles other than those traveling on public streets) within specific land use zones and provides procedures and criteria for the measurement of the sound level of noise sources. These procedures recognize and account for differences in the perceived level of different types of noise and/or noise sources.

With regard to vibration, LAMC Section 91.3307.1 states, "Adjoining public and private property shall be protected from damage during construction, remodeling, and demolition work. Protection must be provided for footings, foundations, party walls, chimneys, skylights, and roofs. Provisions shall be made to control water runoff and erosion during construction or demolition activities."

With regard to construction noise, LAMC Section 112.05 sets forth a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard shall not apply where compliance therewith is technically infeasible. In addition, LAMC Section 41.40 prohibits construction between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. and after 6:00 p.m. on Saturday or any national holiday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 a.m. and 9:00 p.m. and Saturdays and national holidays between 8:00 a.m. and 6:00 p.m.). Construction may be permitted outside of these hours if a temporary noise variance is approved by the Los Angeles Board of Police Commissioners.

Section 111.02 (Sound Level Measurement Procedure and Criteria) of the LAMC provides procedures and criteria for the measurement of the sound level of "offending" noise sources. According to the LAMC, a noise level increase of 5 dBA over the existing average ambient noise level at an adjacent property line is

³⁰ AB 1307, Public Resources Code Section 21085

considered a noise violation. Section 112.01 (Radios, Television Sets, and Similar Devices) of the LAMC prohibits the production of noise from any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area, or that exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than 5 dBA.

Section 112.02 (Air Conditioning, Refrigeration, Heating, Pumping, Filtering Equipment) limits increases in ambient noise levels created by air conditioning, refrigeration, heating, pumping and filtering equipment. Such equipment may not be operated 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 5 dBA.

#### **City of Los Angeles General Plan**

The Noise Element of the Los Angeles City General Plan (Noise Element) provides guidance for the control of noise to protect residents, workers, and visitors from potentially adverse noise impacts. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. The Noise Element defers regulation of temporary, point-source noises such as construction activities to the City's Municipal Code Noise Ordinance. With regard to long-term noise impacts, the Noise Element contains stated goals, objectives, policies, and implementation programs for noise control.

#### Goal: A city where noise does not reduce the quality of urban life.

- Objective 2: Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.
  - Policy 2.2: Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.
- Objective 3: Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.
  - Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.
- Implementation P5:Continue to enforce, as applicable, city, state and federal regulations intended<br/>to abate or eliminate disturbances of the peace and other intrusive noise.
- Implementation P11: For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.
- Implementation P16:Use, as appropriate, the "Guidelines for Noise Compatible Land Use" (Exhibit<br/>I),1 or other measures that are acceptable to the city, to guide land use and<br/>zoning reclassification, subdivision, conditional use and use variance<br/>determinations and environmental assessment considerations, especially

relative to sensitive uses, as defined by this chapter, within a CNEL of 65 dB airport noise exposure areas and within a line-of-sight of freeways, major highways, railroads or truck haul routes.

#### L.A. CEQA Thresholds Guide

In 2006, the City set forth the L.A. CEQA Thresholds Guide, which was intended to provide guidance, as a voluntary tool, for CEQA impact analyses. Today, these thresholds are only used as guidance in instances where City staff finds they are beneficial to use and supported with substantial evidence.³¹ In addition, the L.A. CEQA Thresholds Guide recognizes that its applicability and use may be re-evaluated after a period of use.

#### Updates to Thresholds and Methodology for Construction Noise and Vibration

The City of Los Angeles has recently adopted (February 2024) Thresholds and Methodology for Construction Noise and Vibration (Noise and Vibration Thresholds Update).³²

The construction thresholds proposed by the Noise and Vibration Thresholds Update are intended to be suited to the generally urban nature of the City, while still recognizing the importance of human health, including sleep disruption. The proposed thresholds are intended to account for reasonable expectations regarding construction noise and vibration during daytime and nighttime hours, and also include absolute maximum noise levels that are intended to protect human health. As part of the Noise and Vibration Thresholds Update, the City would require environmental protection measures (EPMs) to be implemented as part of proposed development projects.

#### Proposed Daytime Construction Noise Thresholds

**Increase Over Ambient.** For construction activities that occur between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays, no numerical threshold above ambient noise levels is proposed.

**Absolute Thresholds.** On- and off-site construction noise during daytime hours (7:00 a.m. and 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays) would be limited to a maximum 80 dBA Leq (8-hour) absolute threshold at sensitive uses (at the property line with outdoor uses or at the exterior of the building), including outdoor public recreational areas.

This threshold applies to residential uses (at the property line with outdoor uses or at the exterior of the building); including expansive upper-level deck/open spaces areas that provide for the recreational use of residents. Examples include large patios or decks that are the primary outdoor use area in an apartment complex. However, this standard does not apply to private residential balconies which may or may not extend past the exterior of a building.

³¹ City of Los Angeles, Construction Noise and Vibration Proposed Updates to Thresholds and Methodology, August 2024. City of Los

³² Angeles, Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration, 2023.

#### Proposed Nighttime Construction Noise Thresholds

Nighttime construction activities shall not be permitted unless a variance is approved by the City of Los Angeles Police Commission. In the event that such variance is granted, the following thresholds shall apply. The Project is not applying for nighttime construction. Therefore, proposed nighttime thresholds would not apply.

#### Proposed Vibration Thresholds for Human Annoyance

For construction activities that occur between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays, no numerical threshold is proposed related to human annoyance.

During nighttime hours (between 7:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays), and anytime on Sundays or national holidays, construction activities shall not generate groundborne vibration levels that exceed 0.80 VdB at the exterior of a sensitive use building.

#### Proposed Vibration Thresholds for Building Damage

Architectural Building Damage—Construction activities shall not exceed the following building damage thresholds for the identified structures:

- Fragile Buildings: 0.1 PPV
- Historic Buildings: 0.25 PPV
- Older³³ Residential Structures: 0.3 PPV
- New Residential Structures: 0.5 PPV
- Modern Industrial/Commercial Buildings: 0.5 PPV

August 2024

³³ A building over 50 years can be considered an "older" residential structure. Source: City of Los Angeles, Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration, 2023

## 4 EXISTING CONDITIONS

#### 4.1 Existing Noise Sources

The Project Site is currently impacted by various noise sources. Mobile sources of noise, including traffic along Sunset Boulevard and North Sycamore Avenue are the most common and prominent existing sources of noise in the Project Site area. Other noticeable existing sources of noise on and near the Project Site include parking lot noise and mechanical equipment noise (e.g., heating, ventilation, and air conditioning [HVAC] units) operating at the Project Site and noise from existing nearby commercial and residential uses, and other urban-related activities (e.g., idling cars/trucks, pedestrians, car radios and music playing, dogs barking, etc.).

#### 4.2 Noise Measurements

To quantify existing ambient noise levels in the Project Site area, Kimley-Horn conducted four short-term (15-minute) measurements on Tuesday, October 10, 2023; see <u>Appendix A: Noise Data</u> for additional details regarding how the ambient noise measurements were taken.³⁴ The noise measurement sites were selected to be representative of the existing ambient noise levels at the noise-sensitive uses immediately adjacent to the Project Site. The 15-minute daytime measurements were taken between 9:37 a.m. and 10:48 a.m. Measurements of  $L_{eq}$  are considered representative of the noise levels throughout the day. The average noise levels measured at each location are listed in <u>Table 4: Existing Noise Measurement Locations</u>.

Table 4: Existing Noise Measurement Locations and Measurements					
Site	Location	Measurement Period	Duration	Daytime Average L _{eq} (dBA) ¹	
ST-1	Sunset Boulevard north of Sycamore Avenue	10:16 a.m.	15 min	72.1	
ST-2	Sycamore Avenue between Sunset Boulevard and DeLongpre Avenue	9:57 a.m.	15 min	56.8	
ST-3	Orange Drive between Sunset Boulevard and DeLongpre Avenue	9:37 a.m.	15 min	60.8	
ST-4	North of the intersection of Orange Drive and Sunset Boulevard	10:33 a.m.	15 min	67.3	
Source: Noise measurements taken by Kimley-Horn and Associates, October 10, 2023. See Appendix A for noise measurement results.					

³⁴ The ambient noise measurements were taken in accordance with the City's standards, which require ambient noise to be measured over a period of at least 15 minutes; See Section 111.01 of the LAMC.



SOURCE:Nearmap, 2024

# FIGURE 3: Noise Measurement Locations 7022 SUNSET BOULEVARD

Kimley **»Horn** 

#### 4.3 Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. The City of Los Angeles General Plan Noise Element defines sensitive noise receptors as residences, long-term care facilities, dormitories, motels, hotels, transient lodging, houses of worship, hospitals, libraries, schools, auditoriums, concert halls, outdoor theaters, nature and wildlife preserves, and parks.³⁵ Sensitive receptors near the Project Site are shown in <u>Table 5: Sensitive Receptors</u> (see Figure 3), along with the Noise Measurement Location that represents each sensitive receptor.

Table 5: Sensitive Receptors				
Receptor Description	Distance ¹ and Direction from the Project			
Sensitive Receptor 1 - Palihotel (represented by noise measurement ST-1)	100 feet north of Project Site			
Sensitive Receptor 2 - Sunset Montessori Pre-School (represented by noise measurement ST-2)	Adjacent to Project Site to the south			
Sensitive Receptor 3 - Residential (represented by noise measurement ST-3)	40 feet southeast of Project Site			
Sensitive Receptor 4 - Residential (represented by noise measurement ST-2)	50 feet south of Project Site			
Sensitive Receptor 5 - Hollywood High School (represented by noise measurement ST-4)	270 feet northeast of Project Site			
Source: Google Earth, 2024. ^{1.} Distance measured from the property line of the Project Site to the nearest receptor property line.				

³⁵ City of Los Angeles, General Plan Noise Element, 1999

## 5 SIGNIFICANCE CRITERIA AND METHODOLOGY

#### 5.1 CEQA Thresholds

California Environmental Quality Act (CEQA) Guidelines Appendix G contains analysis guidelines related to noise impacts. The City has determined to use these guidelines as thresholds of significance for this analysis. A project would create a significant environmental impact if it would:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generate excessive ground-borne vibration or ground-borne noise levels; and
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

#### **Construction Noise**

<u>On-Site and Off-Site Construction</u>. The City of Los Angeles released proposed updates to the City's current construction noise thresholds and methodologies, entitled Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration (Noise and Vibration Thresholds Update) and received public comments on those updates until February 19, 2024.³⁶ Pursuant to the proposed Noise and Vibration Thresholds Update, on- and off-site construction noise occurring between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between the hours of 8:00 a.m. and 6:00 p.m. on Saturdays up to a maximum 80 dBA L_{eq} absolute threshold at sensitive uses would be less than significant; no numerical threshold above ambient noise levels has been proposed.

#### **Operational Noise**

<u>On-Site Operations</u>. With respect to on-site operational noise, the significance criteria used in the noise analysis is an increase in the ambient noise level of 5 dBA (hourly  $L_{eq}$ ) at the noise-sensitive uses, in accordance with the City of Los Angeles CEQA Thresholds Guide (Noise Regulations).³⁷

<u>Off-Site Operations</u>. The Noise Regulations do not apply to off-site traffic (i.e., vehicles traveling on public roadways). Therefore, the City has determined to assess the significance of the Project's off-site traffic noise based on whether the Project creates, or contributes to, an increase in the ambient noise level of 3 dBA in CNEL if the plus project noise levels fall within the "normally unacceptable" or "clearly unacceptable" category, as specified in the City's Noise Element, or an increase of 5 dBA in CNEL if the plus project noise levels fall within the "normally acceptable" category at noise levels fall within the "conditionally acceptable" or "normally acceptable" category at noise-sensitive uses.

<u>Composite Operational Noise</u>. In addition, the City has determined to assess the significance of the Project's composite noise levels (on-site and off-site sources) based on whether the Project's composite

³⁶ City of Los Angeles, Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration, 2023.

³⁷ City of Los Angeles, L.A. CEQA Thresholds Guide, 2006.

noise levels create an increase in the ambient noise level of 3 dBA or 5 dBA in CNEL (depending on where in the acceptable/unacceptable categories the noise levels fall as discussed above) at noise-sensitive uses.

#### Vibration

Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Project construction could result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used, the location of that equipment relative to the receptor, and the operations involved.

<u>Structural Damage</u>. Heavy construction equipment (e.g., a large bulldozer), which would generate the highest vibration level of the equipment expected to be used for Project construction, would generate a vibration level of up to 0.089 in/sec PPV at a distance of 50 feet from the equipment.³⁸ With respect to potential building damage, pursuant to the proposed Noise an Vibration Thresholds Update, construction vibration shall not exceed the following thresholds for the identified class of structures:³⁹

- Fragile Buildings: 0.1 PPV
- Historic Buildings: 0.25 PPV
- Older⁴⁰ Residential Structures: 0.3 PPV
- New Residential Structures: 0.5 PPV
- Modern Industrial/Commercial Buildings: 0.5 PPV

There are seven historical resources present within a one-block-adjacent area of the Project Site.⁴¹ Hollywood High School, located approximately 300 feet to the northeast of the Project Site, is within the Hollywood High School Historic District and is designated as a National Register Property and listed in the California Register. The former Charlie Chaplin Studio⁴² at 1416 N. La Brea Avenue, located approximately 540 feet to the southwest of the Project Site, is designated as a Los Angeles Historic Cultural Monument. Five residential properties located along DeLongpre Avenue and North Mansfield Avenue, located more than 500 feet to the south of the Project Site, have been identified as potentially eligible for designation. This evaluation uses the City's Noise and Vibration Thresholds Update structural damage criteria of 0.25 in/sec for these historic land uses, 0.3 in/sec PPV at older residential structures (adjacent structure to the south), and 0.5 in/sec PPV at modern industrial/commercial buildings (commercial use to the east).

<u>Human Annoyance</u>. In accordance with the Noise and Vibration Thresholds Update, no numerical threshold is proposed related to human annoyance for construction activities occurring between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on

³⁸ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

³⁹ City of Los Angeles, Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration, 2023.

⁴⁰ A building over 50 years can be considered an "older" residential structure. Source: City of Los Angeles, Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration, 2023.

⁴¹ City of Los Angeles, Los Angeles Historic Resources Inventory. https://hpla.lacity.org/

⁴² Formally the Charlie Chaplin studios, occupied by the Jim Hensen Studios wince 2000.
Saturdays. According to the City, intermittent human annoyance from construction activity is commonplace during daytime hours.

#### 5.2 Methodology

#### Construction

Construction noise levels were based on typical noise levels generated by construction equipment published by the FTA and FHWA. Construction noise is assessed in dBA  $L_{eq}$ . This unit is appropriate because  $L_{eq}$  can be used to describe the noise level from the operation of each piece of equipment separately, and the levels can be combined to represent the noise level from all equipment operating concurrently during a given period.

Reference noise levels are used to estimate operational noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise.

#### Operations

The analysis of the Existing and Existing Plus Project noise environments is based on noise prediction modeling and empirical observations. Reference noise level data are used to estimate the Project operational noise impacts from stationary sources. Noise levels were collected from published sources from similar types of activities and used to estimate noise levels expected with the Project's stationary sources. The reference noise levels are used to represent a worst-case noise environment as noise level from stationary sources can vary throughout the day. Operational noise is evaluated based on the standards within the City's noise standards.

#### Vibration

Ground-borne vibration levels associated with construction activities for the Project were evaluated utilizing typical ground-borne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential ground-borne vibration impacts related to building/structure damage and interference with sensitive existing operations were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria for structural damage.

Ground-borne noise levels associated with construction activities for the Project were evaluated utilizing conversion factors obtained from FTA published data. Potential ground-borne noise impacts related were evaluated and compared against FTA criteria.

## 6 POTENTIAL IMPACTS AND MITIGATION

#### 6.1 **Project-Level Impacts**

### Threshold 6.1 Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

#### Construction

#### **On-Site Construction Noise**

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation). Noise generated by construction equipment, including earth movers and material handlers, can reach high levels that can affect noise-sensitive uses near the construction site. Construction activities for the Project would include demolition, grading, excavation, paving, building construction, and architectural coating. Noise levels associated with individual construction equipment to be used during Project construction are listed in <u>Table 6: Project</u> <u>Construction Equipment Noise Levels</u>.⁴³

It should be noted that the noise level values shown in Table 6 are for the equipment when operating at full power 50 feet from the sensitive receptor, without taking into account any intervening structures or topography that may reduce noise levels. Construction noise was calculated accounting for each piece of equipment's usage factor, or the fraction of time that the equipment would be in use at full power over a specific period of time, based on Table 1 of the FHWA's Roadway Construction Noise Model (RCNM).⁴⁴ Other primary sources of acoustical disturbance may include random incidents, which would last less than one minute (such as dropping of materials or the hydraulic movement of machinery lifts). It should also be noted that due to the constraints of the Project Site and standard construction practices, only a limited amount of equipment can operate on the Project Site at a particular time. Following the City's proposed update to Thresholds and Methodology for Construction Noise and Vibration (released December 2023), construction noise was predicted at the nearest noise-sensitive receptors utilizing the FHWA's RCNM.⁴⁵ Following the City's Noise and Vibration Thresholds Update, when calculating construction noise, the loudest piece of equipment was assumed to operate at the property line nearest to the studied receptor while all other equipment anticipated for each individual construction phase was assumed to operate at the center of the Project Site.⁴⁶ This methodology accounts for equipment operating throughout the Project Site and not at a fixed location for extended periods of time.⁴⁷ Therefore, the distances used in the RCNM model were measured from the property line of the Project Site to the nearest receptor property line (or 10 feet for adjacent receptors) for the loudest piece of equipment and from the center of the Project Site to the receptor property line for all other pieces of equipment.

⁴⁶ Ibid.

⁴³ Federal Highway Association, Roadway Construction Noise Model, User Guide 2005.

⁴⁴ Ibid.

⁴⁵ City of Los Angeles, Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration, December 2023

⁴⁷ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Acoustical Assessment	
-----------------------	--

Table 6: Project Construction Equipment Noise Levels							
Construction Phase	Equipment ¹	Typical Noise Level (dBA L _{max} ) at 50 feet from Source	Usage Factor (%)				
Demolition	Concrete Saw	90	20				
	Backhoe	78	40				
Site Preparation	Backhoe	78	40				
Grading	Grader	85	40				
	Backhoe	78	40				
	Auger Drill Rig	84	20				
Building Construction	Crane	81	16				
	Forklift	85	50				
	Tractors/Loaders/Backhoes	78	40				
Paving	Paver	77	50				
	Roller	80	20				
Architectural Coating	Compressor	78	40				
Source: Noise level and usage fa 1. Equipment compiled based	ctor source: Federal Highway Association, on air quality modeling defaults and contr	Roadway Construction Noise Model, Use actor input.	r Guide 2005				

Table 7: Project Construction Noise Levels shows the estimated maximum exterior construction noise levels at the nearest receptors to the Project Site.⁴⁸ The Project shall comply with a combination of the following City of Los Angeles EPMs, which will be included in Project construction plans, to minimize construction noise to the extent feasible. EPM NV1-1 requires the proper maintenance of construction equipment and the installation of noise shielding/muffling devices. The FHWA states that muffler systems can reduce noise levels by 10 dBA or more.⁴⁹ Other noise shielding methods may include the use of sound aprons/shields attached to construction equipment to dampen/shield noise emanating from equipment engines, providing noise level reductions of between 10 and 20 dBA.⁵⁰ EPM NV1-2 prohibits the use of driven (impact) pile systems except where the underlying geology renders other methods infeasible. The analysis herein assumes the use of drilled piles and that impact piles will not be needed. EPM NV1-3 requires the enclosure or screening of outdoor mechanical equipment. EPM NV1-4 requires location construction staging areas as far away from sensitive uses as reasonably possible. EPM NV1-5 requires the use of temporary noise barriers such as plywood walls with a minimum ½-inch thickness or sound blankets meeting a sound transmission class (STC) rating of 25. Sound blankets meeting a STC 25 rating can achieve a minimum 7 to 10 dBA reduction for construction equipment with 200 Hz or lower frequency.⁵¹ With implementation of EPM NV1-1, EPM NV1-3, and EPM NV1-5, an up to 20 dBA reduction in noise is achievable and it is reasonable and feasible to assume that construction noise levels would not exceed the applicable daytime construction noise threshold of 80 dBA Lea. See Appendix A for predicted construction noise for each individual construction phase.

August 2024

Mitigation.

⁴⁸ For predicted construction noise levels for all construction phases, see Appendix A.

⁴⁹ Federal Highway Administration, Special Report - Measurement, Prediction, and Mitigation, Chapter 4 Mitigation, 2017.

⁵⁰ FHWA. Special Report _ Measurement, Prediction, and Mitigation. Chapter 4 https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm.

⁵¹ Environmental Noise Control. Portable Acoustic Panels, 2024. Available at: Portable Acoustic Panels - Environmental Noise Control (environmental-noise-control.com)

- **EPM NV1-1 Noise Shielding and Muffling.** Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.
- **EPM NV1-2** Use of Driven Pile Systems. Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.
- **EPM NV1-3 Enclosure or Screening of Outdoor Mechanical Equipment.** All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any off-site Noise Sensitive Uses.
- **EPM NV1-4** Location of Construction Staging Areas. Construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes "as far as possible" shall be upon the Applicant or Owner, in consideration of the above factors.
- **EPM NV1-5 Temporary Walls.** Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.

Table 7: Project Construction Noise Levels						
Receptor	Maximum Noise Level at Receptor Prior to EPMs (Lec) ^{1,2}	Maximum Noise Level at Receptor with EPMs (Lec) ^{1,2}	Noise Threshold (dBA Leg) ³	Exceeded?		
Sensitive Receptor 1 – Palibotel	77.8	57.8	(0	No		
	77.0	57.0		110		
Sensitive Receptor 2 - Sunset Montessori Pre-School	96.6	76.6		No		
Sensitive Receptor 3 – Residential (Southeast)	84.8	64.8	80	No		
Sensitive Receptor 4 – Residential (South)	83.1	63.1		No		
Sensitive Receptor 5 - Hollywood High School	70.4	50.4		No		

1. Per the methodology described in the City's Construction Noise and Vibration Thresholds Update, it is assumed that the loudest piece of equipment would be operated near the Project property boundary and all other equipment would operate at the center of the Project Site.

2. Assumes noise level reductions (up to 20 dBA) provided by EPM NV1-1 (Noise Shielding and Muffling), EPM NV1-3 (Enclosure or Screening of Outdoor Mechanical Equipment), and EPM NV1-3 (Temporary Walls).

3. Per the City's Construction Noise and Vibration Thresholds Update, daytime construction noise shall be limited to a maximum of 80 dBA Leq at sensitive uses.

Source: Federal Highway Administration, *Roadway Construction Noise Model*, 2006. Refer to <u>Appendix A</u> for noise modeling results for each construction phase.

As shown in <u>Table 7</u>, Project construction noise would not exceed the City's Noise and Vibration Thresholds Update significance criterion of 80 dBA  $L_{eq}$ . In addition, construction-related noise would be temporary and would not result in a permanent increase in ambient noise levels in the area. Construction activities would also be prohibited between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday and 6:00 p.m. to 8:00 a.m. on Saturdays, and at any time on Sunday.⁵² The City's permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant impact. For all of these reasons, the Project would not result in the generation of a substantial temporary increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies during construction. Construction noise impacts would be less than significant, and no mitigation measures are required.

#### Off-Site Construction Noise

In addition to on-site construction noise, the Project would generate mobile-source noise from delivery/haul trucks and construction workers traveling to and from the Project Site during the Project's construction. Haul trucks would travel to and from the Project Site using Sunset Boulevard and Sycamore Avenue. Haul and delivery trucks and construction workers are expected to arrive at the Project Site before construction starts and leave when construction ends, and thus, would not overlap with the noise generated by the Project's construction equipment. Although construction workers would arrive from various directions, worker trips would likely all utilize Sunset Boulevard and Sycamore Avenue to arrive at

August 2024

⁵² Note that the City's Noise and Vibration Thresholds Update designates daytime hours as between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday. Project construction is not anticipated to occur after 7:00 p.m. Monday through Friday.

to the Project Site. It is reasonable to assume that workers would already have arrived at the Project Site to being grading activities prior to the arrival of haul trucks. The greatest contributor to on-road traffic noise during construction would be haul trucks arriving from State Route 101 to the Project Site via Sunset Boulevard and Sycamore Avenue. Therefore, this analysis only considers noise generated by haul trucks. According to modeling assumptions included in the air quality assessment prepared by Kimley-Horn in August 2024, the construction phase with the highest assumed number of haul trucks would be grading, when it is assumed there would be up to 32 daily haul truck trips accessing the Project Site. Assuming that all 32 haul trucks would pass through the same roadway segment along Sunset Boulevard or Sycamore Avenue within a 15-minute period, the estimated noise level from the grading phase haul truck trips would be 59.2 dBA L_{eq} at 50 feet from the roadway centerline. This worst-case noise level would not exceed the City's Noise and Vibration Thresholds Update significance criterion of 80 dBA L_{eq} for on- and off-site construction activities. Therefore, approval of the Project would not result in any significant effects relating to off-site construction traffic noise.

#### Operations

The Proposed Project consists of a 7-story residential and commercial mixed-use development with one level of subterranean parking. Project operations would result in the generation of noise from mechanical equipment (e.g., HVAC, etc.), potential amplified music on rooftop terraces, parking and access noise, and trash/recycling truck pickup noise. Although these noise sources would be consistent with existing noise sources in the Project Site vicinity and with the noise generated by the existing uses on the Project Site, existing on-site operational noise has not been accounted for in the analysis below to provide a conservative analysis.

#### **On-Site Mechanical Equipment Noise**

Potential stationary noise sources related to long-term Project operations would include mechanical equipment (e.g., HVAC equipment) located on the rooftop. Mechanical equipment (e.g., HVAC equipment) typically generates noise levels of approximately 52 dBA at 50 feet.⁵³ Pursuant to LAMC Section 112.02 (Air Conditioning, Refrigeration, Heating, Pumping, Filtering Equipment), the operation of any air conditioning, refrigeration, or heating equipment shall not create any noise which would cause the noise level at another occupied property to exceed the ambient noise level by more than 5 dBA. Assuming that the Project's mechanical equipment would be located within a portion of the rooftop nearest to each receptor, and without accounting for shielding that would be provided by potential screening or architectural features, noise levels that would be generated by the mechanical equipment have been calculated and are shown in Table 8: Mechanical Equipment Noise Levels. As shown, mechanical equipment noise levels would not increase the ambient noise levels beyond the acceptable levels (5 dBA over ambient). Project mechanical equipment would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, approval of the Project would not result in any significant effects relating to the operation of on-site mechanical equipment.

⁵³ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010

Table 8: Mechanical Equipment Noise Levels							
Receptor	Distance to Receptor (feet) ¹	Level at Receptor (dBA) ²	Ambient Level (dBA) ³	Ambient + Project Noise at Receptor (dBA)	Incrementa l Increase (dBA)	Incremental Increase Threshold (dBA)	Significant?
1 – Palihotel	151	42.4	72.1	72.1	0.0	5.0	No
2 – Sunset Montessori Pre-School	40	53.9	56.8	58.6	1.8	5.0	No
3 – Residential (Southeast)	100	46.0	60.8	60.9	0.1	5.0	No
4 – Residential (South)	85	47.4	56.8	57.3	0.5	5.0	No
5 – Hollywood High School	330	35.6	67.3	67.3	0.0	5.0	No
<ol> <li>Distance estimated assuming equipment location in the center of the northern rooftop for receptors 1 and 5 and the center of the southern rooftop for receptors 2, 3, and 4.</li> <li>Distance estimated assuming equipment location in the center of the northern rooftop for receptors 2, 3, and 4.</li> </ol>							

 Distance attenuation calculated assuming reference noise level of 52 dBA Leq at 50 feet: Source for reference level: Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, July 6, 2010.
 * See Table 4 and Table 5 for representative ambient noise levels.

#### Open Space

The Project would include several outdoor living (open) spaces for residents of the new building. Per AB 1307, Section 21085 of the Public Resources Code, for residential uses, the effects of noise generated by Project occupants and their guests on human beings is not a significant effect on the environment. Therefore, no further analysis is required.

#### Amplified Music

Noise levels from the potential installation of an amplified sound system at the rooftop terraces (common open spaces located on the ground floor and second floor are proposed to be enclosed and shielded by the proposed building) have been estimated. This analysis does not apply to personal speakers (i.e., personal stereos or speakers) that may be operated by residents of the Project. It is assumed that the use of amplified sound systems would be allowable only during daytime hours (7:00 a.m. to 10:00 p.m.) as detailed in Project Design Feature - 1 (PDF-1), below.

**PDF-1** Operation of permanently wired amplified sound systems at the rooftop terraces shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. and shall not exceed a volume of 80 dBA measured at 3 feet from any speaker. In addition, all speakers shall be designed and installed to direct sound toward the center of the Project terraces.

Although amplified music from residential living areas typically includes background music that allows for conversation to take place, it has been assumed that sound levels would equate to loud music playing on a stereo to ensure a worst-case analysis. Music playing on a stereo generates noise levels of approximately 80 dBA at 3 feet from the speaker.⁵⁴ Although the outdoor living spaces would be elevated, direct line-of-sight may not be available, and shielding could be provided by building walls and architectural features, noise level reductions (for shielding or additional attenuation due to building height) have not been assumed in the modeling. Consequently, maximum noise levels reaching each receptor from each outdoor

⁵⁴ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010

living space have been combined to provide an overall worst-case estimate of potential amplified music, assuming all three terraces would utilize amplified sound systems simultaneously.

The southern portion of the proposed building would include a roof deck at the third floor that provides casual seating and open space. The northern portion of the proposed building would consist of 7 stories with a rooftop pool deck and two roof terraces: the northern roof terrace would include a pool and is located along Sunset Boulevard; the western roof terrace would be located along Sycamore Avenue.

As shown in Table 9: Outdoor Amplified Music Noise Levels, noise levels from the outdoor open spaces generated by a permanent amplified sound system would not increase ambient noise levels beyond the acceptable levels (5 dBA over ambient pursuant to the City's Noise Regulations). Project open space areas would not result in the generation of a substantial permanent increase in ambient noise levels due to amplified music in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, approval of the Project would not result in any significant effects relating to noise from outdoor open space generated by amplified music.

Table 9: Outdoor Amplified Music Noise Levels								
Receptor ¹	Combined Amplified Noise Level at Receptor (dBA)	Ambient Level (dBA)²	Ambient + Amplified Noise at Receptor (dBA)	Incremental Increase (dBA)	Incremental Increase Threshold (dBA)	Significant?		
1 – Palihotel	50.4	72.1	72.1	0.0	5.0	No		
2 – Sunset Montessori Pre-School	56.6	56.8	59.7	2.9	5.0	No		
3 – Residential (Southeast)	50.8	60.8	61.2	0.4	5.0	No		
4 – Residential (South)	51.8	56.8	58.0	1.2	5.0	No		
5 – Hollywood High School	42.7	67.3	67.3	0.0	5.0	No		
1. Distance measured from center of terrace area to receptor property line.								

2. See Table 4 and Table 5 for representative ambient noise levels.

#### **On-Site Parking**

Passenger vehicles would access the Project Site's ground floor parking level via a driveway on Sycamore Avenue, where five surface parking stalls would be provided to serve the proposed retail uses and four parking stalls would be provided to serve the proposed residential uses, along with a ramp to the subterranean parking level where additional residential parking spaces would be provided. Noises associated with parking activities include noise associated with vehicles starting and stopping, vehicle doors closing, car horns and car alarms, loading and unloading and conversations. The noise levels from these activities range from 53 to 61 dBA and are short-term.⁵⁵ Ground floor access from the ground floor parking level and the ground floor parking areas would be shielded by the Project building and, further, nearby sensitive receptors would not have line-of-sight to the ground level parking and subterranean access. When a noise barrier such as the Project building is located between a noise source and receiver, the line of sight is interrupted, which reduces the level of the noise that reaches the receiver. The amount of the reduction depends on the mass and rigidity of the barrier.⁵⁶ The noise level reaching the receiver

⁵⁵ Kariel, H. G., Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10, 1991.

⁵⁶ California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013

can be reduced by approximately 15 dBA when a building stands between the noise source and receiver.⁵⁷ The residential parking spaces within the subterranean parking garage, which would be entirely enclosed, would not result in any measurable increases in ambient noise levels within the Project Site area. Therefore, noise levels generated by Project parking activities, vehicle access, loading and unloading would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Approval of the Project would not result in any significant effects relating to parking activities, vehicle access, or loading and unloading.

#### Trash/Recycling Truck Pickups

The residential and retail trash and recycling rooms would be located within a central area of the ground floor level of the proposed building. Trash/recycling trucks and pickup activities customarily generate noise levels of [approximately 85 dBA.⁵⁸ However, the trash and recycling disposal receptacles would be fully enclosed within the central portion of the Project Site and shielded by the Project buildings, and, as a result, the trash/recycling truck pickup activity would not result in measurable increases in ambient noise levels at nearby sensitive receptors. In addition, trash/recycling truck pickup activity servicing the Project Site area currently occurs under existing conditions and would not be a new noise source. The hours of trash/recycling pickup activity would depend on the service provider and would not be regulated by the Project. Therefore, approval of the Project would not result in any significant effects relating to trash/recycling truck pickup noise levels.

#### **On-Site Composite Noise**

An evaluation of the Project's composite noise levels, including all on-site Project-related noise sources plus the existing ambient level, was conducted to identify the potential maximum Project-related noise level increase that may occur at noise-sensitive receptor locations. The overall sound environment of the areas surrounding the Project Site would include contributions from each on-site noise source associated with the operation of the Project. On-site noise sources associated with the Project would include the use of mechanical equipment and amplified music at outdoor spaces. <u>Table 10</u>: Composite On-Site Noise <u>Levels</u>, presents the estimated composite noise from on-site Project-related noise sources at noise sensitive receptors. As reported in <u>Table 10</u>, the Project would result in a maximum increase of 3.9 dBA at the Sunset Montessori school located to the south of the Project Site. Composite Project noise levels would be below the 5 dBA significance threshold. Composite operational noise levels would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, approval of the Project would not result in any significant effects relating to the on-site composite noise level.

August 2024

⁵⁷ Federal Highway Administration, *Roadway Construction Noise Model User Guide, Appendix A.* June 2017 Available at: https://www.fhwa.dot.gov/ENVIRonment/noise/construction_noise/rcnm/rcnm10.cfm#appa

⁵⁸ Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010

Table 10: Composite On-Site Noise Levels							
Receptor ¹	Mechanical Equipment (dBA)	Amplified Noise (dBA)	Ambient Level (dBA) ¹	Ambient + Project Noise at Receptor (dBA)	Incremental Increase (dBA)	Incremental Increase Threshold (dBA)	Significant?
1 – Palihotel	42.4	50.4	72.1	72.1	0.0	5.0	No
2 – Sunset Montessori Pre School	53.9	56.6	56.8	60.7	3.9	5.0	No
3 – Residential (Southeast)	46.0	50.8	60.8	61.3	0.5	5.0	No
4 – Residential (South)	47.4	51.8	56.8	58.4	1.6	5.0	No
5 – Hollywood High School	35.6	42.7	67.3	67.3	0.0	5.0	No
1. See Table 4 and Table 5 for representative ambient noise levels.							

#### Off-Site Traffic Noise

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. According to the Average Daily Traffic (ADT) Volumes provided in the traffic analysis prepared by Kimley Horn (see Appendix C of the Categorical exemption),⁵⁹ the Project would increase the ADT volume, which would result in noise increases on Project Site study area roadways. Traffic noise levels on roadways primarily affected by Project-generated trips were calculated using the FHWA's Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions with and without the Project, based on traffic volumes from the Transportation Assessment. As shown in Table 11: Opening Year and Opening Year Plus Project Traffic Noise Levels, Opening Year Plus Project traffic-generated noise levels on Project Site study area roadways would range between 58.6 dBA CNEL and 65.6 dBA CNEL at 100 feet from the roadway centerline, and the Project would result in a maximum increase of 2.3 dBA CNEL along Sycamore. Increases in traffic noise would not result in increases beyond acceptable levels (see Thresholds section above). Therefore, approval of the Project would not result in any significant effects relating to off-site traffic noise.

Table 11: Opening Year and Opening Year Plus Project Traffic Noise Levels							
Poodway Sogmont	Opening Year		Opening Year + Project		Incremental	Significant	
Koauway Segment	ADT	dBA CNEL ¹	ADT	dBA CNEL ¹	Increase	Impact?	
Sunset between Sycamore and Orange	35,138	65.5	35,308	65.6	0.1	No	
De Longpre between Sycamore and Orange	2,755	52.7	2,798	52.8	0.1	No	
Sycamore between Sunset and De Longpre	627	46.3	1,052	48.6	2.3	No	
Orange between Sunset and De Longpre	2,348	52.0	2,369	52.1	0.1	No	

ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level

1. Traffic noise levels are at 100 feet from the roadway centerline.

Source: Based on traffic data provided by Kimley-Horn and Associates, Inc., July 2024. Refer to <u>Appendix A</u> for traffic noise modeling results.

⁵⁹ Kimley-Horn and Associates, Inc., 7022 Sunset Street Project Transportation Assessment, July 2024

#### Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

# Threshold 6.2 Would the Project generate excessive ground-borne vibration or ground-borne noise levels?

#### Construction

#### **On-Site Construction Vibration**

Increases in ground-borne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Project construction would have the potential to result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

The FTA and Caltrans have published standard vibration velocities for construction equipment operations. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. Receptors susceptible to building damage include all structures located adjacent to the Project Site. This evaluation uses the structural damage criteria proposed by the City's Draft Noise and Vibration Thresholds Update of 0.25 in/sec PPV for historic structures, 0.3 in/sec PPV at older residential structures, and 0.5 in/sec for modern industrial and commercial structures.⁶⁰

Table 12: Typical Construction Equipment Vibration Levels lists the reference vibration levels for typical construction equipment (measured at 25 feet). The ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As shown in Table 12, based on FTA data, vibration velocities from typical heavy construction equipment that would be used during Project construction range from 0.076 to 0.21 in/sec PPV at 25 feet from the source of activity. Equipment expected to be used at the Project site that FTA guidance includes reference vibration levels for include loaded haul trucks, vibratory compactor/roller, and drill.⁶¹ A drill would be required for shoring activities to provide support during excavation, approximately 20 feet from the Montessori building to the south. Haul trucks would be staged at locations that would provide ease of access/egress from the Project Site and onto the roadway network. Loaded trucks would travel at distances greater than 25 feet from adjacent structures. A vibratory compactor/roller could be used during the construction of surface parking area, which is located within the norther portion of the Project Site, approximately 25 feet from the commercial building to the east and at least 100 feet from all other surrounding structures (including historical resources). As shown in Table 12, at 25 feet, the operation of loaded haul trucks and a vibratory roller/compactor would not exceed the City's threshold of 0.3 in/sec PPV for older residential uses or 0.5 in/sec PPV for modern commercial buildings. At 20 feet, the use of a drill would generate

August 2024

⁶⁰ City of Los Angeles, Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration, 2023

⁶¹ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018. For equipment where FTA guidance does not include reference vibration levels for are assumed to not require analysis.

vibration velocities of 0.124 in/sec PPV, which would not exceed the City's threshold of 0.3 in/sec PPV at the Montessori building to the south. Approval of the Project would not result in any significant effects relating to no-site construction vibration.

Table 12: Typical Construction Equipment Vibration Levels						
Equipment	Reference Level PPV at 25 Feet (in/sec)	PPV at 20 Feet (in/sec)				
Loaded Trucks	0.076	*				
Vibratory compactor/roller	0.210	*				
Caisson Drilling	0.089	0.124				
Structural Damage Threshold	0.30	0.30				
Exceeds Thresholds?	No	No				
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , September 2018. * Equipment not anticipated to be required at this distance.						

#### Off-Site Construction Vibration

With regard to construction trucks, Project construction would involve truck travel along nearby roadways, generating vibration events with each passing truck. During excavation, soil would be stockpiled within designated areas of the Project Site prior to export. Due to the size constraints of the Project Site, the amount of space needed for a heavy-duty haul truck to maneuver, and designation of loading areas, it is assumed that one truck would be arriving/leaving the Project Site at a time. According to the FTA's Transit Noise and Vibration Impact Assessment, a truck rarely creates vibration levels that exceed 70 VdB (equivalent to 0.012 inches per second PPV) when on a roadway.⁶² The factors influencing levels of ground-borne vibration include vehicle speed, vehicle suspension, and wheel condition and type. The frequency of vibration events is not listed as an influencing factor for vibration velocity by the FTA.⁶³ As such, multiple trucks traveling along the roadway would increase the frequency of vibration events but would not affect the vibration velocity experienced by receptors. Therefore, approval of the Project would not result in any significant effects relating to off-site construction vibration.

#### On-Site Ground-Borne Noise

According to the FTA, airborne noise levels would be higher than ground-borne noise levels; therefore, if a project's airborne noise levels would not result in significant effects, then it is assumed that groundborne noise would similarly not result in significant effects.⁶⁴ Unless indoor receptors have substantial sound insulation (e.g., recording studio) and would be exposed to vibration velocities great enough to cause substantial levels of ground-borne noise, ground-borne noise does not need to be assessed.⁶⁵ Ground-borne noise is typically assessed for locations where subway or tunnel operations, where there is no airborne noise path, are present.⁶⁶ The Project would not include a subway or tunnel, and all construction equipment would be located at grade. In addition, there are no substantially insulated indoor noise receptors located within 100 feet of the Project Site. Therefore, the effects of airborne noise would be greater than ground-borne noise levels.

⁶² Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

⁶³ Ibid.

⁶⁴ Ibid.

 ⁶⁵ Ibid.
 ⁶⁶ Ibid.

According to the FTA, ground-borne A-weighted noise levels can be estimated utilizing the average vibration velocity level.⁶⁷ For low frequency ground vibration such as that generated by construction equipment, the ground-borne noise level is estimated by subtracting 50 dB from the vibration velocities (VdB).⁶⁸ The use of a drill at approximately 20 feet from the Sunset Montessori Pre School to the south would generate vibration velocities of up to 90 VdB and ground-borne noise levels of up to 40 dBA. This level would not exceed the FTA's standard of 43 dBA at Category 2 Buildings (residences and buildings where people normally sleep) for infrequent vibration events.^{69, 70} Therefore, approval of the Project would not result in any significant effects relating to ground-borne noise during Project construction.

#### Operation

With respect to vibration-generating activities, operation of the Project would primarily involve personal automobiles used by employees, customers, and residents accessing the surface and subterranean parking, and occasional loading and unloading. Due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity.⁷¹ According to the FTA's Transit Noise and Vibration Impact Assessment, trucks such as delivery trucks, refuse collection trucks, and occasional moving trucks rarely create vibration levels that exceed 70 VdB (equivalent to 0.012 inches per second PPV) when they are on roadways.⁷² Therefore, approval of the Project would not result in any significant effects relating to ground-borne vibration during Project operation.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

### Threshold 6.3 For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

The Project Site is located approximately 6.7 miles south of the Hollywood-Burbank Airport and is not located within the Planning Boundary/Influence Area of the Hollywood-Burbank Airport. The Project Site is not located within an existing or projected noise contour associated with any private or public airport. Therefore, approval of the Project would not result in any significant effects relating to excessive airport/airstrip noise.

Mitigation Measures: No mitigation is required.

Level of Significance: No impact.

72 Ibid.

⁶⁷ Ibid.

⁶⁸ Ibid.

⁶⁹ Ibid.

⁷⁰ The use of a drill is required to place piles for temporary shoring and support and would not be operated on a frequent basis.

⁷¹ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018

### 6.2 Cumulative Noise Impacts

#### **Cumulative Construction Noise**

For the reasons set forth in the discussions above, the Project's construction activities would not result in a substantial temporary increase in ambient noise levels. The Project could contribute to cumulative construction project noise impacts if the construction activities were conducted concurrently. Noise from the construction of projects is typically localized and has the potential to affect noise-sensitive uses only within 500 feet from the construction site, as construction noise would be attenuated by distance and intervening buildings, as typical in an urban setting. Thus, the noise from construction activities for two projects located within 1,000 feet of each other could contribute to a cumulative noise impact for receptors located between the two construction sites. The Related Project nearest to the Project Site is located at 6800 Sunset Boulevard, which is approximately 750 feet from the Project Site to the east. Residential uses that are located in between and within 500 feet of both the Project Site and the Related Project could hypothetically experience a cumulative noise impact. However, as of March 2024, construction scheduling and information is not yet available for 6800 Sunset Boulevard and construction start dates are unknown. As such, it would be speculative to assume that construction activities for 6800 Sunset would occur concurrent with the Project's construction. Moreover, based on the Project-level noise analysis above, the Project's construction-related noise impacts would be less than significant.

No other related projects are located within 1,000 feet of the Project Site. In addition, construction activities at other planned and approved projects near the Project Site would be required to comply with applicable City rules related to noise and would take place during daytime hours on the days permitted by the applicable Municipal Code, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the Project Site and vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard are not cumulatively considerable.

#### **Cumulative Operational Noise**

<u>Cumulative Off-Site Traffic Noise</u>. The cumulative mobile noise analysis is conducted in a two-step process. First, the combined effects from both the Project and other projects are assessed. Second, for combined effects that are determined to be cumulatively significant, the Project's incremental effects are then analyzed. A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "Cumulative With Project" condition to "Existing" conditions. This comparison accounts for the traffic noise increase generated by the Project combined with the traffic noise increase generated by cumulative projects.

The following criteria are used to evaluate whether the cumulative with Project noise level would create a significant cumulative noise increase and whether the Project has an incremental effect in the cumulative noise increase.

- Combined Effect. The cumulative with Project noise level ("Cumulative With Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use.
- Incremental Effects. The "Cumulative With Project" causes a 1.0 dBA increase in noise over the "Cumulative Without Project" noise level.

Thus, although there may be a significant noise increase due to the Project in combination with identified cumulative projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the Project.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded and if noise levels exceed acceptable noise levels. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth due to occur in the general area would contribute to cumulative noise impacts. Increases in local volumes from related projects within a half-mile radius of the Project Site have been estimated and included in cumulative traffic conditions. <u>Table 13: Cumulative Plus Project Buildout Conditions Traffic Noise Levels</u> identifies the traffic noise effects along roadway segments in the vicinity of the Project site for "Existing,"

Table 13: Cumulative Plus Project Buildout Conditions Traffic Noise Levels							
	CNEL @ 100 feet from Centerline		Combined Effects	Incremental Effects			
Roadway Segment	Existing	Cumulative Without Project	Cumulative With Project	dBA Difference: Existing and Cumulative With Project	dBA Difference: Cumulative Without and With Project	Cumulatively Significant Impact?	
Sunset between Sycamore and Orange	65.4	66.3	66.3	0.9	0.0	No	
DeLongpre between Sycamore and Orange	52.6	53.4	53.5	0.9	0.1	No	
Sycamore between Sunset and DeLongpre	46.2	47.4	49.3	3.1	1.9	No	
Orange between Sunset and DeLongpre	52.0	52.4	52.4	0.4	0.0	No	
ADT = average daily trips; dBA = A-weighted decibels; CNEL = day-night noise level 1. Traffic noise levels are at 100 feet from the roadway centerline.							
Refer to <b>Appendix A</b> for traffic noise modeling assumptions and results.							

First, it must be determined whether the "Cumulative With Project" 3.0 dB increase above existing conditions (*Combined Effects*) is exceeded. Next, under the *Incremental Effects* criteria, cumulative noise impacts are defined by determining if the forecast ambient ("Cumulative Without Project") noise level is increased by 1.0 dB or more. As shown in <u>Table 13</u>, Combined Effects (3.0 dB) and Incremental Effects (1.0 dB) criteria have been exceeded along Sycamore between Sunset and DeLongpre. However, cumulative traffic noise levels remain within Normally Acceptable conditions for residential land uses.⁷³ Thus, the Project, in combination with cumulative background traffic noise levels, would result in a less than

⁷³ City of Los Angeles, General Plan Noise Element, Exhibit I. https://planning.lacity.gov/odocument/b49a8631-19b2-4477-8c7f-08b48093cddd/Noise_Element.pdf

significant cumulative impact. The Project's contribution to traffic noise would not be cumulatively considerable.

<u>Cumulative Stationary Noise</u>. Stationary noise sources of the Project would result in an incremental increase in non-transportation noise sources in the Project Site vicinity. However, as discussed above, operational noise caused by the Project would be less than significant. Similar to the Project, other planned and approved projects would be required to mitigate for stationary noise impacts at nearby sensitive receptors, if necessary. As stationary noise sources are generally localized, there is a limited potential for other projects to contribute to cumulative noise impacts.

No known past, present, or reasonably foreseeable projects would combine with the operational noise levels generated by the Project to increase noise levels above acceptable standards because each project must comply with applicable City regulations that limit operational noise. Therefore, the Project, together with other projects, would not create a significant cumulative impact, and even if there were such a significant cumulative impact, the Project would not make a cumulatively considerable contribution to significant cumulative operational noises.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project Site and vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project specific noise impacts, would not be cumulatively significant.

Therefore, the cumulative impact on noise from successive projects of the same type in the same place over time would not be significant.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

## 7 REFERENCES

- 1. California Department of Transportation, California Vehicle Noise Emission Levels, 1987.
- 2. California Department of Transportation, *Traffic Noise Analysis Protocol*, 2020.
- 3. California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013.
- 4. California Department of Transportation, *Transportation Related Earthborne Vibrations*, 2002.
- 5. California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, 2020.
- 6. City of Los Angeles, General Plan Noise Element, 1999.
- 7. City of Los Angeles, L.A. CEQA Thresholds Guide, 2006
- 8. City of Los Angeles, *Municipal Code*, 2022.
- 9. City of Los Angeles, Proposed Updates to Thresholds and Methodology for Construction Noise and Vibration, 2023
- 10. Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.
- 11. Environmental Health Perspectives, *Vehicle Motion Alarms: Necessity, Noise Pollution, or Both?* https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3018517/, accessed October 2023.
- 12. Federal Highway Administration, Noise Fundamentals, 2017.
- 13. Federal Highway Administration, Roadway Construction Noise Model, 2006.
- 14. Federal Highway Administration, Roadway Construction Noise Model User's Guide Final Report, 2006.
- 15. Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Analysis Issues, 1992.
- 16. Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.
- 17. Harris, Cyril M., Noise Control in Buildings: A Practical Guide for Architects and Engineers, 1994
- 18. James P. Cowan, Handbook of Environmental Acoustics, 1994.
- 19. Kimley-Horn, 7022 Sunset Street Project Transportation Assessment, July 2024
- 20. United States Environmental Protection Agency, Protective Noise Levels (EPA 550/9-79-100), 1979.

## Appendix A

NOISE DATA

Noise Measurement Data

Noise Meas	suremen	t Field Data					
Project:	7022 Su	nset		Job Number:	099991001		
Site No.:	ST-1			Date:	10/10/2023		
Analyst:	Ryan Ca	llahan		Time:	10:16 AM		
Location:	On Suns	set, directly north of Sycamore intersection					
Noise Sourc	Sources: Heavy traffic on Sunset, pedestrians walking by, buses pulling into nearby stop						
Comments:							
Results (dB/	4):						
		Leq:	Lmin:	Lmax:	Peak:		
		72.1	55.6	85.5	99.6		
	Equij	oment		Wea	ather		
Sound Leve	Meter:	LD SoundExpert LxT		Temp. (degrees F):	67		
Calibrator:		CAL200		Wind (mph):	<5		
Response Ti	me:	Slow		Sky:	Clear		
Weighting:		А		Bar. Pressure:	29.81 inHg		

Humidity:

Microphone Height:

5 feet

Kimley»<mark>Hor</mark>n

73%

Summary	
File Name on Meter	Ing.069.s
File Name on PC	LxTse_0005586-20231010 101610-Ing.069.ldbin
Serial Number	0005586
Model	SoundExpert [®] LxT
Firmware Version	2.404
User	
Location	
Job Description	

Ν	ote	
	υιε	

Measurement				
Description				
Start	2023-10-10 10:16:10			
Stop	2023-10-10 10:31:10			
Duration	00:15:00.0			
Run Time	00:15:00.0			
Pause	00:00:00.0			
Pre-Calibration	2023-10-10 09:33:58			
Post-Calibration	None			
<b>Calibration Deviation</b>				

Overall Settings			
RMS Weight	A Weighting		
Peak Weight	A Weighting		
Detector	Slow		
Preamplifier	PRMLxT1L		
Microphone Correction	Off		
Integration Method	Linear		
OBA Range	Normal		
OBA Bandwidth	1/1 and 1/3		
<b>OBA Frequency Weighting</b>	A Weighting		
OBA Max Spectrum	At LMax		
Overload	122.6 d	IB	
	А	С	Z
Under Range Peak	79.1	76.1	81.1 dB
Under Range Limit	25.3	26.0	31.7 dB
Noise Floor	16.2	16.9	22.6 dB
	First	Second	Third
Instrument Identification	Kimley-Horn & Associates, Inc.	1100 W.Town & Country Rd, 700	714.939.1030

Results						
.Aeq	72.1 dB					
AE	101.6 dB					
A	1.622 mP	a²h				
.Apeak (max)	2023-10-10 10:27:00	99.6 0	JB			
ASmax	2023-10-10 10:24:49	85.5 (	ЗВ			
ASmin	2023-10-10 10:24:28	55.6 (	JB			
EA	-99.9 dB					
	Exceedance Counts	Duration				
AS > 85.0 dB	1	1.6 s	5			
AS > 115.0 dB	0	0.0 s	5			
Apeak > 135.0 dB	0	0.0 s	5			
Apeak > 137.0 dB	0	0.0 s	5			
Apeak > <b>140.0 dB</b>	0	0.0 s	5			
		1000 07:00 33:00	1 Night 22:00 07:00	المامية	LDay 07:00 10:00	LEvoning 10:00 22:00
minumity Noise		LDay 07:00-22:00	LINIGHT 22:00-07:00		LDay 07:00-19:00	revening 13:00-55:00
	72.1	72.1	-99.9	72.1	72.1	-99.9
Cea	77.9 dB					
Aea	72.1 dB					
Ceg - LAeg	5.8 dB					
Veq .	73.2 dB					
lea	72.1 dB					
Vea - LAea	1.1 dB					
	A		С			Z
	dB Ti	me Stamp	dB	Time Stamp	dB	_ Time Stamp
eq.	72.1	-	77.9			•
(max)	85.5	2023/10/10 10:24:49				
(min)	55.6	2023/10/10 10:24:28				
veak(max)	99.6	2023/10/10 10:27:00				
verload Count	0					
verload Duration	0.0 s					
BA Overload Count	0					
BA Overload Duration	0.0 s					
atistics						
atistics A 5.00	76.8 dB					
atistics A 5.00 A 10.00	76.8 dB 75.5 dB					
tatistics A 5.00 A 10.00 A 33.30	76.8 dB 75.5 dB 72.6 dB					
atistics \$ 5.00 \$ 10.00 \$ 33.30 \$ 50.00	76.8 dB 75.5 dB 72.6 dB 70.2 dB					
atistics \$ 5.00 \$ 10.00 \$ 33.30 \$ 50.00 \$ 66.60	76.8 dB 75.5 dB 72.6 dB 70.2 dB 67.3 dB					

Calibration History					
Preamp	Date	dB re. 1V/Pa	6.3	8.0	10.0
Direct	2019-10-29 12:18:45	-28.39	2.58	5.73	0.93
PRMLxT1L	2023-10-10 09:33:58	-28.85	60.24	58.27	55.95
PRMLxT1L	2023-08-31 10:04:48	-28.76	61.03	61.98	57.52
PRMLxT1L	2023-08-14 09:21:22	-28.80	71.99	60.72	64.53
PRMLxT1L	2023-08-02 08:47:34	-28.78	52.32	54.78	54.24
PRMLxT1L	2023-08-02 08:45:53	-28.81	63.42	57.07	62.26
PRMLxT1L	2023-07-13 12:40:44	-28.75	66.48	69.97	55.31
PRMLxT1L	2023-07-13 09:51:44	-28.90	59.31	60.71	58.62
PRMLxT1L	2023-07-13 09:23:44	-28.90	60.41	60.71	59.50
PRMLxT1L	2023-06-27 08:29:08	-28.80	62.55	58.54	56.17
PRMLxT1L	2023-06-07 08:55:01	-28.82	69.12	55.56	51.67
PRMLxT1L	2023-06-06 10:03:27	-28.81	59.32	45.72	59.12

Noise Meas	uremen	t Field Data					
Project:	7022 Su	nset		Job Number:	099991001		
Site No.:	ST-2			Date:	10/10/2023		
Analyst:	Ryan Ca	llahan		Time:	9:57 AM		
Location:	ation: Midway on Sycamore Ave. Between Sunset and Dr Longpre						
Noise Sources: Traffic on sunset, birds			chriping, minor traffi	c on Sycamore			
Comments:							
Results (dB/	<b>\):</b>						
		Leq:	Lmin:	Lmax:	Peak:		
56.8		42.4	75.3	111.1			
				•			
	Equip	oment		Wea	ither		
Sound Level	Meter:	LD SoundExpert LxT		Temp. (degrees F):	65		
Calibrator		CAL200		Wind (mph):	~F		

Calibrator:	CAL200
Response Time:	Slow
Weighting:	А
Microphone Height:	5 feet

Weather				
Temp. (degrees F):	65			
Wind (mph):	<5			
Sky:	Clear			
Bar. Pressure:	29.81 inHg			
Humidity:	74%			

## Kimley » Horn

Summary				
File Name on Meter	Ing.068.s			
File Name on PC	LxTse_0005586-20231010 095619-Ing.068.ldbin			
Serial Number	0005586			
Model	SoundExpert [®] LxT			
Firmware Version	2.404			
User				
Location				
Job Description				
Note				
Measurement				
Description				
Start	2023-10-10 09:56:19			
Stop	2023-10-10 10:11:19			
Duration	00:15:00.0			
Run Time	00:15:00.0			
Pause	00:00:00.0			
Pre-Calibration	2023-10-10 09:33:58			
Post-Calibration	None			
Calibration Deviation				
	A Maighting			
Rivis weight	A Weighting			
	A Weighting			
Detector				
Microphone Correction	PRIVILATIL			
Integration Method	Lipear			
	Normal			
OBA Range OBA Bandwidth	1/1 and 1/3			
OBA Frequency Weighting	A Weighting			
OBA May Spectrum	Δt I May			
Overload	122.6 dB			
	Α	С	Z	
Under Range Peak	79.1	76.1	_ 81.1 dB	
Under Range Limit	25.3	26.0	31.7 dB	
Noise Floor	16.2	16.9	22.6 dB	

First Second Kimley-Horn & Associates, Inc. 1100 W.Town & Country Rd, 700 Instrument Identification

714.939.1030

Third

Results								
LAeq	56.8	dB						
LAE	86.3	dB						
EA	47.863	µPa²h						
LApeak (max)	2023-10-10 10:10:51		111.1 (	dB				
LASmax	2023-10-10 10:10:51		75.3 (	dB				
LASmin	2023-10-10 09:57:13		42.4 (	dB				
SEA	-99.9	dB						
	Exceedance Counts		Duration					
AS > 85.0 dB	0		0.0 s	5				
AS > 115.0 dB	0		0.0 :	5				
Apeak > 135.0 dB	0		0.0 :	5				
LApeak > 137.0 dB	0		0.0 s	5				
LApeak > 140.0 dB	0		0.0 s	5				
Community Noise	Ldn		LDay 07:00-22:00	LNight 22:00-07:00	Lden	LDay 07:00-19:00	LEvening 19:00-22:00	LNight 22
	56.8		56.8	-99.9	56.8	56.8	-99.9	_
Ceq	66.5	dB						
Aeq	56.8	dB						
Ceq - LAeq	9.7	dB						
Aleq	63.3	dB						
Aeq	56.8	dB						
Aleq - LAeq	6.5	dB						
		Α		С			Z	
	dB	Time Sta	Imp	dB	Time Stamp	dB	Time Stamp	
ea	56.8			66.5	•		•	
S(max)	75.3	20	23/10/10 10.10.51					
S(min)	42.4	20	123/10/10 9.57.13					
Book(mox)	111 1	20	22/10/10 10:10:51					
reak(iiidx)	111.1	20	23/10/10 10:10:51					
Overload Count	0							
Overload Duration	0.0	S						
DBA Overload Count	0							
DBA Overload Duration	0.0	S						
Statistics								
A 5.00	63.7	dB						
A 10.00	59.6	dB						
LA 33.30	53.4	dB						
LA 50.00	51.0	dB						
LA 66.60	49.2	dB						
LA 90.00	46.5	dB						

Calibration History						
Preamp	Date	dB re. 1V/Pa	6.3	8.0	10.0	12.5
Direct	2019-10-29 12:18:45	-28.39	2.58	5.73	0.93	0.50
PRMLxT1L	2023-10-10 09:33:58	-28.85	60.24	58.27	55.95	51.16
PRMLxT1L	2023-08-31 10:04:48	-28.76	61.03	61.98	57.52	60.54
PRMLxT1L	2023-08-14 09:21:22	-28.80	71.99	60.72	64.53	70.08
PRMLxT1L	2023-08-02 08:47:34	-28.78	52.32	54.78	54.24	61.95
PRMLxT1L	2023-08-02 08:45:53	-28.81	63.42	57.07	62.26	59.06
PRMLxT1L	2023-07-13 12:40:44	-28.75	66.48	69.97	55.31	57.78
PRMLxT1L	2023-07-13 09:51:44	-28.90	59.31	60.71	58.62	58.55
PRMLxT1L	2023-07-13 09:23:44	-28.90	60.41	60.71	59.50	63.74
PRMLxT1L	2023-06-27 08:29:08	-28.80	62.55	58.54	56.17	61.21
PRMLxT1L	2023-06-07 08:55:01	-28.82	69.12	55.56	51.67	63.01
PRMLxT1L	2023-06-06 10:03:27	-28.81	59.32	45.72	59.12	53.11

Noise Measurement Field Data						
Project:	7022 Su	nset		Job Number:	099991001	
Site No.:	ST-3			Date:	10/10/2023	
Analyst:	Ryan Ca	llahan		Time:	9:37 AM	
Location:	.ocation: Midway on Orande Dr. Between Sunset and Dr Longpre					
Noise Sources: Landscaping equipment, pedestrians walking by						
Comments:						
Results (dB/	4):					
		Leq:	Lmin:	Lmax:	Peak:	
		60.8	44.8	71.2	92.3	
	Equip	oment		Wea	ather	
Sound Leve	Meter:	LD SoundExpert LxT		Temp. (degrees F):	65	

Souliu Level Meter.	LD SoundExpert LXT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	А
Microphone Height:	5 feet

Weather			
Temp. (degrees F):	65		
Wind (mph):	<5		
Sky:	Clear		
Bar. Pressure:	29.81 inHg		
Humidity:	76%		

# Kimley **»Horn**

Summary				
File Name on Meter	Ing.067.s			
File Name on PC	LxTse_0005586-20231010 093654-Ing.06	7.ldbin		
Serial Number	0005586			
Model	SoundExpert [®] LxT			
Firmware Version	2.404			
User				
Location				
Job Description				
Note				
Measurement				
Description				
Start	2023-10-10 09:36:54			
Stop	2023-10-10 09:51:54			
Duration	00:15:00.0			
Run Time	00:15:00.0			
Pause	00:00:00.0			
Pre-Calibration	2023-10-10 09:33:59			
Post-Calibration	None			
Calibration Deviation				
Overall Settings				
RMS Weight	A Weighting			
Peak Weight	A Weighting			
Detector	Slow			
Preamplifier	PRMLxT1L			
Microphone Correction	Off			
Integration Method	Linear			
OBA Range	Normal			
OBA Bandwidth	1/1 and 1/3			
<b>OBA Frequency Weighting</b>	A Weighting			
OBA Max Spectrum	At LMax			
Overload	122.6 dB			
	А	C	Z	
Under Range Peak	79.1	76.1	81.1 dB	

26.0

16.9

Second

31.7 dB

22.6 dB

Third

714.939.1030

25.3

16.2

First

Kimley-Horn & Associates, Inc. 1100 W.Town & Country Rd, 700

**Under Range Limit** 

Instrument Identification

Noise Floor

Results						
LAeq	60.8 d	В				
LAE	90.3 d	В				
EA	120.226 μ	Pa²h				
LApeak (max)	2023-10-10 09:45:51	92.3 (	dB			
LASmax	2023-10-10 09:38:19	71.2 0	dB			
LASmin	2023-10-10 09:47:37	44.8 (	dB			
SEA	-99.9 <b>d</b>	В				
	Exceedance Counts	Duration				
LAS > 85.0 dB	0	0.0 s	5			
LAS > 115.0 dB	0	0.0 s	5			
LApeak > 135.0 dB	0	0.0 s	5			
LApeak > 137.0 dB	0	0.0 s	5			
LApeak > 140.0 dB	0	0.0 s	5			
Community Noise	Ldn	LDay 07:00-22:00	LNight 22:00-07:00	Lden	LDay 07:00-19:00	LEvening 19:00-22:00
·	60.8	60.8	-99.9	60.8	60.8	-99.9
-Ceq	67.9 d	В				
LAeq	60.8 d	В				
LCeq - LAeq	7.1 d	В				
LAleq	62.9 d	В				
Aeq	60.8 d	В				
LAleg - LAeg	2.1 d	В				
	Α		С			Z
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
ea	60.8	<b>-</b>	67.9			F
S(max)	71.2	2023/10/10 9:38:19				
()	ΛΛ Q	2023/10/10 9:47:37				
L9(mm) LPeak(max)	92.3	2023/10/10 9:45:51				
Overload Count	0		'			
Overload Duration	0					
Overload Duration	0.0 s					
OBA Overload Duration	0					
OBA Overload Duration	0.0 \$					
Statistics						
LA 5.00	66.2 d	B				
LA 10.00	64.9 d	В				
LA 33.30	61.2 d	В				
1 ^ 50 00	59 1 d	D				
LA 30.00	55.1 0	В				
LA 66.60	53.1 d 52.1 d	B				

Calibration History						
Preamp	Date	dB re. 1V/Pa	6.3	8.0	10.0	12.5
Direct	2019-10-29 12:18:45	-28.39	2.58	5.73	0.93	0.50
PRMLxT1L	2023-10-10 09:33:58	-28.85	60.24	58.27	55.95	51.16
PRMLxT1L	2023-08-31 10:04:48	-28.76	61.03	61.98	57.52	60.54
PRMLxT1L	2023-08-14 09:21:22	-28.80	71.99	60.72	64.53	70.08
PRMLxT1L	2023-08-02 08:47:34	-28.78	52.32	54.78	54.24	61.95
PRMLxT1L	2023-08-02 08:45:53	-28.81	63.42	57.07	62.26	59.06
PRMLxT1L	2023-07-13 12:40:44	-28.75	66.48	69.97	55.31	57.78
PRMLxT1L	2023-07-13 09:51:44	-28.90	59.31	60.71	58.62	58.55
PRMLxT1L	2023-07-13 09:23:44	-28.90	60.41	60.71	59.50	63.74
PRMLxT1L	2023-06-27 08:29:08	-28.80	62.55	58.54	56.17	61.21
PRMLxT1L	2023-06-07 08:55:01	-28.82	69.12	55.56	51.67	63.01
PRMLxT1L	2023-06-06 10:03:27	-28.81	59.32	45.72	59.12	53.11

Noise Meas	uremen	t Field Data			
Project:	7022 Su	nset		Job Number:	099991001
Site No.:	ST-4			Date:	10/10/2023
Analyst:	Ryan Ca	llahan		Time:	10:33 AM
Location: North end of intersection between Orange Dr. and Sunset Blvd.					
Noise Sources: Traffic on Orange, some traffic noise from Sunset					
Comments:					
Results (dBA	):				
		Leq:	Lmin:	Lmax:	Peak:
		67.3	55.3	82.1	95.5
Equipment			Wea	ither	
Sound Level	Meter:	LD SoundExpert LxT		Temp. (degrees F):	68

Calibrator:	CAL200
Response Time:	Slow
Weighting:	А
Microphone Height:	5 feet

Weather			
Temp. (degrees F):	68		
Wind (mph):	<5		
Sky:	Clear		
Bar. Pressure:	29.81 inHg		
Humidity:	72%		

## Kimley **»Horn**

Summary				
File Name on Meter	Ing.070.s			
File Name on PC	LxTse_0005586-20231010 103317-Ing.070.ldbin			
Serial Number	0005586			
Model	SoundExpert [®] LxT			
Firmware Version	2.404			
User				
Location				
Job Description				
Note				
Measurement				
Description				
Start	2023-10-10 10:33:17			
Stop	2023-10-10 10:48:17			
Duration	00:15:00.0			
Run Time	00:15:00.0			
Pause	00:00:00.0			
Pre-Calibration	2023-10-10 09:33:58			
Post-Calibration	None			
Calibration Deviation				
Overall Settings				
RMS Weight	A Weighting			
Peak Weight	A Weighting			
Detector	Slow			
Preamplifier	PRMLxT1L			
Microphone Correction	Off			
Integration Method	Linear			
OBA Range	Normal			
OBA Bandwidth	1/1 and 1/3			
<b>OBA Frequency Weighting</b>	A Weighting			
OBA Max Spectrum	At LMax			
Overload	122.6 dB			
	Α	С	Z	
Under Range Peak	79.1	76.1	81.1 dB	
Under Range Limit	25.3	26.0	31.7 dB	
Noise Floor	16.2	16.9	22.6 dB	

	First	Second	Third
Instrument Identification	Kimley-Horn & Associates, Inc.	1100 W.Town & Country Rd, 700	714.939.1030

Results							
LAeq	67.3 dB						
LAE	96.8 dB						
EA	537.032 μPa²	²h					
LApeak (max)	2023-10-10 10:36:48	95.5 0	dB				
LASmax	2023-10-10 10:36:49	82.1 0	dB				
LASmin	2023-10-10 10:37:44	55.3 0	dB				
SEA	-99.9 <b>dB</b>						
	Exceedance Counts	Duration					
LAS > 85.0 dB	0	0.0 s	5				
LAS > 115.0 dB	0	0.0 s	5				
Apeak > 135.0 dB	0	0.0 s	5				
LApeak > 137.0 dB	0	0.0 s	5				
LApeak > 140.0 dB	0	0.0 s	5				
Community Noise	Ldn	LDay 07:00-22:00	LNight 22:00-07:00	Lden	LDay 07:00-19:00	LEvening 19:00-22:00	LNight 22
	67.3	67.3	-99.9	67.3	67.3	-99.9	-
Ceq	76.5 dB						
Aeq	67.3 dB						
Ceq - LAeq	9.2 dB						
Aleq	68.5 dB						
Aeq	67.3 dB						
Aleq - LAeq	1.2 dB						
	А		С			Z	
	dB Tin	ne Stamp	dB	Time Stamp	dB	Time Stamp	
.eq	67.3	•	76.5	· · ·		•	
-S(max)	82.1	2023/10/10 10:36:49					
S(min)	55.3	2023/10/10 10:37:44					
_Peak(max)	95.5	2023/10/10 10:36:48					
	55.5	2023/10/10 10:30:10		<u> </u>			
Overload Count	0						
Overload Duration	0.0 s						
DBA Overload Count	0						
DBA Overload Duration	0.0 s						
Statistics							
A 5.00	71.6 dB						
LA 10.00	69.6 dB						
LA 33.30	66.5 dB						
LA 50.00	64.4 dB						
LA 66.60	62.4 dB						
LA 90.00	58.4 dB						

Calibration History						
Preamp	Date	dB re. 1V/Pa	6.3	8.0	10.0	12.5
Direct	2019-10-29 12:18:45	-28.39	2.58	5.73	0.93	0.50
PRMLxT1L	2023-10-10 09:33:58	-28.85	60.24	58.27	55.95	51.16
PRMLxT1L	2023-08-31 10:04:48	-28.76	61.03	61.98	57.52	60.54
PRMLxT1L	2023-08-14 09:21:22	-28.80	71.99	60.72	64.53	70.08
PRMLxT1L	2023-08-02 08:47:34	-28.78	52.32	54.78	54.24	61.95
PRMLxT1L	2023-08-02 08:45:53	-28.81	63.42	57.07	62.26	59.06
PRMLxT1L	2023-07-13 12:40:44	-28.75	66.48	69.97	55.31	57.78
PRMLxT1L	2023-07-13 09:51:44	-28.90	59.31	60.71	58.62	58.55
PRMLxT1L	2023-07-13 09:23:44	-28.90	60.41	60.71	59.50	63.74
PRMLxT1L	2023-06-27 08:29:08	-28.80	62.55	58.54	56.17	61.21
PRMLxT1L	2023-06-07 08:55:01	-28.82	69.12	55.56	51.67	63.01
PRMLxT1L	2023-06-06 10:03:27	-28.81	59.32	45.72	59.12	53.11

Noise Modeling Data

Project:	7022 Sunset
Construction Noise Impact o	n Sensitive Receptors

#### Parameters

Construction Hours:	Daytime hours (7 am to 7 pm)	8
	Evening hours (7 pm to 10 pm)	0
	Nighttime hours (10 pm to 7 am)	0
Leq to L10 factor		3

		Distance	Distance			
	Receptor (Land Use)	(feet)	Line (feet)	Shielding	Direction	
1	Hotel	215	100	-	Ν	Shie
2	Sunset Montessori	126	10		S	Shie
3	Residential	185	40		SE	Shie
4	Residential	172	50		S	Shie
5	Hollywood High School	375	270		NW	Shie
					1	•

Shielding: City of LA EPMs requiring mufflers, equipment enclosures, and temporary walls Shielding: City of LA EPMs requiring mufflers, equipment enclosures, and temporary walls Shielding: City of LA EPMs requiring mufflers, equipment enclosures, and temporary walls Shielding: City of LA EPMs requiring mufflers, equipment enclosures, and temporary walls Shielding: City of LA EPMs requiring mufflers, equipment enclosures, and temporary walls Shielding: City of LA EPMs requiring mufflers, equipment enclosures, and temporary walls

					RECEPTOR	1	RECEPTOR	2	RECEPTOR	3	RECEPTOR	4	RECEPTOR	5
Construction Phase	Equipment Type	No. of Equip.	Acoustical Usage Factor	Reference Noise Level at 50ft per Unit, Lmax	Noise Level at Receptor 1, Lmax	Noise Level at Receptor 1, Leq	Noise Level at Receptor 2, Lmax	Noise Level at Receptor 2, Leq	Noise Level at Receptor 3, Lmax	Noise Level at Receptor 3, Leq	Noise Level at Receptor 4, Lmax	Noise Level at Receptor 4, Leq	Noise Level at Receptor 5, Lmax	Noise Level at Receptor 5, Leq
Demolition														
	* Concrete Saw Backhoe Combined LEQ	1 1	20% 40%	90 78	83.6 64.9	76.6 61.0 76.7	103.6 69.6	96.6 65.6 96.6	91.5 66.2	84.5 62.3 84.6	89.6 66.9	82.6 62.9 82.7	75.0 60.1	68.0 56.1 68.2
Site Preparation														
	* Backhoe Combined LEQ	1	40%	78	71.6	67.6 67.6	91.6	87.6 87.6	79.5	75.6 75.6	77.6	73.6 73.6	63.0	59.0 59.0
Grading														
	* Grader Backhoe Auger Drill Rig Combined LEQ	1 2 1	40% 40% 20%	85 78 84	79.0 67.9 71.7	75.0 64.0 64.7 75.7	99.0 72.6 76.4	95.0 68.6 69.4 95.0	86.9 69.2 73.0	83.0 65.3 66.0 83.1	85.0 69.9 73.7	81.0 65.9 66.7 81.3	70.4 63.1 66.9	66.4 59.1 59.9 67.9
Building Construction														
	Crane * All Other Equipment > 5 HP All Other Equipment > 5 HP Backhoe Combined LEQ	1 1 1 2	16% 50% 50% 40%	81 85 85 78	67.9 79.0 72.3 67.9	60.0 76.0 69.3 64.0 77.1	72.6 99.0 77.0 72.6	64.6 96.0 74.0 68.6 96.0	69.2 86.9 73.6 69.2	61.3 83.9 70.6 65.3 84.2	69.9 85.0 74.3 69.9	61.9 82.0 71.3 65.9 82.5	63.1 70.4 67.5 63.1	55.1 67.3 64.5 59.1 69.7
Paving														
Ĵ	Paver * Roller Combined LEQ	1 1	50% 20%	77 80	64.5 74.0	61.5 67.0 68.1	69.2 94.0	66.2 87.0 87.0	65.8 81.9	62.8 74.9 75.2	66.5 80.0	63.5 73.0 73.5	59.7 65.4	56.7 58.4 60.6
Architectural Coatings														
	* Compressor (air) Compressor (air) Combined LEQ	1 2	40% 40%	78 78	71.7 68.0	67.7 64.1 69.3	91.7 72.7	87.7 68.7 87.8	79.6 69.3	75.7 65.4 76.0	77.7 70.0	73.7 66.0 74.4	63.1 63.2	59.1 59.2 62.2
Overlapping Phases														
Building Construction + Ar Maximum Noise Level	chitectural Coating					77.8 77.8		96.6 96.6		84.8 84.8		83.1 83.1		70.4 70.4
Building Construction Paving Architectural Coatings Overlapping Phases Building Construction + Ar Maximum Noise Level	Crane * All Other Equipment > 5 HP All Other Equipment > 5 HP Backhoe Combined LEO * Roller Combined LEO * Compressor (air) Combined LEO combined LEO	1 1 2 1 1 1 2	16% 50% 50% 40% 50% 20%	81 85 78 77 80 78 78 78 78 78	67.9 79.0 72.3 67.9 64.5 74.0 71.7 68.0	60.0 76.0 69.3 64.0 77.1 61.5 67.0 68.1 67.7 64.1 69.3 77.8 77.8	72.6 99.0 77.0 72.6 69.2 94.0 91.7 72.7	64.6 96.0 74.0 68.6 96.0 66.2 87.0 87.0 87.0 87.7 68.7 87.8 96.6 96.6	69.2 86.9 73.6 69.2 65.8 81.9 79.6 69.3	61.3 83.9 70.6 65.3 84.2 62.8 74.9 75.2 75.7 65.4 76.0 84.8 84.8	69.9 85.0 74.3 69.9 66.5 80.0 77.7 70.0	61.9 82.0 71.3 65.9 82.5 63.5 73.0 73.5 73.7 66.0 74.4 83.1 83.1	63.1 70.4 67.5 63.1 59.7 65.4 63.1 63.2	55.1 67.3 64.5 59.1 69.7 56.7 58.4 60.6 59.1 59.2 62.2 70.4 70.4

Source for Ref. Noise Levels: RCNM, 2005

* Loudest piece of equipment measured from the construction boundary nearest to the receptor.

Construction Truck Pass-By Noise

Source	Noise Level	Reference Dist. (feet)	Dist. to Receptor (feet)	Distance Attenuation	Duration (minutes)
Truck passby (arrival, departure)	68	30	50	63.6	5.44
				Total*	5.44

	Results	
Truck Pass-by Noise Leve	Exceeds Daytime Noise Standard?	
Metric	Exterior	Exterior
L _{eq(15-min)}	59.2 63.6	No

* Duration assumes 0.17 minutes per truck during a pass-by event.

### Project: 7022 Sunset Mechanical Equipment Noise Calculations

Receptor	Reference Level (dBA)	Reference Distance (feet) ¹	Distance to Receptor (feet) ²	Level at Receptor (dBA) ³	Ambient Level (dBA)	Combined Noise at Receptor (dBA)	Incremental Increase (dBA)	Significant?
1 - Hotel (N)	52	50	151	42.4	72.1	72.1	0.0	No
2 - Sunset Montessori (S)	52	50	40	53.9	56.8	58.6	1.8	No
3 - Residential (SE)	52	50	100	46.0	60.8	60.9	0.1	No
4 - Residential (S)	52	50	85	47.4	56.8	57.3	0.5	No
5 - High School (NE)	52	50	330	35.6	67.3	67.3	0.0	No

1. Source for reference level: Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, July 6, 2010.

2. Distance estimated using location of rooftop equipment as indiciated on Roof Plan

3. Calculated using the inverse square law formula for sound attenuation:  $dBA_2 = dBA_1 + 20Log(d_1/d_2)$ , where  $dBA_2 =$  estimated noise level at receptor;  $dBA_1 =$  reference noise level;  $d_1 =$  reference distance;  $d_2 =$  receptor location distance.

## Project: 7022 Sunset Amplified Music Noise Calculation

Lower Roof Deck				
Receptor	Reference Level (dBA)	Reference Distance (feet)	Distance to Receptor (feet)	Level at Receptor (dBA) ⁴
Hotel (N)	80.0	3	285	40.4
Sunset Montessori (S)	80.0	3	50	55.6
Residential (SE)	80.0	3	105	49.1
Residential (S)	80.0	3	95	50.0
High School (NE)	80.0	3	450	36.5

## Roof Terrace N

Receptor	Reference Level (dBA)	Reference Distance (feet)	Distance to Receptor (feet)	Level at Receptor (dBA) ⁴
Hotel (N)	80.0	3	105	49.1
Sunset Montessori (S)	80.0	3	210	43.1
Residential (SE)	80.0	3	275	40.8
Residential (S)	80.0	3	275	40.8
High School (NE)	80.0	3	315	39.6

#### **Roof Terrace N**

Receptor	Reference Level (dBA)	Reference Distance (feet)	Distance to Receptor (feet)	Level at Receptor (dBA) ⁴
Hotel (N)	80.0	3	230	42.3
Sunset Montessori (S)	80.0	3	105	49.1
Residential (SE)	80.0	3	180	44.4
Residential (S)	80.0	3	150	46.0
High School (NE)	80.0	3	420	37.1

## **Total Open Space**

_	Combined Open Space	_	Combined Noise at Receptor			
Receptor	Noise at Receptor	Ambient Level (dBA) ³	(dBA)	Incremental Increase (dBA)	Significant?	
Hotel (N)	(UDA) 50 /	72 1	72 1	0.0	No	
Sunset Montessori (S)	50.4	56.9	50.7	2.0	No	
Decidential (SE)	50.0	50.8	59.7	2.9	NO	
	50.8	60.8	61.2	0.4	NO	
Residential (S)	51.8	56.8	58.0	1.2	No	
High School (NE)	42.7	67.3	67.3	0.0	No	

* Reference level assumes music playing on stereo. Source: Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, July 6, 2010
### Project: 7022 Sunset Composite Noise

Receptor	Mechanical Equipment (Leq)	Open Space (Leq)	Combined Noise at Receptor (Leq)	Ambient Level (dBA)	Combined Noise at Receptor (dBA Leq)	Incremental Increase (dBA)	Significant?
1 - Hotel (N)	42.4	50.4	51.0	72.1	72.1	0.0	No
2 - Sunset Montessori (S)	53.9	56.6	58.5	56.8	60.7	3.9	No
3 - Residential (SE)	46.0	50.8	52.1	60.8	61.3	0.5	No
4 - Residential (S)	47.4	51.8	53.1	56.8	58.4	1.6	No
5 - High School (NE)	35.6	42.7	43.5	67.3	67.3	0.0	No

Project Name:	7022 Sycamore
Project Number:	
Scenario:	Existing
Ldn/CNEL:	CNEL

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

							Vehic	e Mix	Distance from Centerline of Roadway				
			Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at		Distance t	o Contour	,
# Roadway	Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1 Sunset	between Sycamore & Orange	7	0	34,444	30	0	2.0%	1.0%	65.4	-	111	350	1,108
2 De Longpre	between Sycamore & Orange	2	0	2,701	25	0	2.0%	1.0%	52.6	-	-	-	58
3 Sycamore	between Sunset & De Longpre	2	0	615	25	0	2.0%	1.0%	46.2	-	-	-	-
4 Orange	between Sunset & De Longpre	2	0	2,302	25	0	2.0%	1.0%	52.0	-	-	-	50

¹ Distance is from the centerline of the roadway segment to the receptor location.

Project Name:	7022 Sycamore
Project Number:	
Scenario:	Existing Plus Project
Ldn/CNEL:	CNEL

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

							Vehic	e Mix	Distance from Centerline of Roadway				way
			Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at		Distance t	o Contour	,
# Roadway	Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1 Sunset	between Sycamore & Orange	7		34,614	30	0	2.0%	1.0%	65.5	-	111	352	1,113
2 De Longpre	between Sycamore & Orange	2		2,744	25	0	2.0%	1.0%	52.7	-	-	-	59
3 Sycamore	between Sunset & De Longpre	2		1,040	25	0	2.0%	1.0%	48.5	-	-	-	-
4 Orange	between Sunset & De Longpre	2		2,323	25	0	2.0%	1.0%	52.0	-	-	-	50

¹ Distance is from the centerline of the roadway segment to the receptor location.

Project Name:	7022 Sycamore
Project Number:	
Scenario:	Opening Year
Ldn/CNEL:	CNEL

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

							Vehic	e Mix	Dis	tance fron	n Centerlin	e of Roadv	way
			Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at		Distance t	o Contour	
# Roadway	Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1 Sunset	between Sycamore & Orange	7		35,138	30	0	2.0%	1.0%	65.5	-	113	357	1,130
2 De Longpre	between Sycamore & Orange	2		2,755	25	0	2.0%	1.0%	52.7	-	-	-	59
3 Sycamore	between Sunset & De Longpre	2		627	25	0	2.0%	1.0%	46.3	-	-	-	-
4 Orange	between Sunset & De Longpre	2		2,348	25	0	2.0%	1.0%	52.0	-	-	-	51

¹ Distance is from the centerline of the roadway segment to the receptor location.

Project Name:	7022 Sycamore
Project Number:	
Scenario:	Opening Year Plus Project
Ldn/CNEL:	CNEL

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

							Vehicle Mix		Distance from Centerline of Roadway				<i>м</i> ау
			Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at		Distance t	o Contour	e
# Roadway	Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1 Sunset	between Sycamore & Orange	7		35,308	30	0	2.0%	1.0%	65.6	-	114	359	1,136
2 De Longpre	between Sycamore & Orange	2		2,798	25	0	2.0%	1.0%	52.8	-	-	-	60
3 Sycamore	between Sunset & De Longpre	2		1,052	25	0	2.0%	1.0%	48.6	-	-	-	-
4 Orange	between Sunset & De Longpre	2		2,369	25	0	2.0%	1.0%	52.1	-	-	-	51

¹ Distance is from the centerline of the roadway segment to the receptor location.

Project Name:	7022 Sycamore
Project Number:	
Scenario:	Horizon Year
Ldn/CNEL:	CNEL

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

							Vehicle Mix		Distance from Centerline of Roadway				way
			Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at		Distance t	o Contour	,
# Roadway	Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1 Sunset	between Sycamore & Orange	7		42,007	30	0	2.0%	1.0%	66.3	-	135	427	1,351
2 De Longpre	between Sycamore & Orange	2		3,231	25	0	2.0%	1.0%	53.4	-	-	-	70
3 Sycamore	between Sunset & De Longpre	2		814	25	0	2.0%	1.0%	47.4	-	-	-	-
4 Orange	between Sunset & De Longpre	2		2,535	25	0	2.0%	1.0%	52.4	-	-	-	55

¹ Distance is from the centerline of the roadway segment to the receptor location.

Project Name:	7022 Sycamore
Project Number:	
Scenario:	Horizon Year Plus Project
Ldn/CNEL:	CNEL

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

							Vehicle Mix		Distance from Centerline of Roadway				<i>м</i> ау
			Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at		Distance t	o Contour	
# Roadway	Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1 Sunset	between Sycamore & Orange	7		42,177	30	0	2.0%	1.0%	66.3	-	136	429	1,357
2 De Longpre	between Sycamore & Orange	2		3,274	25	0	2.0%	1.0%	53.5	-	-	-	70
3 Sycamore	between Sunset & De Longpre	2		1,239	25	0	2.0%	1.0%	49.3	-	-	-	-
4 Orange	between Sunset & De Longpre	2		2,556	25	0	2.0%	1.0%	52.4	-	-	-	55

¹ Distance is from the centerline of the roadway segment to the receptor location.

## Appendix D Air Quality Assessment

Air Quality Assessment 7022 Sunset Boulevard Project City of Los Angeles, California

Prepared by:



Expect More. Experience Better.

Kimley-Horn and Associates, Inc. 1100 W. Town and Country Road, Suite 700 Orange, California 92868 714.939.1030

August 2024

### **TABLE OF CONTENTS**

1	INTRO	DUCTION	1
	1.1	Project Location	1
	1.2	Project Description	1
2	ENVIRG	DNMENTAL SETTING	5
	2.1	Climate and Meteorology	5
	2.2	Air Pollutants of Concern	6
	2.3	Sensitive Receptors	10
3	REGUL	ATORY SETTING	11
	3.1	Federal	11
	3.2	State of California	11
	3.3	Regional	13
4	SIGNIF	ICANCE CRITERIA AND METHODOLOGY	17
	4.1	Air Quality Thresholds	17
	4.2	Methodology	19
5	POTEN	TIAL IMPACTS AND MITIGATION	21
	5.1	Air Quality Analysis	21
	5.2	Cumulative Impacts	34
6	REFERE	NCES	35

### TABLES

7
9
10
12
14
17
19
25
26
28
29
30

### FIGURES

Figure 1: Regional and Vicinity Map	. 3
Figure 2: Site Plan	.4

### APPENDICES

Appendix A: Air Quality Modeling Data

### LIST OF ABBREVIATED TERMS

AQMP	air quality management plan
AB	Assembly Bill
ADT	average daily traffic
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAAQS	California Ambient Air Quality Standards
CCAA	California Clean Air Act
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
СО	carbon monoxide
су	cubic yards
DPM	diesel particulate matter
DSP	Delivery Service Person
FCAA	Federal Clean Air Act
H ₂ S	hydrogen sulfide
Pb	lead
LST	localized significance threshold
µg/m³	micrograms per cubic meter
mg/m³	milligrams per cubic meter
NAAQS	National Ambient Air Quality Standards
NO ₂	nitrogen dioxide
NO _x	nitrogen oxide
O ₃	ozone
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
ppm	parts per million
ROG	reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SRA	source receptor area
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
sf	square foot
SO ₄₋₂	sulfates
SO ₂	sulfur dioxide
TAC	toxic air contaminant
C ₂ H ₃ Cl	vinyl chloride
VOC	volatile organic compound
U.S. EPA	U.S. Environmental Protection Agency

### 1 INTRODUCTION

This report documents the results of an Air Quality Assessment completed for the 7022 Sunset Boulevard Project ("Project" or "proposed Project"). This Air Quality Assessment evaluates the potential construction and operational emissions associated with the Project and determines the level of impact the Project's emissions would have on the environment.

### 1.1 Project Location

The Project Site is comprised of four parcels with the following Assessor Parcel Numbers (APN): 5548-016-001, -002, -003, and -004. The Project Site is located at 7014-7022 Sunset Boulevard and 1438-1446 North Sycamore Avenue within the Hollywood community. The Project Site is bordered by North Sycamore Avenue to the west, Sunset Boulevard to the north, the Sunset Montessori Pre-School and residential uses to the south, and commercial uses, parking, residential uses, and North Orange Drive to the east. Please refer to Figure 1: Regional and Vicinity Map.

Regional vehicle access to the Project Site is provided by the 101 Freeway, located approximately 1.4 miles east of the Project Site. Local vehicle access to the Project Site is provided via Sunset Boulevard, North Sycamore Avenue, North Orange Drive and DeLongpre Avenue. The Project Site is located proximate to several transit options. It is located approximately 0.4 miles northeast of the Hollywood and Highland Metro Station which serves the B Line (formally the Red Line) of the Metro Rail System. Numerous bus lines also serve the Project Site, including Metro bus lines 2, 212, 224, and the DASH Hollywood line.

### **1.2 Project Description**

The Project would demolish an existing 6,690 sf adult day care facility and a 6,633 sf commercial building and would construct a seven-story mixed-use building comprised of 112 residential units (42 studios, 61 one-bedrooms, and 9 two-bedrooms), with approximately 2,875¹ sf of retail space on the ground floor. Of the Project's 112 residential units, 12 would be very low-income units, 99 market-rate units, and one manager's unit. The Project would include one level of underground parking and one level of surface parking.

The Project would provide 15,064 sf of open space, including 1,650 sf of private open space in the form of individual balconies for the residential units and 13,414 sf of common open space for the residents. On the ground floor, the open space and amenities would include a residential lobby, mail room, office, and a lower courtyard. The second floor would feature a recreation room, and two common open space areas including a courtyard podium deck. The third floor would feature a lower roof deck with a seating area, outdoor kitchen and enclosed dog run. In addition, the roof would feature two deck seating areas and a pool.

The Project proposes one driveway along the eastern side of North Sycamore Avenue that would provide a two-way ingress/egress to both the at-grade parking and the one subterranean parking level beneath the Project building. Five (5) parking spaces for the retail uses would be provided on the ground floor. Also located on the ground floor would be four (4) residential spaces, enclosed long-term bicycle stalls and

¹ The analysis contained herein assumes a retail square footage of 2,700 square feet. The additional 175 sf would not result in increases in emissions such that thresholds would be exceeded.

separate residential and retail trash and recycling rooms. From the ground floor parking area, automobiles would be able to access the underground parking level via a two-way ramp. The subterranean parking level would include 41 standard and two (2) Americans with Disabilities Act (ADA) compliant residential automobile spaces (43 spaces total). The subterranean parking level would also include eight (8) retail spaces. The Project would provide 60 automobile parking spaces (47 residential automobile parking spaces and 13 commercial automobile parking spaces) and 93 bicycle parking spaces (83 long term bicycle stalls plus 10 short term spaces).

For purposes of analyzing the Project's potential impacts, this analysis assumes a Project construction schedule of approximately 20 months, with construction beginning in the first quarter of 2025 and final construction ending in the fourth quarter of 2026. The Project would be operational in 2027.

Construction activities would be undertaken in six main steps: (1) demolition; (2) site preparation; (3) grading, excavation, foundations; (4) building construction; (5) paving; and (6) finishing and architectural coatings. Construction activities would be performed in compliance with all applicable laws, ordinances, and regulations. As provided in Section 41.40 of the 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. No construction activities are permitted on Sundays. No nighttime construction activities are anticipated.

The Project would include approximately 11,000 cubic yards of export.



SOURCE: Google Maps, 2023



FIGURE 1: Regional and Vicinity Map

7022 SUNSET BOULEVARD

### Kimley **Whorn**



SOURCE: Newman Architecture, 2024

FIGURE 2: Site Plan

7022 SUNSET BOULEVARD

Kimley **»Horn** 



### 2 ENVIRONMENTAL SETTING

### 2.1 Climate and Meteorology

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features.² The Project is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter.³ Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.⁴

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of

August 2024

² South Coast Air Quality Management District, 2022 Air Quality Management District, 2022. Available at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-qualitymanagement-plan/final-2022-aqmp.pdf?sfvrsn=16

³ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

⁴ California Air Resources Board, *Almanac Resources, 2024.* Available at: https://ww2.arb.ca.gov/resources/documents/almanac-resources

coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of the base of the inversion at any given time is called the "mixing height."⁵ The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

### 2.2 Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_X, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants.⁶ ROG and NO_X are criteria pollutant precursors and form secondary criteria pollutant sthrough chemical and photochemical reactions in the atmosphere.⁷ For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between ROG and NO_X in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in <u>Table 1: Air Contaminants and Associated Public Health Concerns</u>.

⁵ South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017

⁶ U.S. Environmental Protection Agency, Criteria Air Pollutants, https://www.epa.gov/criteria-air-pollutants

⁷ Ibid.

Table 1: Air Contaminants and Associated Public Health Concerns								
Pollutant	Major Man-Made Sources	Human Health Effects						
Particulate Matter ( $PM_{10}$ and $PM_{2.5}$ )	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood- burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.						
Ozone (O ₃ )	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) ¹ and nitrogen oxides (NO _x ) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.						
Sulfur Dioxide (SO ₂ )	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.						
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.						
Nitrogen Dioxide (NO ₂ )	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to $O_3$ . Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.						
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.						
<ol> <li>Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).</li> </ol>								
Source: U.S. Environmental Prote	Source: U.S. Environmental Protection Agency, Criteria Air Pollutants, https://www.epa.gov/criteria-air-pollutants, accessed October 2023.							

### **Toxic Air Contaminants**

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e. chronic, carcinogenic or cancer causing) adverse human health effects (i.e. injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.⁸

CARB has identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles (such as DPM) and gases produced when an engine burns diesel fuel. DPM includes the particle-phase constituents in diesel exhaust. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.⁹

### **Ambient Air Quality**

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the Project are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

The closest air monitoring station to the Project that monitor ambient concentrations of  $O_3$ , CO,  $NO_2$ ,  $PM_{10}$  and  $PM_{2.5}$  is the Los Angeles-North Main Street (located approximately 7 miles to the southeast of the Project Site). Local air quality data from 2020 to 2022 (the latest currently available) are provided in <u>Table 2: Ambient Air Quality Data</u> which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

August 2024

⁸ California Air Resources Board, *Common Air Pollutants*, 2024. Available at: https://ww2.arb.ca.gov/resources/common-air-pollutants

⁹ California Air Resources Board, *Overview: Diesel Exhaust & Health*, https://ww2.arb.ca.gov/resources/overview-dieselexhaust-and-health

Table 2: Ambient Air Quality Data			
Criteria Pollutant	2020	2021	2022
Ozone (O ₃ )			
1-hour Maximum Concentration (ppm)	0.185	0.099	0.138
8-hour Maximum Concentration (ppm)	0.118	0.086	0.091
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	14	1	1
NAAQS 8-hour (>0.070 ppm)	22	0	1
Carbon Monoxide (CO) ²			
1-hour Maximum Concentration (ppm)	2.092	1.962	1.672
Number of Days Standard Exceeded			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO ₂ )			
1-hour Maximum Concentration (ppm)	0.062	0.078	0.075
Number of Days Standard Exceeded			
NAAQS 1-hour (>100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM ₁₀ )			
National 24-hour Maximum Concentration	83.7	64.0	61.0
State 24-hour Maximum Concentration	185.2	138.5	43.7
State Annual Average Concentration (CAAQS=20 µg/m ³ )	33.9	30.9	24.1
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 μg/m ³ )	*	0	0
CAAQS 24-hour (>50 μg/m³)	35.6	17.2	0
Particulate Matter Less Than 2.5 Microns (PM _{2.5} )			
National 24-hour Maximum Concentration	175.0	61.1	38.0
State 24-hour Maximum Concentration	175.0	61.1	33.7
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 μg/m ³ )	12	13	0
NAAQS = National Ambient Air Quality Standards; CAAQS = California A	mbient Air Quality Sta	indards; ppm = parts per i	nillion;
$\mu$ g/m ³ = micrograms per cubic meter; – = not measured			

Measurements taken at the Los Angeles-North Main Street Monitoring Station at 1630 North Main Street, Los Angeles, California 90012 (CARB #70087).

Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php).

#### 2.3 **Sensitive Receptors**

Sensitive populations are more susceptible to the effects of air pollution than is the general population. The City of Los Angeles CEQA Thresholds Guide defines sensitive receptors with respect to air quality as residences, schools, childcare centers, hospitals, parks, and similar uses.¹⁰ . Sensitive land uses nearest to the Project are listed in Table 3: Sensitive Receptors.

Table 3: Sensitive Receptors				
Receptor Description	Distance ¹ and Direction from the Project			
Sensitive Receptor 1 - Palihotel ²	100 feet north of Project Site			
Sensitive Receptor 2 - Sunset Montessori Pre-School	Adjacent to Project Site to the south			
Sensitive Receptor 3 - Residential	40 feet southeast of Project Site			
Sensitive Receptor 4 - Residential	50 feet south of Project Site			
Sensitive Receptor 5 - Hollywood High School	270 feet northeast of Project Site			
Source: Google Earth, 2023.				
1. Distance measured from the property line of the Project Site to the near	rest recentor property line			

2. Hotel uses are not considered sensitive receptors for air quality purposes. However, Palihotel is listed here to maintain consistency with the Acoustical Analysis (Kimley-Horn, 2024).

¹⁰ City of Los Angeles, L.A. CEQA Thresholds Guide, 2006

### 3 REGULATORY SETTING

### 3.1 Federal

### Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA; 42 U.S.C. §§ 7401 et seq.) and its amendments. Under the FCAA, the United States Environmental Protection Agency (U.S. EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The U.S. EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in Table 4: State and Federal Ambient Air Quality Standards.

### 3.2 State of California

### California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in <u>Table 4</u>, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.¹¹

The California Clean Air Act (CCAA) requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with the CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting the federal clean air standards for the State of California.¹² Like the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment. The applicable State standards are summarized in <u>Table 4</u>.

¹¹ California Air Resources Board, *California Ambient Air Quality Standards*, https://ww2.arb.ca.gov/resources/californiaambient-air-quality-standards

¹² South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017. Available at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15

Table 4: State and Federal Ambient Air Quality Standards				
Pollutant	Averaging Time	State Standards ¹	Federal Standards ²	
$O_{2} = 2 \left( O_{1} \right)^{2} \left( \frac{1}{2} \right)^{2}$	8 Hour	0.070 ppm (137 μg/m³)	0.070 ppm	
$Ozone (O_3)^{2,3,7}$	1 Hour	0.09 ppm (180 μg/m³)	NA	
Carbon Manavida (CO)	8 Hour	9.0 ppm (10 mg/m ³ )	9 ppm (10 mg/m³)	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³ )	35 ppm (40 mg/m ³ )	
Nitrogon Diovido (NO.)	1 Hour	0.18 ppm (339 μg/m ³ )	0.10 ppm ¹¹	
Nitrogen Dioxide (NO ₂ )	Annual Arithmetic Mean	0.030 ppm (57 μg/m ³ )	0.053 ppm (100 μg/m³)	
	24 Hour	0.04 ppm (105 μg/m ³ )	0.14 ppm (365 μg/m ³ )	
Sulfur Dioxide (SO ₂ ) ⁸	1 Hour	0.25 ppm (655 μg/m³)	0.075 ppm (196 μg/m³)	
	Annual Arithmetic Mean	NA	0.03 ppm (80 μg/m ³ )	
Derticulate Matter (DM ) 136	24-Hour	50 μg/m³	150 μg/m³	
Particulate Matter (PM ₁₀ ) ^{1, 3, 3}	Annual Arithmetic Mean	20 μg/m³	NA	
Fine Derticulate Matter (DM ) 3469	24-Hour	NA	35 μg/m³	
Fine Particulate Matter (PM _{2.5} ) ^{3, 4, 6, 5}	Annual Arithmetic Mean	12 μg/m³	9 μg/m³	
Sulfates (SO ₄₋₂ )	24 Hour	25 μg/m³	NA	
	30-Day Average	1.5 μg/m³	NA	
Lead (Pb) ^{10, 11}	Calendar Quarter	NA	1.5 μg/m³	
	Rolling 3-Month Average	NA	0.15 μg/m ³	
Hydrogen Sulfide (H ₂ S)	1 Hour	0.03 ppm (42 μg/m ³ )	NA	
Vinyl Chloride (C ₂ H ₃ Cl) ¹⁰	24 Hour	0.01 ppm (26 μg/m ³ )	NA	

ppm = parts per million;  $\mu g/m^3$  = micrograms per cubic meter;  $m g/m^3$  = milligrams per cubic meter; - = no information available.

1 California standards for O₃, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM₁₀, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e. all standards except for lead and the PM₁₀ annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.

- 2. National standards shown are the "primary standards" designed to protect public health. National standards other than for O₃, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O₃ standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O₃ standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM₁₀ standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 μg/m₃. The 24-hour PM_{2.5} standard is attained when the 3-year average of 98th percentiles is less than 35 μg/m³.
- 3. Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM₁₀ is met if the 3-year average falls below the standard at every site. The annual PM_{2.5} standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard. NAAQS are set by the U.S. EPA at levels determined to be protective of public health with an adequate margin of safety.
- 4. On October 1, 2015, the national 8-hour O₃ primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O₃ concentration per year, averaged over three years, is equal to or less than 0.070 ppm. U.S. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O₃ level in the area.
- 5. The national 1-hour  $O_3$  standard was revoked by the U.S. EPA on June 15, 2005.
- 6. In June 2002, CARB established new annual standards for  $\mathsf{PM}_{2.5}$  and  $\mathsf{PM}_{10}.$
- 7. The 8-hour California O₃ standard was approved by the CARB on April 28, 2005 and became effective on May 17, 2006.
- 8. On June 2, 2010, the U.S. EPA established a new 1-hour SO₂ standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO₂ NAAQS however must continue to be used until one year following U.S. EPA initial designations of the new 1-hour SO₂ NAAQS.
- 9. In February 2024, U.S. EPA strengthened the annual PM_{2.5} NAAQS from 12.0 to 9.0 μg/m³. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is 90 days following the publication of the notice of final rulemaking in the Federal Register (pending).
- 10. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.

11. National lead standard, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011. Source: South Coast Air Quality Management District, *Air Quality Management Plan*, 2022; California Air Resources Board, *Ambient Air Quality Standards*, May 6, 2016 and U.S. Environmental Protection Agency, *NAAQS Tables*, 2024, available at: https://www.epa.gov/criteria-air-pollutants/naaqs-table

### 3.3 Regional

### South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that state and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing each AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies to reduce emissions from stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, has jurisdiction over mobile sources.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017.¹³ The purpose of the 2016 AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with those NAAQS for which the basin is in nonattainment (i.e., the federal 24-hour PM_{2.5} air quality standard), and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O₃ standards. The 2016 AQMP incorporated the latest scientific and technological information and planning assumptions, including the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) and updated emission inventory methodologies for various source categories.¹⁴

On October 1, 2015, the U.S. EPA strengthened the NAAQS for ground-level O₃. The 2022 AQMP, adopted by the SCAQMD Governing Board on December 2, 2022, was developed to address the strengthened requirements for meeting the 2015 ground-level 8-hour O₃ standard.¹⁵ The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 8-hour ozone standard. Like earlier AQMPs, the 2022 AQMP

¹³ South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017. Available at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-qualitymanagement-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15

¹⁴ Southern California Association of Governments, *The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, April 2016. Available at: https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557

¹⁵ South Coast Air Quality Management District, *2022 Air Quality Management Plan*, December 2022. Available at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16

incorporates the latest scientific and technological information and planning assumptions, including the 2020-2045 RTP/SCS and updated emission inventory methodologies for various source categories.¹⁶

The SCAQMD has published the CEQA Air Quality Handbook (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008).¹⁷ The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (CEQA) and suggests thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of SCAQMD's CEQA Air Quality Handbook and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

The state and federal attainment status designations for the SCAB are summarized in <u>Table 5: South Coast</u> <u>Air Basin Attainment Status.</u> The SCAB is currently designated as a nonattainment area with respect to the State  $O_3$ ,  $PM_{10}$ , and  $PM_{2.5}$  standards, as well as the national 8-hour  $O_3$  and  $PM_{2.5}$  standards. The SCAB is designated as attainment or unclassified for the remaining state and federal standards.

Table 5: South Coast Air Basin Attainment Status					
Pollutant	State	Federal			
Ozone (O₃) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)			
Ozone (O₃) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)			
Particulate Matter (PM _{2.5} ) (24 Hour Standard)	-	Non-Attainment (Serious)			
Particulate Matter (PM _{2.5} ) (Annual Standard)	Non-Attainment	Non-Attainment (Moderate)			
Particulate Matter ( $PM_{10}$ ) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)			
Particulate Matter (PM ₁₀ ) (Annual Standard)	Non-Attainment	I			
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)			
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)			
Nitrogen Dioxide (NO ₂ ) (1 Hour Standard)	Attainment	Unclassifiable/Attainment			
Nitrogen Dioxide (NO ₂ ) (Annual Standard)	Attainment	Attainment (Maintenance)			

¹⁶ Southern California Association of Governments, *Connect SoCal (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy)*, September 2020. Available at: https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020

¹⁷ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, July 2008. Available at: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds

Table 5: South Coast Air Basin Attainment Status				
Pollutant	State	Federal		
Sulfur Dioxide (SO ₂ )	Attainment	Unclassifiable/Attainment		
(1 Hour Standard)	Attainment			
Sulfur Dioxide (SO ₂ )	Attainmont			
(24 Hour Standard)	Attainment	-		
Lead (Pb)		Unclassifiable (Attainment		
(30 Day Standard)	_	Unclassifiable/Attainment		
Lead (Pb)	Attainment	Nonattainment (Partial)1		
(3 Month Standard)	Attainment			
Sulfates (SO ₄₋₂ )	Attainmont			
(24 Hour Standard)	Attainment	_		
Hydrogen Sulfide (H ₂ S)	Unclassified			
(1 Hour Standard)	Unclassified	_		
Source: South Coast Air Quality Management District, Air Quality Management Plan, 2022; U.S. Environmental Protection Agency,				
Nonattainment Areas for Criteria Pollutants (Green Book) 2024				

The following is a list of SCAQMD rules with which construction activities associated with the Project must comply:

- Rule 401 (Visible Emissions) A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.
- Rule 402 (Nuisance) This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- Rule 403 (Fugitive Dust) This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.
  - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
  - b) All on-site roads are paved as soon as feasible, watered regularly, or chemically stabilized.
  - c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
  - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

- e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down following the work day to remove soil from pavement.
- Rule 431.2 (Sulfur Content of Liquid Fuels) This rule limits the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines.
- **Rule 1113 (Architectural Coatings)** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

#### 4 SIGNIFICANCE CRITERIA AND METHODOLOGY

#### 4.1 **Air Quality Thresholds**

### State CEQA Guidelines Appendix G

Based upon the criteria derived from CEQA Guidelines Appendix G, the City has determined that the Project normally would have a significant effect on the environment if it would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project • region is in nonattainment under an applicable state or federal ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations. •
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number • of people.

### South Coast Air Quality Management District

Mass Emissions Thresholds. Pursuant to the significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the CEQA Appendix G, an air quality impact is considered significant if the Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for criteria pollutant and precursor emissions during construction and operational activities of land use development projects, as shown in Table 6: South Coast Air Quality Management District Emissions Thresholds.

Table 6: South Coast Air Quality Management District Emissions Thresholds				
Critoria Air Dellutents and Dresursons	Daily Emissions (pounds/day)			
Criteria Air Poliutants and Precursors	Construction-Related	Operational-Related		
Reactive Organic Gases (ROG)	75	55		
Carbon Monoxide (CO)	550	550		
Nitrogen Oxides (NO _x )	100	55		
Sulfur Oxides (SO _x )	150	150		
Coarse Particulates (PM ₁₀ )	150	150		
Fine Particulates (PM _{2.5} )	55	55		
Source: South Coast Air Quality Management District, CEQA Air Quality Significance Thresholds, March 2023				

Localized Carbon Monoxide. In addition to the daily thresholds listed above, development associated with the Project would also be subject to the ambient air quality standards. These are addressed though an analysis of localized CO impacts known as the CO "hot spots" analysis. An analysis of CO "hot spots" determines whether the change in the level of service (LOS) of an intersection as a result of Project activities would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that one of the greatest contributors of CO to outdoor air is cars.¹⁸ Vehicle emissions standards

¹⁸ U.S. Environmental Protection Agency, Basic Information about Carbon Monoxide (CO) Outdoor Air Pollution, 2023. Available at: https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-airpollution#:~:text=The%20greatest%20sources%20of%20CO,can%20affect%20air%20guality%20indoors.

have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent).¹⁹ With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.^{20, 21}

Accordingly, with steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. An analysis prepared for CO attainment in the SCAB by the SCAQMD is useful for current evaluations of the potential for CO exceedances. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 *Air Quality Management Plan*.²² Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of air quality management plans. The SCAB was re-designated as attainment (as reported in Table 21, above) in 2007 and CO is no longer addressed in the SCAQMD's Air Quality Management Plan (AQMP).

The 2003 *Air Quality Management Plan* is the most recent AQMP that addressed CO concentrations. As part of the 2003 AQMP CO Modeling Attainment Demonstration, an analysis was performed utilizing dispersion modeling.²³ The Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 parts per million (ppm), which is well below the 35-ppm federal standard. As an initial screening step, if a project roadway segment does not exceed and ADT of 100,000 per day, then the project does not need to prepare a detailed CO hot spot analysis.

Localized Significance Thresholds. In addition to the CO hotspot analysis, the SCAQMD developed LSTs for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contributing to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is required for all projects that disturb 5 acres or less on a single day. The Project Site is located within SCAQMD SRA 1 (Central Los Angeles). Table 7: Local Significance Thresholds for Construction/Operations, shows the LSTs for 1-acre, 2-acre, and 5-acre projects in SRA 1 with sensitive receptors located within 25 meters of the Project Site, which represents the closest distance for LSTs.

¹⁹ California Code of Regulations Section 1961, Exhaust Emission Standards and Test Procedures – 2004 through 2019 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, 2022. Available at: https://ww2.arb.ca.gov/sites/default/files/2023-02/cleancomplete_lev_ghg_regs_11_2022.pdf.

²⁰ South Coast Air Quality Management District, *Carbon Monoxide Redesignation Request and Maintenance Plan*, February 2005. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/planning/sip/sccosip05/sccosip_redesig_mplan.pdf.

²¹ U.S. Environmental Protection Agency, *Carbon Monoxide Trends*, 2023. Available at: https://www.epa.gov/air-trends/carbon-monoxide-trends.

²² South Coast Air Quality Management District, Air Quality Management Plan, Appendix V, Modeling and Attainment Demonstrations, August 2003. Available at: https://www.aqmd.gov/home/air-quality/air-quality-management-plans/airquality-mgt-plan/2003-aqmp.

²³ Ibid.

Table 7: Local Significance Thresholds for Construction/Operations				
Project Size	Nitrogen Oxide (NO _x ) – Ibs/day	Carbon Monoxide (CO) – lbs/day	Coarse Particulates (PM ₁₀ ) – Ibs/day	Fine Particulates (PM _{2.5} ) — Ibs/day
1 Acre	74/74	680/680	5/2	3/1
2 Acres	108/108	1,048/1,048	8/2	5/2
5 Acres	161/161	1,861/1,861	16/4	8/2
Source: South Coast Air Quality Management District, Localized Significance Threshold Methodology, July 2008.				

LSTs associated with all acreage categories are provided in <u>Table 7</u> for informational purposes. <u>Table 7</u> shows that the LSTs increase as acreages increase. It should be noted that LSTs are screening thresholds and are therefore conservative. The construction LST acreage is determined based daily acreage disturbed. The operational LST acreage is based on the total area of the Project Site.

### 4.2 Methodology

This air quality impact analysis considers construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod) version 2022. CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod.

Project operations would result in emissions of area sources (consumer products), energy sources (natural gas usage), and mobile sources (motor vehicles from Project generated vehicle trips). Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. The Project vehicle trip generation was obtained from the trip generation estimates (Kimley-Horn, July 2024). According to trip generation estimates, the Project would generate 503 total daily vehicle trips (not accounting for trips generated by existing uses to be demolished). Other operational emissions from area, energy, and stationary sources were quantified in CalEEMod based on land use activity data.

As discussed above, the SCAQMD provides significance thresholds for emissions associated with proposed Project construction and operations. The proposed Project's construction and operational emissions are compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a Project's impact on regional air quality.

The localized effects from the Project's on-site emissions for both construction and operations were evaluated in accordance with the SCAQMD's LST methodology, which uses on-site mass emissions rate look-up tables and Project-specific modeling. 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 area and distance to the nearest sensitive receptor.

### 5 POTENTIAL IMPACTS AND MITIGATION

### 5.1 Air Quality Analysis

## Threshold 5.1 Would the Project conflict with or obstruct implementation of the applicable air quality plan?

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Ambient Air Quality Standards (CAAQS) require an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 AQMP and 2022 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2022 AQMP builds upon measures already in place from previous AQMPs.²⁴ The primary purpose of the 2022 AQMP is to identify, develop, and implement strategies and control measures to meet the 2015 8-hour ozone National Ambient Air Quality Standard (NAAQS). Air quality management planning is a regional and multiagency effort including the SCAQMD, the CARB, the Southern California Association of Governments (SCAG), and the U.S. EPA. The AQMPs' pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's growth projections and the RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's 2016 and 2022 AQMPs.

Criteria for determining consistency with the AQMPs are defined by the following indicators:

- **Consistency Criterion No. 1**: The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMPs.
- **Consistency Criterion No. 2**: The Project will not exceed the assumptions in the AQMPs or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans,

²⁴ South Coast Air Quality Management District, 2022 Air Quality Management Plan, page ES-2, December 2022. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan

and thus if it would interfere with the region's ability to comply with CAAQS and National Ambient Air Quality Standards (NAAQS).²⁵

The violations to which Consistency Criterion No. 1 refers are exceedances of the CAAQS or NAAQS. As shown below, the Project would not exceed the construction or operational standards. Therefore, the Project would not result in an increase in frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMPs. Thus, the Project would be consistent with the AQMP under the first criterion.

Concerning Consistency Criterion No. 2, the 2022 AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts (SCAG's 2020-2045 RTP/SCS). SCAG's growth forecasts are made in consultation with local governments and with reference to their local general plans. The Project is consistent with the City of Los Angeles General Plan land use designations and with the zoning for the Project Site and, therefore, the growth associated with the Project at the Project Site has been accounted for in SCAG's latest growth forecasts. The 2020–2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review.²⁶ Growth forecasts prepared by SCAG contained in the 2020-2045 RTP/SCS indicate that the number of households within the City will increase from 1,367,000 in 2016 to 1,793,000 in 2045, an increase of 426,000 households.²⁷. The 2024-2050 RTP/SCS was adopted by SCAG on April 4, 2024 and the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed their review and provided their joint air quality conformity determination. Growth forecasts prepared by SCAG contained in the 2024-2050 RTP/SCS indicate that the number of households within the City will increase from 1,398,600 in 2019 to 1,828,200 in 2050, an increase of 429,600 households.²⁸ The Project would include 112 units, which represents 0.03 percent of the anticipated increase for the City by 2045 and 2050. The housing growth attributed to the Project would be within local and regional population projections under the 2020-2045 and 2024-2050 RTP SCS. Thus, the Project would also be consistent with the AMP under the second criterion.

In addition, the Project would not conflict with or obstruct implementation of the City's General Plan Air Quality Element.²⁹ The City's General Plan Air Quality Element identifies policies and strategies for advancing the City's clean air goals. To achieve the goals of the Air Quality Element, performance-based standards have been adopted by the City of Los Angeles to provide flexibility in implementation of its

²⁵ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

²⁶ Southern California Association of Governments, Connect SoCal (2020–2045 RTP/SCS), adopted September 2020, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176.

²⁷ Southern California Association of Governments, Connect SoCal (2020–2045 RTP/SCS), Demographics and Growth Forecast adopted September 2020, <u>https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf</u>? 1606001579

²⁸ Southern California Association of Governments, Connect SoCal (2024–2050 RTP/SCS), Demographics and Growth Forecast adopted April 4, 2024, https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecastfinal-040424.pdf?1712261839

²⁹ Department of City Planning Los Angeles, General Plan Air Quality Element, November 1992, https://planning.lacity.org/ odocument/0ff9a9b0-0adf-49b4-8e07-0c16feea70bc/Air_Quality_Element.pdf.

policies and objectives. The goal, objectives, and policies provided in the City's Air Quality Element applicable to the Project include the following:

- **Goal 1:** Good air quality and mobility in an environment of continued population growth and healthy economic structure.
  - **Objective 1.1:** It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.
  - **Objective 1.3:** It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.
  - **Policy 1.3.2:** Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic.
  - **Policy 4.2.3:** Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.

The Project's development on an already developed infill site located within an existing developed urban area with available transit would reduce VMT and related vehicle emissions in comparison to a project located in a non-urban environment. High population density would result in employees and visitors potentially living closer to the Project Site, reducing travel distances and overall VMT.

As shown below, the air pollutant emissions resulting from Project implementation would not exceed the SCAQMD localized significance thresholds. Localized significance thresholds were developed to ensure no exceedances of the California or federal ambient air quality standards would occur if project emissions were below thresholds.³⁰ As the Project would not increase the frequency or severity of an existing air quality violation or cause or contribute to new violations for air quality pollutants (including VOC, NO_X, CO, SO_X, PM₁₀, and PM_{2.5}), the Project also would not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP. In addition, the Project would be consistent with the population and employment growth projections in the AQMP.

Based on the above, approval of the Project would not result in any significant effects relating to a conflict with or obstruction of the implementation of the SCAQMD's AQMP or the City's General Plan Air Quality Element.

Mitigation Measures: No mitigation is required.

Level of Significance: Less than significant impact.

# Threshold 5.2 Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable state or federal ambient air quality standard?

The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions

³⁰ South Coast Air Quality Management District, Localized Significance Thresholds, https://www.aqmd.gov/home/rulescompliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds

contribute to existing cumulatively significant adverse air quality impacts. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance are considered to result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary.³¹ Therefore, a project whose emissions would exceed SCAQMD thresholds would also make a cumulatively considerable contribution to a significant cumulative impact and, conversely, a project whose emissions would be below SCAQMD thresholds would not make a cumulatively considerable contribution to a significant cumulative impact.

### **Construction Emissions**

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the SCAB include ozone-precursor pollutants (i.e., ROG and NO_x), PM₁₀, and PM_{2.5}. Construction-generated emissions of these criteria pollutants would be short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated were to exceed the SCAQMD's thresholds of significance.

Project construction would result in the temporary generation of criteria pollutant emissions from all phases of construction, including demolition, site grading, building construction, and architectural coating, as well as from motor vehicle exhaust associated with construction equipment, materials deliveries and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely generated by motor vehicle exhaust and ground disturbance; the volume of airborne particulate matter is largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water.

Construction activities for the Project were assumed to begin in the first quarter of 2025. Constructiongenerated emissions associated with the Project were calculated using the CARB-approved California Emissions Estimator Model (CalEEMod), version 2022, which is designed to model emissions for land use development projects based on typical construction requirements. It was assumed that all construction equipment operated during each individual phase would be operated simultaneously, to provide a conservative analysis. See <u>Appendix A: Air Quality Data</u> for more information regarding the construction assumptions used in this analysis.

The predicted maximum daily construction-generated criteria pollutant emissions for the proposed Project are reported in <u>Table 8</u>: Project Construction Criteria Pollutant Emissions. As noted in <u>Table 8</u>, the Project's emissions were calculated assuming mandatory compliance with SCAQMD Rule 403, fugitive dust control measures.

³¹ South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, August 2003. Available at: https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf

Table 8: Project Construction Criteria Pollutant Emissions						
Construction Year	Emissions (pounds per day) ¹					
construction rear	ROG	NOx	СО	SO ₂	PM ₁₀	PM _{2.5}
Year 1 (2025)	0.85	7.91	11.20	0.03	2.24	0.49
Year 2 (2026)	6.92	5.44	10.86	0.01	1.00	0.37
SCAQMD Threshold	75	100	550	150	150	55
SCAQMD Threshold Exceeded?	No	No	No	No	No	No
1. Mandatory compliance with SCAQMD Rule 403 Fugitive Dust assumed. The Rule 403 reduction/credits include the						
following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas						
quickly; water exposed surfaces three times daily; water all haul roads twice daily. Reductions percentages from the						
SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction						
equipment. Refer to <u>Appendix A</u> for Model Data Outputs.						
Source: CalEEMod version 2022. Refer to Appendix A for model outputs.						

The results summarized in <u>Table 8</u> show that the Project's regional criteria pollutant emissions during construction would remain below applicable thresholds.

Project construction would also comply with SCAQMD Rules 402 (Nuisance)³² and 1113 (Architectural Coatings)³³ and CARB's anti-idling regulations, which prohibit idling for more than five minutes; however, compliance with these rules was not assumed when estimating the Project's construction emissions for <u>Table 8</u>, above. Therefore, the Project's maximum-day construction emissions of criteria pollutants would be even lower than reported in <u>Table 8</u> when the Project's compliance with SCAQMD Rules 402 and 1113 and CARB's anti-idling regulations are taken into account.

As shown above, the Project's estimated criteria pollutant emissions during construction would be below their respective thresholds such that approval of the Project would not result in any significant project-level effects relating to regional construction air pollutant emissions.

### **Operational Emissions**

The Project's operational emissions would be associated with area sources (e.g., landscape maintenance equipment, architectural coatings, etc.), energy sources, and mobile sources (i.e., motor vehicle use). Primary sources of operational criteria pollutants are from motor vehicle use and area sources. Long-term operational emissions attributable to the Project are summarized in <u>Table 9: Operational Criteria Pollutant</u> <u>Emissions</u>. The operational emissions sources are described below.

- <u>Area Source Emissions</u>. Area source emissions would be generated due to on-site equipment, architectural coating, and landscape maintenance equipment.
- <u>Energy Source Emissions</u>. Energy source emissions would be generated due to electricity usage associated with the Project. Primary energy uses include space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. The Project would be all-electric and would not utilize natural gas.

³² SCAQMD Rule 402 prohibits the discharge of quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public or have a natural tendency to cause injury or damage to business or property.

³³ SCAQMD Rule 1113 sets limits on the VOC content of architectural coatings.
<u>Mobile Source Emissions</u>. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_X and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions are based on the trip generation estimates and have been incorporated into CalEEMod, as recommended by the SCAQMD. The Project would generate 503 total daily vehicle trips.³⁴ It should be noted that this analysis conservatively does not account for emissions reductions associated with trips generated by the existing uses.

Table 9: Operational Criteria Pollutant Emissions														
Source		E	missions (pou	inds per day) ^{1,}	2									
Source	ROG	NOx	СО	SO ₂	PM ₁₀	PM _{2.5}								
Area 2.70 0.06 6.48 <0.01 <0.01 <0.01														
Interpretation         Interpr														
Mobile	1.50	1.04	10.90	0.03	2.36	0.61								
Proposed Project Total	4.20	1.11	17.38	0.03	2.36	0.61								
SCAQMD Threshold	55	55	550	150	150	55								
SCAQMD Threshold Exceeded?	No	No	No	No	No	No								
1. Worst-case seasonal maximum da	aily emissions a	are reported.												
Source: CalEEMod version 2022. Refe	er to <u>Appendix</u>	<u>A</u> for model o	outputs.											

As shown in <u>Table 9</u>, and discussed above, operational (i.e., area, energy, mobile) emissions would not exceed SCAQMD thresholds for any criteria pollutant. Therefore, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. As a result, approval of the Project would not result in any significant project-level effects relating to operational air quality impacts.

### **Cumulative Impacts**

The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the construction and operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to SCAB's existing air quality conditions. In addition, Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance are considered to result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary.³⁵ Therefore, a project whose emissions would exceed SCAQMD thresholds would also make a

³⁴ Kimley-Horn Associates, Inc., *7022 Sunset Street Project Transportation Assessment*, July 2024.

³⁵ South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, August 2003. Available at: https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf

cumulatively considerable contribution to a significant cumulative impact and, conversely, a project whose emissions would be below SCAQMD thresholds would not make a cumulatively considerable contribution to a significant cumulative impact.

#### Cumulative Construction Impacts

The SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} under the State standards and nonattainment for O₃ and PM_{2.5} under the federal standards. As discussed above, the Project's construction-related emissions, by themselves, would not exceed the SCAQMD significance thresholds for criteria pollutants. As discussed above, if a project is estimated to result in emissions that do not exceed SCAQMD thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be considered to be cumulatively considerable.³⁶ As shown in <u>Table 8</u> above, Project construction-related emissions would not exceed the SCAQMD significance thresholds for any of the criteria pollutants. Therefore, the Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions as outlined in the AQMP pursuant to the federal Clean Air Act mandates. The analysis assumed fugitive dust controls would be used during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout SCAB, which would include the related projects. As concluded above, the Project's construction-related impacts would be less than significant, and its compliance with SCAQMD rules and regulations would further minimize the proposed Project's construction-related emissions. Therefore, Project-related construction emissions, in combination with those from other, related projects in the area, would not substantially deteriorate the local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

#### Cumulative Operational Impacts

As discussed above, projects that would result in operational emissions that do not individually exceed SCAQMD regional thresholds of significance are not considered to make a cumulatively considerable contribution to a significant cumulative impact on air quality in the SCAB. <u>Table 9</u> shows that the Project's operational emissions would not exceed the SCAQMD thresholds. As a result, operational emissions associated with the Project would not make a cumulatively considerable contribution to significant cumulative operational impacts would be less than significant.

Mitigation Measures: No mitigation is required.

³⁶ Ibid.

### Threshold 5.3 Would the Project expose sensitive receptors to substantial pollutant concentrations?

#### **Localized Construction Significance Analysis**

The nearest sensitive receptor to the Project Site is the Sunset Montessori Pre-School located immediately adjacent to the Project Site to the south. To assess the potential for Project construction to create impacts to sensitive receptors, the SCAQMD recommends utilizing its Localized Significance Thresholds (LSTs) for construction. The LSTs were developed in response to the SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4) and are based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the state or federal ambient air quality standard (the more stringent of the two).³⁷ The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance.³⁸ The LST methodology assists lead agencies in their project-specific analysis of the potential localized impacts associated with proposed projects.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, <u>Table 10: Equipment-Specific Grading Rates</u> was used to determine the maximum daily disturbed acreage for the LST analysis.³⁹ For this Project, the appropriate source receptor area (SRA) for the LSTs is the Central LA (SRA 1) area, since this area includes the Project Site. LSTs only take into consideration emissions of NO_x, CO, PM₁₀, and PM_{2.5}.⁴⁰ The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size.⁴¹ Based on the daily equipment modeled in CalEEMod, Project construction is anticipated to disturb approximately 1.5 acre in a single day. Thus, the LSTs applicable to this Project uses the SCAQMD produced look up tables for a 1.5-acre site.

Table 10: Equi	pment-Specific Grading I	Rates			
Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Gradian	Tractor/Backhoe	2	0.5	8	1
Grading	Grader	1	0.5	8	0.5
			Total Acre	s Graded per Day	1.5
Source: CalEEMo	od version 2022				

³⁷ South Coast Air Quality Management District, *Localized Significance Thresholds*, https://www.aqmd.gov/home/rulescompliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds

³⁸ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, <u>http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds</u>, Accessed October 2023

³⁹ South Coast Air Quality Management District, Sample Construction Scenarios for Projects Less than Five Acres in Size, February 2005. https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/finalsample-construction-scenario-report.pdf?sfvrsn=2

⁴⁰ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, <u>http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds</u>, Accessed October 2023.

⁴¹ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, Appendix C – Mass Rate LST Look-up Tables, Revised 2008, <u>http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds</u>, Accessed October 2023

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs."⁴² Therefore, for purposes of the construction LST analysis, only the emissions included in the CalEEMod "on-site" emissions outputs were considered. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. SCAQMD's LST guidance recommends using the 25-meter threshold for receptors located 25 meters (or approximately 82 feet) or less from the Project Site.⁴³ Therefore, the LSTs for 1.5 acre at 25 meters were used for the construction analysis, which is consistent with the SCAQMD LST methodology.

<u>Table 11: Localized Significance of Construction Emissions</u> presents the emissions modeling results for the Project's localized emissions during construction. As stated above, compliance with SCAQMD Rules 402 and 1113 and CARB anti-idling regulations were not assumed when estimating the Project's localized construction emissions for <u>Table 11</u>. Therefore, the Project's maximum-day localized construction emissions would actually be even lower than reported in <u>Table 11</u>. <u>Table 11</u> shows that the emissions of these pollutants on the peak day of construction would not exceed the LSTs and therefore would not be expected to create substantial concentrations of pollutants at the sensitive receptors closest to the Project Site or cause or contribute to an exceedance of federal or state ambient air quality standards. Therefore, approval of the Project would not result in any significant effects relating to localized construction air pollutant concentrations.

Table 11: Localized Significance of Constr	uction Emissi	ons		
Source (Activity		Emissions (p	ounds per day) ^{1,2}	
Source/Activity	NOx	СО	PM10	PM _{2.5}
Demolition (2025)	2.37	3.28	1.62	0.30
Site Preparation (2025)	1.10	1.91	0.04	0.04
Grading (2025)	5.18	7.87	0.39	0.23
Building Construction (2025)	5.14	6.94	0.22	0.20
Building Construction (2026)	4.81	6.91	0.19	0.17
Paving (2026)	2.09	2.67	0.10	0.09
Architectural Coating (2026)	2.57	3.40	0.07	0.06
Maximum Daily Emissions	5.18	7.87	1.62	0.30
SCAQMD LST (for 1.5 acre at 25 meters)	91	864	7	4
Maximum Daily Emissions Exceed SCAQMD Threshold?	No	No	No	No

1. Worst-case seasonal maximum daily emissions are reported.

Mandatory compliance with SCAQMD Rule 403 Fugitive Dust applied for construction emissions. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; water all haul roads twice daily. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.

Source: CalEEMod version 2022. Refer to Appendix A for model outputs.

43 Ibid

**Kimley**»Horn

⁴² South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, <u>http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds</u>, Accessed October 2023

### **Localized Operational Significance Analysis**

According to the SCAQMD localized significance threshold methodology, operational LSTs apply only to on-site sources.⁴⁴ LSTs for receptors located at 25 meters for SRA 1 were utilized in this analysis. The 1.0-acre LST threshold was conservatively used for the Project Site.⁴⁵ The on-site operational emissions were calculated using CalEEMod and are compared to the LST thresholds in <u>Table 12: Localized Significance of Operational Emissions</u>.

Table 12: Localized Significance of Operational Emissions													
A attivity		Emissions (po	unds per day) ^{1, 2}										
Activity	NO _x	СО	PM ₁₀	PM _{2.5}									
On-Site Emissions (Area and Energy Sources)	0.07	6.48	<0.02	<0.01									
SCAQMD Localized Screening Threshold (adjusted for 1.0 acre at 25 meters)	74	680	2	1									
Exceed SCAQMD Threshold?	No	No	No	No									
<ol> <li>As recommended by the SCAQMD. Worst-case seasonal maximum daily emissions are reported.</li> <li>On-site emissions consist of area sources and energy sources.</li> </ol>													
Source: CalEEMod version 2022. Refer to Appe	<u>endix A</u> for model o	utputs.											

The operational emissions shown on <u>Table 12</u> include all on-site Project-related sources (i.e., area and energy). On-site operational sources include stationary sources and/or on-site mobile equipment and offsite mobile emissions should not be included.⁴⁶ The results of the LST analysis show that the Project would not cause or contribute to an exceedance of federal or state ambient air quality standards. Therefore, approval of the Project would not result in any significant effects relating to operational air pollutant concentrations.

### **Criteria Pollutant Health Impacts**

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's significant air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783).

The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program⁴⁷ was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air pollutant emissions necessary, with an adequate margin of safety, to protect the public health. Therefore, Projects that do not exceed the SCAQMD's LSTs and mass emissions

⁴⁴ Ibid.

⁴⁵ Construction LST analysis is based on the amount of daily ground disturbance, which was calculated to be 1.5 acre. For operations, the size of the Project Site has been used.

⁴⁶ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised 2008, <u>http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds</u>

⁴⁷ Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)

thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

As previously discussed, localized effects of on-site Project emissions on nearby receptors were found to be less than significant (refer to <u>Table 11</u> and <u>Table 12</u>). The LSTs represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air pollutant emissions necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Setting section. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards.

### **Construction-Related Diesel Particulate Matter**

Construction of the Project would result in the generation of DPM emissions from the use of required offroad diesel equipment required. The amount of DPM emissions to which sensitive receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine the health risk to such receptors from DPM exposure (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

Construction is temporary, and would be transient throughout the site (i.e., move from location to location). The use of diesel-powered construction equipment would also be temporary and episodic; the duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Therefore, construction would not generate emissions in a fixed location for extended periods of time, which would limit the exposure of any proximate individual sensitive receptor to TACs.

Current models and methodologies for conducting health risk assessments are associated with longerterm exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities.⁴⁸ The California Office of Environmental Health Hazard Assessment (OEHHA) has not identified short-term health effects from DPM due to the uncertainty in assessing cancer risk from short-term exposures.⁴⁹ In addition, SCAQMD guidance on the analysis of cancer risks from mobile source diesel emissions does include recommendations on the analysis of shortterm construction activities.⁵⁰

 ⁴⁸ Office of Environmental Health Hazard Assessment, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health
 Risk
 Assessments,
 February
 2015.
 Available
 at:

 https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf

⁴⁹ Ibid.

⁵⁰ South Coast Air Quality Management District, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, August 2023. Available at: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis

Additionally, construction would be subject to and would comply with pertinent California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), the effect of which would be to reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to the Project's temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the Project Site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM of any one receptor is exposed to would be limited.

Therefore, relying on the expert guidance of the SCAQMD, and considering the relatively short duration of DPM-emitting construction activity at any one location, and the highly dispersive properties of DPM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions. Impacts would be less than significant.

#### **Operational Toxic Air Contaminants**

The Project does not include a land use that has the potential to significantly impact nearby sensitive receptors during the proposed Project's operational phase, since the proposed Project would not generate trips by heavy-duty diesel trucks, which are an emitter of diesel particulate matter (DPM). Impacts to sensitive receptors from substantial pollutant concentrations would be less than significant.

### **Carbon Monoxide Hotspots**

As discussed above, projects that would not produce traffic volumes resulting in more than 100,000 daily vehicles along project area roadway segments would not require preparation of a detailed CO hot spot analysis. The Project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's 2003 CO hot-spot analysis. According to daily traffic volume data, Sunset Boulevard between Sycamore and Orange has an existing vehicle count of 34,444, De Longpre between Sycamore Avenue and Orange Drive has an existing vehicle count of 2,701, Sycamore Avenue between Sunset and De Longpre Avenue has an existing vehicle count of 23,02. As CO hotspots were not created at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodated 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any of the intersections in the vicinity of the Project Site from an additional 503 daily vehicle trips attributable to the Project. Therefore, approval of the Project would not result in any significant effects relating to CO concentrations.

For all of these reasons, approval of the Project would not result in any significant effects relating to air quality.

Mitigation Measures: No mitigation is required.

# Threshold 5.4 Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

### Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

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

During construction, emissions from construction equipment, such as diesel exhaust, and from volatile organic compounds contained in architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly.

### Operational

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project proposes the construction of a warehouse which would not involve the types of uses that would emit objectionable odors affecting substantial numbers of people. The Project would not include any of the land uses that have been identified by the SCAQMD as significant odor sources.

Therefore, approval of the Project would not result in any significant effects relating to other air emissions affecting substantial numbers of people.

Mitigation Measures: No mitigation is required.

### 5.2 Cumulative Impacts

### **Cumulative Setting**

The cumulative setting for air quality includes the City of Los Angeles and the SCAB. The SCAB is designated as a nonattainment area for state standards of ozone,  $PM_{10}$ , and  $PM_{2.5}$ . For federal standards, the SCAB is designated as a partial nonattainment area for lead and nonattainment for ozone and  $PM_{2.5}$ , attainment and serious maintenance for federal  $PM_{10}$  standards, and unclassified or attainment for all other pollutants. Cumulative growth in population and vehicle use could inhibit efforts to improve regional air quality and attain the ambient air quality standards. However, as a result of plans and regulations, air quality in the SCAB has improved over time despite population growth and increased in vehicle usage.

### **Cumulative Impacts**

The SCAQMD's approach to assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with requirements of the FCAA and CCAA and analysis of project-level impacts.⁵¹ For the reasons discussed above, the Project would be consistent with the AQMP, which is intended to bring SCAB into attainment for all criteria pollutants. Additionally, since the Project's estimated construction and operational emissions would not exceed the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining both NAAQS and CAAQS, cumulative impacts would be less than significant.

Mitigation Measures: No mitigation is required.

⁵¹ South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, August 2003. Available at: https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf

## 6 REFERENCES

- 1. California Air Resources Board, Aerometric Data Analysis and Measurement System (ADAM) Top Four Summaries from 2020 to 2022, 2024.
- 2. California Air resources Board, Air Quality and Meteorological Information System, Available at: https://www.arb.ca.gov/aqmis2/aqdselect.php
- 3. California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, 2005.
- 4. California Air Resources Board, *Almanac Resources, 2024.* Available at: https://ww2.arb.ca.gov/resources/documents/almanac-resources California Air Resources Board, *Ambient Air Quality Standards*, May 6, 2016.
- 5. California Air Resources Board, *Common Air Pollutants*, 2024. Available at: <u>https://ww2.arb.ca.gov/resources/common-air-pollutants</u>
- 6. California Air Resources Board, *Overview: Diesel Exhaust & Health,* <u>https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health</u>
- California Code of Regulations Section 1961, Exhaust Emission Standards and Test Procedures 2004 through 2019 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, 2022. Available at: <u>https://ww2.arb.ca.gov/sites/default/files/2023-02/cleancomplete_lev_ghg_regs_11_2022.pdf</u>
- 8. City of Los Angeles, L.A. CEQA Thresholds Guide, 2006
- 9. City of Los Angeles, Department of City Planning Los Angeles, *General Plan Air Quality Element*, November 1992
- 10. Kimley-Horn Associates, Inc., 7022 Sunset Boulevard Project Transportation Assessment, July 2024
- 11. Office of Environmental Health Hazard Assessment, *The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments,* February 2015. Available at: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf
- 12. South Coast Air Quality Management District, 2022 Air Quality Management Plan, December 2, 2022
- 13. South Coast Air Quality Management District, 2016 Air Quality Management Plan, March 2017.
- 14. South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.
- 15. South Coast Air Quality Management District, CEQA Air Quality Significance Thresholds, March 2023.
- 16. South Coast Air Quality Management District, Federal Attainment Plan for Carbon Monoxide, 1992
- South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, August 2023. Available at: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mobilesource-toxics-analysisSouth Coast Air Quality Management District, Localized Significance Threshold Methodology, July 2008.
- 18. South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, August 2003. Available at:

<u>https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf</u>

- 19. Southern California Association of Governments, *Connect SoCal (2020 2045 Regional Transportation Plan/Sustainable Communities Strategy)*, September 2020. Available at: <u>https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020</u>
- 20. Southern California Association of Governments, *The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, April 2016. Available at: <u>https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557</u>
- 21. State of California Department of Finance, 2023. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023*, <u>https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/</u>
- 22. U.S. Environmental Protection Agency, *Basic Information about Carbon Monoxide (CO) Outdoor Air Pollution,* 2023. Available at: <u>https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution#:~:text=The%20greatest%20sources%20of%20CO,can%20affect%20air%20quality%20indo ors</u>
- 23. U.S. Environmental Protection Agency, *Carbon Monoxide Trends*, 2023. Available at: https://www.epa.gov/air-trends/carbon-monoxide-trends
- 24. U.S. Environmental Protection Agency, Criteria Pollutants, https://www.epa.gov/criteria-air-pollutant
- 25. U.S. Environmental Protection Agency, *National Ambient Air Quality Standards Table*, Updated February 7, 2024.
- 26. U.S. Environmental Protection Agency, *Nonattainment Areas for Criteria Pollutants (Green Book)*, Updated January 31, 2024.
- 27. U.S. Environmental Protection Agency, *Policy Assessment for the Review of the Lead National Ambient Air Quality Standards*, 2013.

## Appendix A

Air Quality Modeling Data

# **7022 Sunset Detailed Report**

## Table of Contents

- 1. Basic Project Information
  - 1.1. Basic Project Information
  - 1.2. Land Use Types
  - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
- 2. Emissions Summary
  - 2.1. Construction Emissions Compared Against Thresholds
  - 2.2. Construction Emissions by Year, Unmitigated
  - 2.3. Construction Emissions by Year, Mitigated
  - 2.4. Operations Emissions Compared Against Thresholds
  - 2.5. Operations Emissions by Sector, Unmitigated
  - 2.6. Operations Emissions by Sector, Mitigated
- 3. Construction Emissions Details
  - 3.1. Demolition (2025) Unmitigated
  - 3.2. Demolition (2025) Mitigated

- 3.3. Site Preparation (2025) Unmitigated
- 3.4. Site Preparation (2025) Mitigated
- 3.5. Grading (2025) Unmitigated
- 3.6. Grading (2025) Mitigated
- 3.7. Building Construction (2025) Unmitigated
- 3.8. Building Construction (2025) Mitigated
- 3.9. Building Construction (2026) Unmitigated
- 3.10. Building Construction (2026) Mitigated
- 3.11. Paving (2026) Unmitigated
- 3.12. Paving (2026) Mitigated
- 3.13. Architectural Coating (2026) Unmitigated
- 3.14. Architectural Coating (2026) Mitigated
- 4. Operations Emissions Details
  - 4.1. Mobile Emissions by Land Use
    - 4.1.1. Unmitigated
    - 4.1.2. Mitigated
  - 4.2. Energy

- 4.2.1. Electricity Emissions By Land Use Unmitigated
- 4.2.2. Electricity Emissions By Land Use Mitigated
- 4.2.3. Natural Gas Emissions By Land Use Unmitigated
- 4.2.4. Natural Gas Emissions By Land Use Mitigated
- 4.3. Area Emissions by Source
  - 4.3.1. Unmitigated
  - 4.3.2. Mitigated
- 4.4. Water Emissions by Land Use
  - 4.4.1. Unmitigated
  - 4.4.2. Mitigated
- 4.5. Waste Emissions by Land Use
  - 4.5.1. Unmitigated
  - 4.5.2. Mitigated
- 4.6. Refrigerant Emissions by Land Use
  - 4.6.1. Unmitigated
  - 4.6.2. Mitigated
- 4.7. Offroad Emissions By Equipment Type

- 4.7.1. Unmitigated
- 4.7.2. Mitigated
- 4.8. Stationary Emissions By Equipment Type
  - 4.8.1. Unmitigated
  - 4.8.2. Mitigated
- 4.9. User Defined Emissions By Equipment Type
  - 4.9.1. Unmitigated
  - 4.9.2. Mitigated
- 4.10. Soil Carbon Accumulation By Vegetation Type
  - 4.10.1. Soil Carbon Accumulation By Vegetation Type Unmitigated
  - 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type Unmitigated
  - 4.10.3. Avoided and Sequestered Emissions by Species Unmitigated
  - 4.10.4. Soil Carbon Accumulation By Vegetation Type Mitigated
  - 4.10.5. Above and Belowground Carbon Accumulation by Land Use Type Mitigated
  - 4.10.6. Avoided and Sequestered Emissions by Species Mitigated
- 5. Activity Data
  - 5.1. Construction Schedule

### 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

### 5.2.2. Mitigated

### 5.3. Construction Vehicles

### 5.3.1. Unmitigated

### 5.3.2. Mitigated

### 5.4. Vehicles

- 5.4.1. Construction Vehicle Control Strategies
- 5.5. Architectural Coatings

### 5.6. Dust Mitigation

- 5.6.1. Construction Earthmoving Activities
- 5.6.2. Construction Earthmoving Control Strategies
- 5.7. Construction Paving
- 5.8. Construction Electricity Consumption and Emissions Factors
- 5.9. Operational Mobile Sources
  - 5.9.1. Unmitigated
  - 5.9.2. Mitigated

### 5.10. Operational Area Sources

### 5.10.1. Hearths

### 5.10.1.1. Unmitigated

### 5.10.1.2. Mitigated

- 5.10.2. Architectural Coatings
- 5.10.3. Landscape Equipment
- 5.10.4. Landscape Equipment Mitigated
- 5.11. Operational Energy Consumption
  - 5.11.1. Unmitigated
  - 5.11.2. Mitigated
- 5.12. Operational Water and Wastewater Consumption
  - 5.12.1. Unmitigated
  - 5.12.2. Mitigated
- 5.13. Operational Waste Generation
  - 5.13.1. Unmitigated
  - 5.13.2. Mitigated
- 5.14. Operational Refrigeration and Air Conditioning Equipment

- 5.14.1. Unmitigated
- 5.14.2. Mitigated
- 5.15. Operational Off-Road Equipment
  - 5.15.1. Unmitigated
  - 5.15.2. Mitigated
- 5.16. Stationary Sources
  - 5.16.1. Emergency Generators and Fire Pumps
  - 5.16.2. Process Boilers
- 5.17. User Defined
- 5.18. Vegetation
  - 5.18.1. Land Use Change
    - 5.18.1.1. Unmitigated
    - 5.18.1.2. Mitigated
  - 5.18.1. Biomass Cover Type
    - 5.18.1.1. Unmitigated
    - 5.18.1.2. Mitigated
  - 5.18.2. Sequestration

- 5.18.2.1. Unmitigated
- 5.18.2.2. Mitigated
- 6. Climate Risk Detailed Report
  - 6.1. Climate Risk Summary
  - 6.2. Initial Climate Risk Scores
  - 6.3. Adjusted Climate Risk Scores
  - 6.4. Climate Risk Reduction Measures
- 7. Health and Equity Details
  - 7.1. CalEnviroScreen 4.0 Scores
  - 7.2. Healthy Places Index Scores
  - 7.3. Overall Health & Equity Scores
  - 7.4. Health & Equity Measures
  - 7.5. Evaluation Scorecard
  - 7.6. Health & Equity Custom Measures
- 8. User Changes to Default Data

## 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	7022 Sunset
Construction Start Date	1/1/2025
Operational Year	2027
Lead Agency	
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	7022 Sunset Blvd, Los Angeles, CA 90028, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4349
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.21

## 1.2. Land Use Types

Land Use Subtype S	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
--------------------	------	------	-------------	-----------------------	---------------------------	-----------------------------------	------------	-------------

Apartments Mid Rise	112	Dwelling Unit	0.22	88,790	0.00	—	332	—
Strip Mall	2.70	1000sqft	0.05	2,700	0.00	—	—	—
Parking Lot	6.82	1000sqft	0.16	0.00	2,553	—	—	—
Enclosed Parking with Elevator	21.5	1000sqft	0.00	0.08	0.00	_	_	—
Recreational Swimming Pool	0.20	1000sqft	0.00	200	0.00	_	_	—
Other Non-Asphalt Surfaces	0.23	Acre	0.23	0.00	0.00	_	_	_

## 1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-15	Require All-Electric Development

## 2. Emissions Summary

## 2.1. Construction Emissions Compared Against Thresholds

ontonia																		
Un/Mit.	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	-	—	-	—	-	—	_	-	-	—	-	-	-	—	—	-	—
Unmit.	0.99	6.92	5.77	11.2	0.01	0.22	0.81	1.03	0.20	0.19	0.40	—	2,382	2,382	0.10	0.08	3.64	2,412
Daily, Winter (Max)		_	_	_		-		_	_	_	_	-	_	_	_	_	_	
Unmit.	0.99	6.45	7.91	10.7	0.03	0.26	2.14	2.24	0.24	0.40	0.49	—	3,429	3,429	0.17	0.35	0.14	3,536
Average Daily (Max)	_	-	_	-	_	-	_	-	_	-	-	-	_	-	_	_	_	_

Unmit.	0.66	2.07	4.34	7.24	0.01	0.16	0.60	0.75	0.14	0.14	0.28	_	1,791	1,791	0.08	0.10	1.20	1,823
Annual (Max)	—	—	—							_	—				—		—	
Unmit.	0.12	0.38	0.79	1.32	< 0.005	0.03	0.11	0.14	0.03	0.03	0.05	_	297	297	0.01	0.02	0.20	302

## 2.2. Construction Emissions by Year, Unmitigated

### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	-	-	-	-	—	—	—	—	—	—	—	—	—	-	-	—
2025	0.99	0.85	5.77	11.2	0.01	0.22	0.81	1.03	0.20	0.19	0.40	—	2,382	2,382	0.10	0.08	3.64	2,412
2026	0.92	6.92	5.39	10.9	0.01	0.19	0.81	1.00	0.18	0.19	0.37	—	2,361	2,361	0.10	0.08	3.35	2,391
Daily - Winter (Max)	_	-	-	-	_	_	-	—	—	—	—	_	—	—	_	-	_	-
2025	0.99	0.85	7.91	10.7	0.03	0.26	2.14	2.24	0.24	0.40	0.49	—	3,429	3,429	0.17	0.35	0.14	3,536
2026	0.92	6.45	5.44	10.4	0.01	0.19	0.81	1.00	0.18	0.19	0.37	—	2,322	2,322	0.10	0.08	0.09	2,349
Average Daily	—	-	-	-	_	—	-	-	-	—	_	-	-	-	-	-	-	-
2025	0.66	0.55	4.34	7.24	0.01	0.16	0.60	0.75	0.14	0.14	0.28	_	1,791	1,791	0.08	0.10	1.20	1,823
2026	0.55	2.07	3.17	5.83	0.01	0.11	0.40	0.50	0.10	0.09	0.19	_	1,197	1,197	0.05	0.04	0.71	1,211
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2025	0.12	0.10	0.79	1.32	< 0.005	0.03	0.11	0.14	0.03	0.03	0.05	_	297	297	0.01	0.02	0.20	302
2026	0.10	0.38	0.58	1.06	< 0.005	0.02	0.07	0.09	0.02	0.02	0.03	_	198	198	0.01	0.01	0.12	201

## 2.3. Construction Emissions by Year, Mitigated

Year	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)										—	—		—	—				_
2025	0.99	0.85	5.77	11.2	0.01	0.22	0.81	1.03	0.20	0.19	0.40	—	2,382	2,382	0.10	0.08	3.64	2,412
2026	0.92	6.92	5.39	10.9	0.01	0.19	0.81	1.00	0.18	0.19	0.37	_	2,361	2,361	0.10	0.08	3.35	2,391
Daily - Winter (Max)		—		_		—		_					_		_	—		—
2025	0.99	0.85	7.91	10.7	0.03	0.26	2.14	2.24	0.24	0.40	0.49	—	3,429	3,429	0.17	0.35	0.14	3,536
2026	0.92	6.45	5.44	10.4	0.01	0.19	0.81	1.00	0.18	0.19	0.37	—	2,322	2,322	0.10	0.08	0.09	2,349
Average Daily		—	—	—		—		—		—	—	—	—	_	—		—	_
2025	0.66	0.55	4.34	7.24	0.01	0.16	0.60	0.75	0.14	0.14	0.28	—	1,791	1,791	0.08	0.10	1.20	1,823
2026	0.55	2.07	3.17	5.83	0.01	0.11	0.40	0.50	0.10	0.09	0.19	—	1,197	1,197	0.05	0.04	0.71	1,211
Annual	—	—	—	—	_	—	—	—	—	—	—	—	—	—	—	—	—	_
2025	0.12	0.10	0.79	1.32	< 0.005	0.03	0.11	0.14	0.03	0.03	0.05	_	297	297	0.01	0.02	0.20	302
2026	0.10	0.38	0.58	1.06	< 0.005	0.02	0.07	0.09	0.02	0.02	0.03	_	198	198	0.01	0.01	0.12	201

## 2.4. Operations Emissions Compared Against Thresholds

Un/Mit.	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_		_	_												_		—
Unmit.	2.28	4.22	1.30	17.5	0.03	0.04	2.34	2.38	0.04	0.59	0.64	55.2	4,605	4,660	5.83	0.15	8.47	4,858
Mit.	2.24	4.20	1.02	17.4	0.03	0.02	2.34	2.36	0.02	0.59	0.61	55.2	4,251	4,307	5.80	0.14	8.47	4,503
% Reduced	1%	< 0.5%	22%	1%	7%	54%	—	1%	56%	—	4%	—	8%	8%	1%	—	—	7%
Daily, Winter (Max)																		

Unmit.	1.65	3.62	1.33	10.3	0.03	0.04	2.34	2.38	0.04	0.59	0.63	55.2	4,482	4,537	5.83	0.15	0.86	4,728
Mit.	1.62	3.61	1.05	10.2	0.02	0.02	2.34	2.36	0.02	0.59	0.61	55.2	4,128	4,183	5.80	0.15	0.86	4,374
% Reduced	2%	< 0.5%	21%	1%	7%	58%	_	1%	60%		4%	—	8%	8%	1%	_	_	7%
Average Daily (Max)																		—
Unmit.	2.06	4.01	1.38	15.0	0.03	0.04	2.32	2.36	0.04	0.59	0.63	55.2	3,820	3,875	5.78	0.14	4.03	4,067
Mit.	2.02	3.99	1.10	14.9	0.02	0.02	2.32	2.34	0.02	0.59	0.61	55.2	3,466	3,522	5.75	0.14	4.03	3,712
% Reduced	2%	< 0.5%	20%	1%	7%	55%	_	1%	57%		4%	—	9%	9%	1%		_	9%
Annual (Max)	_	_	_	_	_	_	_	—	_		_	—	_		_	_	_	_
Unmit.	0.38	0.73	0.25	2.74	< 0.005	0.01	0.42	0.43	0.01	0.11	0.11	9.15	632	642	0.96	0.02	0.67	673
Mit.	0.37	0.73	0.20	2.72	< 0.005	< 0.005	0.42	0.43	< 0.005	0.11	0.11	9.15	574	583	0.95	0.02	0.67	615
% Reduced	2%	< 0.5%	20%	1%	7%	55%	_	1%	57%		4%	_	9%	9%	1%	< 0.5%		9%

## 2.5. Operations Emissions by Sector, Unmitigated

Sector	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)								_										
Mobile	1.63	1.50	0.96	10.9	0.03	0.02	2.34	2.36	0.01	0.59	0.61	—	2,574	2,574	0.14	0.11	7.82	2,617
Area	0.61	2.70	0.06	6.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	771	771	0.05	0.01	—	775
Energy	0.03	0.02	0.28	0.12	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,203	1,203	0.09	0.01	—	1,208
Water	_	—	_	-	—	—	_	-	—	-	_	8.41	56.8	65.2	0.87	0.02	—	93.2
Waste	_	_	_	_	_	_	_	_	_	_	_	46.8	0.00	46.8	4.68	0.00	_	164
Refrig.		_		_	_	_		_	_	_		_					0.65	0.65

Total	2.28	4.22	1.30	17.5	0.03	0.04	2.34	2.38	0.04	0.59	0.64	55.2	4,605	4,660	5.83	0.15	8.47	4,858
Daily, Winter (Max)	—	—	—	-	_	—	_	_		_			_		_	_		_
Mobile	1.62	1.49	1.04	10.2	0.02	0.02	2.34	2.36	0.01	0.59	0.61	—	2,468	2,468	0.14	0.11	0.20	2,506
Area	0.00	2.12	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	754	754	0.05	0.01	—	758
Energy	0.03	0.02	0.28	0.12	< 0.005	0.02	_	0.02	0.02	—	0.02	—	1,203	1,203	0.09	0.01	—	1,208
Water	_	—	—	—	_	—	—	—	—	—	—	8.41	56.8	65.2	0.87	0.02	—	93.2
Waste	_	—	—	—	—	—	—	—	—	—	—	46.8	0.00	46.8	4.68	0.00	_	164
Refrig.	_	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.65	0.65
Total	1.65	3.62	1.33	10.3	0.03	0.04	2.34	2.38	0.04	0.59	0.63	55.2	4,482	4,537	5.83	0.15	0.86	4,728
Average Daily	_	_	—	_	_	_	_	_	—	-	—	_	_	—	_	—		_
Mobile	1.60	1.47	1.05	10.4	0.02	0.02	2.32	2.33	0.01	0.59	0.60	—	2,497	2,497	0.14	0.11	3.37	2,537
Area	0.42	2.51	0.04	4.44	< 0.005	< 0.005	_	< 0.005	< 0.005	—	< 0.005	0.00	63.6	63.6	< 0.005	< 0.005	_	63.9
Energy	0.03	0.02	0.28	0.12	< 0.005	0.02	_	0.02	0.02	—	0.02	—	1,203	1,203	0.09	0.01	_	1,208
Water	-	—	—	_	_	_	_	_	—	—	—	8.41	56.8	65.2	0.87	0.02	_	93.2
Waste	-	—	—	—	_	—	—	—	—	—	—	46.8	0.00	46.8	4.68	0.00	_	164
Refrig.	-	—	—	—	_	—	—	—	—	—	—	—	—	—	—	—	0.65	0.65
Total	2.06	4.01	1.38	15.0	0.03	0.04	2.32	2.36	0.04	0.59	0.63	55.2	3,820	3,875	5.78	0.14	4.03	4,067
Annual	_	—	—	—	_	—	—	—	—	—	—	—	—	—	_	—	_	—
Mobile	0.29	0.27	0.19	1.91	< 0.005	< 0.005	0.42	0.43	< 0.005	0.11	0.11	—	413	413	0.02	0.02	0.56	420
Area	0.08	0.46	0.01	0.81	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	10.5	10.5	< 0.005	< 0.005	—	10.6
Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	199	199	0.02	< 0.005	—	200
Water	—	—	—	—	—	—	—	—	—	—	—	1.39	9.41	10.8	0.14	< 0.005	—	15.4
Waste	-	—	—	—	_	—	—	—	—	—	—	7.76	0.00	7.76	0.78	0.00		27.1
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	0.11	0.11
Total	0.38	0.73	0.25	2.74	< 0.005	0.01	0.42	0.43	0.01	0.11	0.11	9.15	632	642	0.96	0.02	0.67	673

## 2.6. Operations Emissions by Sector, Mitigated

Sector	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)		—	-	-	-	—	-	—	-	—	-	-	_	-	-	—	-	—
Mobile	1.63	1.50	0.96	10.9	0.03	0.02	2.34	2.36	0.01	0.59	0.61	—	2,574	2,574	0.14	0.11	7.82	2,617
Area	0.61	2.70	0.06	6.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	771	771	0.05	0.01	—	775
Energy	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	849	849	0.06	0.01	_	853
Water	—	_	-	_	_	—	-	-	-	—	-	8.41	56.8	65.2	0.87	0.02	—	93.2
Waste	_	—	—	—	—	—	—	—	-	—	—	46.8	0.00	46.8	4.68	0.00	—	164
Refrig.	—	_	—	—	—	—	—	—	—	—	—	—	—	—	—	-	0.65	0.65
Total	2.24	4.20	1.02	17.4	0.03	0.02	2.34	2.36	0.02	0.59	0.61	55.2	4,251	4,307	5.80	0.14	8.47	4,503
Daily, Winter (Max)			-	-	_	_	_		_	_	-	_	_	-	-	_	_	-
Mobile	1.62	1.49	1.04	10.2	0.02	0.02	2.34	2.36	0.01	0.59	0.61	—	2,468	2,468	0.14	0.11	0.20	2,506
Area	0.00	2.12	0.00	0.00	0.00	0.00	-	0.00	0.00	—	0.00	0.00	754	754	0.05	0.01	—	758
Energy	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	-	< 0.005	< 0.005	—	< 0.005	_	849	849	0.06	0.01	—	853
Water	—	_	—	—	—	—	—	—	—	—	—	8.41	56.8	65.2	0.87	0.02	—	93.2
Waste	—	_	—	—	—	—	—	—	—	—	—	46.8	0.00	46.8	4.68	0.00	—	164
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.65	0.65
Total	1.62	3.61	1.05	10.2	0.02	0.02	2.34	2.36	0.02	0.59	0.61	55.2	4,128	4,183	5.80	0.15	0.86	4,374
Average Daily			—	-	—	-	-	-	—	-	-	—	—	—	-	—	—	_
Mobile	1.60	1.47	1.05	10.4	0.02	0.02	2.32	2.33	0.01	0.59	0.60	—	2,497	2,497	0.14	0.11	3.37	2,537
Area	0.42	2.51	0.04	4.44	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	63.6	63.6	< 0.005	< 0.005	—	63.9
Energy	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	849	849	0.06	0.01	_	853
Water	_	_	_	_	—	_	_	_	_	_	_	8.41	56.8	65.2	0.87	0.02	_	93.2

Waste	—	—	—	—	—	—	—	—	—	—	—	46.8	0.00	46.8	4.68	0.00	—	164
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.65	0.65
Total	2.02	3.99	1.10	14.9	0.02	0.02	2.32	2.34	0.02	0.59	0.61	55.2	3,466	3,522	5.75	0.14	4.03	3,712
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.29	0.27	0.19	1.91	< 0.005	< 0.005	0.42	0.43	< 0.005	0.11	0.11	—	413	413	0.02	0.02	0.56	420
Area	0.08	0.46	0.01	0.81	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	10.5	10.5	< 0.005	< 0.005	—	10.6
Energy	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	141	141	0.01	< 0.005	—	141
Water	—	—	—	—	—	—	—	—	—	—	—	1.39	9.41	10.8	0.14	< 0.005	—	15.4
Waste	—	—	—	—	—	—	—	—	—	—	—	7.76	0.00	7.76	0.78	0.00	—	27.1
Refrig.	—	—	—	—	—	_	—	—	—	—	—	—	—	—	—	—	0.11	0.11
Total	0.37	0.73	0.20	2.72	< 0.005	< 0.005	0.42	0.43	< 0.005	0.11	0.11	9.15	574	583	0.95	0.02	0.67	615

## 3. Construction Emissions Details

## 3.1. Demolition (2025) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	—	—	_	—	_	—	—	_	—	—	—	—	—	—	_	_	_
Daily, Summer (Max)			_	_	_						_	_						
Daily, Winter (Max)		_	-	-	-			_	_	_	_	-						
Off-Road Equipmen	0.32 t	0.27	2.37	3.28	0.01	0.07	—	0.07	0.07	_	0.07	_	462	462	0.02	< 0.005	_	464
Demolitio n	_	—	—	—	_	_	1.55	1.55	—	0.23	0.23	_	_	_	_	_	_	_
Onsite truck	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	0.00

Average Daily				—			—				-	_		_	—	_	_	
Off-Road Equipmen	0.01 t	0.01	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	_	< 0.005	—	12.7	12.7	< 0.005	< 0.005	—	12.7
Demolitio n			_	_		_	0.04	0.04	_	0.01	0.01	_		_	_	_	_	_
Onsite truck	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	0.00
Annual	—	—	—	—	—	_	—	—	_	—	—	—	—	_	—	—	—	—
Off-Road Equipmen	< 0.005 t	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005		< 0.005	—	2.10	2.10	< 0.005	< 0.005	—	2.10
Demolitio n		_	—	—	_	—	0.01	0.01	_	< 0.005	< 0.005	_	_	—	_	_	—	_
Onsite truck	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	0.00
Offsite	—	_	_	-	_	_	-	-	—	_	-	-	_	_	-	_	-	_
Daily, Summer (Max)	_		_	_			_	_		_	_	_			_		_	_
Daily, Winter (Max)	_			-			_	_			-	_			_		_	
Worker	0.02	0.02	0.02	0.22	0.00	0.00	0.04	0.04	0.00	0.01	0.01	-	45.0	45.0	< 0.005	< 0.005	< 0.005	45.6
Vendor	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	0.00
Hauling	0.16	0.03	2.61	0.99	0.01	0.03	0.55	0.57	0.03	0.15	0.18	-	2,051	2,051	0.11	0.32	0.12	2,150
Average Daily			_	_	_	_	—	_	_	_	-	—		_	_	_	—	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	1.25	1.25	< 0.005	< 0.005	< 0.005	1.27
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	56.2	56.2	< 0.005	0.01	0.06	58.9
Annual		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.21	0.21	< 0.005	< 0.005	< 0.005	0.21

Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	9.30	9.30	< 0.005	< 0.005	0.01	9.76

## 3.2. Demolition (2025) - Mitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	_	—	—	—	—	—	—	—	_	—	—	—	_	—	—	—	—
Daily, Summer (Max)			-	_	-	_	_	-	-		_	-	_		-		-	_
Daily, Winter (Max)			_		_			_	_			_			_		_	—
Off-Road Equipmen	0.32 t	0.27	2.37	3.28	0.01	0.07	—	0.07	0.07		0.07	—	462	462	0.02	< 0.005	—	464
Demolitio n	—	—	-	—	—	—	1.55	1.55	—	0.23	0.23	—	—	—	-	—	—	_
Onsite truck	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	0.00
Average Daily	—		—	—	—		_	-	—		—	-	—		—		—	—
Off-Road Equipmen	0.01 t	0.01	0.06	0.09	< 0.005	< 0.005	-	< 0.005	< 0.005	—	< 0.005	-	12.7	12.7	< 0.005	< 0.005	—	12.7
Demolitio n	_	_	-	_	-	_	0.04	0.04	-	0.01	0.01	-	_	_	-	_	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	_	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipmen	< 0.005 t	< 0.005	0.01	0.02	< 0.005	< 0.005	-	< 0.005	< 0.005	—	< 0.005	-	2.10	2.10	< 0.005	< 0.005	-	2.10
Demolitio n			_		_		0.01	0.01	_	< 0.005	< 0.005	_			_		_	_

Onsite truck	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	0.00
Offsite	—	—	—	_	_	_	_	_	—	_	—	—	_	—	—	—	—	—
Daily, Summer (Max)	—	_	_	_	_	_	_	_	_	_	_		_	_	-	_	—	—
Daily, Winter (Max)	_	_	-	-	—	—	—	-	-	—	_	_	—	_	-	_	_	
Worker	0.02	0.02	0.02	0.22	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	45.0	45.0	< 0.005	< 0.005	< 0.005	45.6
Vendor	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	0.00
Hauling	0.16	0.03	2.61	0.99	0.01	0.03	0.55	0.57	0.03	0.15	0.18	—	2,051	2,051	0.11	0.32	0.12	2,150
Average Daily	-	_	_	-	-	—	—	_	_	—	-	-	_	_	_	-	-	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.25	1.25	< 0.005	< 0.005	< 0.005	1.27
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	56.2	56.2	< 0.005	0.01	0.06	58.9
Annual	—	—	—	_	_	-	-	_	-	_	-	—	_	_	_	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.21	0.21	< 0.005	< 0.005	< 0.005	0.21
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	9.30	9.30	< 0.005	< 0.005	0.01	9.76

## 3.3. Site Preparation (2025) - Unmitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	_	—	—	—	_	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)					-	_												

Daily, Winter (Max)	_		—	—	—			—		—	—			—				
Off-Road Equipmen	0.13 t	0.11	1.10	1.91	< 0.005	0.04	—	0.04	0.04	—	0.04	—	290	290	0.01	< 0.005		291
Dust From Material Movemen ⁻	 :						0.00	0.00		0.00	0.00							
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	_	—	_	—	—	—	—	—	—		—
Off-Road Equipmen	< 0.005 t	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.98	3.98	< 0.005	< 0.005	—	3.99
Dust From Material Movemen ⁻							0.00	0.00		0.00	0.00							
Onsite truck	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	0.00
Annual	—	—	_	_	—	—	—	_	—	—	_	—	—	—	_	—	—	—
Off-Road Equipmen	< 0.005 t	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	< 0.005	< 0.005	—	< 0.005	—	0.66	0.66	< 0.005	< 0.005		0.66
Dust From Material Movemen ⁻							0.00	0.00		0.00	0.00							
Onsite truck	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	0.00
Offsite	—	—	_	_	—	—	—	—	_	—	—	—	—	—	_	—	_	_
Daily, Summer (Max)	_			_														

Daily, Winter (Max)	-	-	-	-	—	-	-	-	_	-	-	-	_	—	-	—	_	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	22.5	22.5	< 0.005	< 0.005	< 0.005	22.8
Vendor	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	0.00
Hauling	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	0.00
Average Daily	_	—	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	-	0.31	0.31	< 0.005	< 0.005	< 0.005	0.32
Vendor	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	0.00
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Vendor	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	0.00
Hauling	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	0.00

## 3.4. Site Preparation (2025) - Mitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	_	—	—	—	—	—	—
Daily, Summer (Max)		_	_	-	_	_			_		_	-				_	_	
Daily, Winter (Max)				_							_	_						
Off-Road Equipmen	0.13 t	0.11	1.10	1.91	< 0.005	0.04	_	0.04	0.04	_	0.04	_	290	290	0.01	< 0.005	—	291

Dust From Material Movemen:	 :						0.00	0.00		0.00	0.00							
Onsite truck	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	0.00
Average Daily		—	_	—	_	—	—	—	_		—	_	—	_	_	—		—
Off-Road Equipmen	< 0.005 t	< 0.005	0.02	0.03	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	3.98	3.98	< 0.005	< 0.005		3.99
Dust From Material Movemen [:]	 :						0.00	0.00		0.00	0.00							
Onsite truck	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	0.00
Annual	_	_	_	_	_	_	_	_	—	_	_	_	_	_	_	—	—	—
Off-Road Equipmen	< 0.005 t	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.66	0.66	< 0.005	< 0.005	—	0.66
Dust From Material Movemen							0.00	0.00		0.00	0.00							
Onsite truck	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	0.00
Offsite	_	_	_	_	_	—	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	—		_				_	_	—	_	_		_	_	—		—
Daily, Winter (Max)																		—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	_	22.5	22.5	< 0.005	< 0.005	< 0.005	22.8
Vendor	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	0.00
Hauling	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	0.00

Average Daily	_	_	_	_	_			_		_		_			_	_	_	
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.31	0.31	< 0.005	< 0.005	< 0.005	0.32
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Vendor	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	0.00
Hauling	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	0.00

## 3.5. Grading (2025) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	—	—	—	—	—	—	_	—	—	—	—	—	_	—	_	—	_
Daily, Summer (Max)		_			_	_							_				_	
Daily, Winter (Max)		_		_	_	_	_					_	_			—	_	
Off-Road Equipmen	0.64 t	0.54	5.18	7.87	0.01	0.23	—	0.23	0.21		0.21	—	1,222	1,222	0.05	0.01	—	1,226
Dust From Material Movemen	 :	-			-		0.16	0.16		0.02	0.02		-					
Onsite truck	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	0.00
Average Daily		_	_	_	_	_	_	_	_	_	_	_			_	_	_	_
Off-Road Equipmen	0.08 t	0.07	0.64	0.97	< 0.005	0.03	_	0.03	0.03	_	0.03	_	151	151	0.01	< 0.005	_	151

Dust From Material Movemen ⁻	 :	_	_	_	_		0.02	0.02		< 0.005	< 0.005	_						_
Onsite truck	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	0.00
Annual	—	_	_	_	_	_	—	_	_	_	_	_	—	—	_	—	—	—
Off-Road Equipmen	0.01 t	0.01	0.12	0.18	< 0.005	0.01	—	0.01	< 0.005	_	< 0.005	_	24.9	24.9	< 0.005	< 0.005		25.0
Dust From Material Movemen ⁻	 :			-			< 0.005	< 0.005		< 0.005	< 0.005							
Onsite truck	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	0.00
Offsite	—	—	—	_	-	_	—	_	_	—	_	—	—	—	—	—	—	—
Daily, Summer (Max)				-	_													
Daily, Winter (Max)	_			-	_													
Worker	0.04	0.04	0.04	0.43	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	90.0	90.0	< 0.005	< 0.005	0.01	91.2
Vendor	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	0.00
Hauling	0.16	0.03	2.70	1.02	0.01	0.03	0.57	0.59	0.03	0.16	0.18	—	2,118	2,118	0.12	0.33	0.13	2,220
Average Daily	—	—	—	-	_	_	_	—	—	_	—	—	_	_	_			_
Worker	0.01	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.3	11.3	< 0.005	< 0.005	0.02	11.4
Vendor	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	0.00
Hauling	0.02	< 0.005	0.34	0.13	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	_	261	261	0.01	0.04	0.26	274
Annual			_	_	_	_	_	_	_		_	_		_	_			_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	1.86	1.86	< 0.005	< 0.005	< 0.005	1.89
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	43.2	43.2	< 0.005	0.01	0.04	45.3
---------	---------	---------	------	------	---------	---------	------	------	---------	---------	---------	---	------	------	---------	------	------	------
---------	---------	---------	------	------	---------	---------	------	------	---------	---------	---------	---	------	------	---------	------	------	------

## 3.6. Grading (2025) - Mitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	—	—	—	—	—	—	_	—	—	—	—	—	—	—	—	—	_
Daily, Summer (Max)		—	_	_	_	_	_	_	_	-	_	_	_	—	_	—	_	—
Daily, Winter (Max)		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen	0.64 t	0.54	5.18	7.87	0.01	0.23	—	0.23	0.21	—	0.21	—	1,222	1,222	0.05	0.01	—	1,226
Dust From Material Movemen	 :		—	_	_	_	0.16	0.16	_	0.02	0.02	_	_	—	_	—	—	
Onsite truck	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	0.00
Average Daily		—	-	-	-	_	-	-	-	-	-	-	-	-	-	-	-	_
Off-Road Equipmen	0.08 t	0.07	0.64	0.97	< 0.005	0.03	-	0.03	0.03	—	0.03	-	151	151	0.01	< 0.005	-	151
Dust From Material Movemen				_	_	_	0.02	0.02	_	< 0.005	< 0.005	_	_		_			
Onsite truck	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen	0.01 t	0.01	0.12	0.18	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	_	24.9	24.9	< 0.005	< 0.005	—	25.0

Dust From Material Movemen		_	_	_	_	_	< 0.005	< 0.005	_	< 0.005	< 0.005	—	_	_	_	—	_	_
Onsite truck	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	0.00
Offsite	_	-	_	-	-	_	_	-	-	—	-	_	—	—	-	—	-	—
Daily, Summer (Max)	_	-	-			-	-	_	-	-	-	-	-	-	-	-	-	_
Daily, Winter (Max)		-	-	_		-	-	_	_	-	-	-	-	-	-	—	-	_
Worker	0.04	0.04	0.04	0.43	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	90.0	90.0	< 0.005	< 0.005	0.01	91.2
Vendor	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	0.00
Hauling	0.16	0.03	2.70	1.02	0.01	0.03	0.57	0.59	0.03	0.16	0.18	_	2,118	2,118	0.12	0.33	0.13	2,220
Average Daily	_	—	-	_	_	-	-	-	_	—	-	-	—	-	-	-	-	_
Worker	0.01	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	11.3	11.3	< 0.005	< 0.005	0.02	11.4
Vendor	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	0.00
Hauling	0.02	< 0.005	0.34	0.13	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	_	261	261	0.01	0.04	0.26	274
Annual	_	_	_	-	-	_	_	-	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	1.86	1.86	< 0.005	< 0.005	< 0.005	1.89
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	43.2	43.2	< 0.005	0.01	0.04	45.3

# 3.7. Building Construction (2025) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	—	—	—	_	—	—	—	—	—	—	_	—	—	—	—	—	—

Daily, Summer (Max)	_		_	_	_	_		_	—	_	_	_	_	_			—	—
Off-Road Equipmen	0.62 t	0.52	5.14	6.94	0.01	0.22		0.22	0.20	—	0.20		1,305	1,305	0.05	0.01	—	1,309
Onsite truck	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	0.00
Daily, Winter (Max)			_	_				_			—			—			—	
Off-Road Equipmen	0.62 t	0.52	5.14	6.94	0.01	0.22		0.22	0.20	—	0.20		1,305	1,305	0.05	0.01	—	1,309
Onsite truck	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	0.00
Average Daily	—	_	—	-	—	—	_	—	—	—	—			_	_	—	—	_
Off-Road Equipmen	0.34 t	0.29	2.83	3.82	0.01	0.12	_	0.12	0.11	—	0.11		717	717	0.03	0.01	—	720
Onsite truck	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen	0.06 t	0.05	0.52	0.70	< 0.005	0.02		0.02	0.02	_	0.02		119	119	< 0.005	< 0.005	—	119
Onsite truck	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	0.00
Offsite	—	_	—	-	—	—	—	-	_	—	—	—	—	—	_	_	—	—
Daily, Summer (Max)	_		_	-	_			_	_		_	_						
Worker	0.35	0.32	0.26	4.07	0.00	0.00	0.73	0.73	0.00	0.17	0.17	_	774	774	0.04	0.03	2.82	786
Vendor	0.02	0.01	0.37	0.19	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.02		303	303	0.01	0.04	0.82	317
Hauling	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	0.00

Daily, Winter (Max)	-	_	—	-	—	_	—	-		_		_				—	—	
Worker	0.34	0.31	0.29	3.52	0.00	0.00	0.73	0.73	0.00	0.17	0.17	—	734	734	0.04	0.03	0.07	744
Vendor	0.02	0.01	0.39	0.19	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.02	-	303	303	0.01	0.04	0.02	316
Hauling	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	0.00
Average Daily	-	-	-	-	-	-	_	-	_	—	_	_	_	_	_	_	_	_
Worker	0.19	0.17	0.17	2.02	0.00	0.00	0.40	0.40	0.00	0.09	0.09	-	410	410	0.02	0.02	0.67	415
Vendor	0.01	0.01	0.21	0.10	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	_	167	167	0.01	0.02	0.20	174
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.03	0.03	0.03	0.37	0.00	0.00	0.07	0.07	0.00	0.02	0.02	_	67.8	67.8	< 0.005	< 0.005	0.11	68.8
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	27.6	27.6	< 0.005	< 0.005	0.03	28.8
Hauling	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	0.00

# 3.8. Building Construction (2025) - Mitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)					_							_						—
Off-Road Equipmen	0.62 t	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20		0.20	-	1,305	1,305	0.05	0.01		1,309
Onsite truck	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	0.00
Daily, Winter (Max)					_		_		_			_			_			

Off-Road Equipmen	0.62 t	0.52	5.14	6.94	0.01	0.22	-	0.22	0.20	-	0.20	-	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	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	0.00
Average Daily	—	_	—	_	—	_	_	_	—	_	—	-	_	-	_	-	_	-
Off-Road Equipmen	0.34 t	0.29	2.83	3.82	0.01	0.12	_	0.12	0.11	—	0.11	-	717	717	0.03	0.01	_	720
Onsite truck	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	0.00
Annual	—	—	—	_	_	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipmen	0.06 t	0.05	0.52	0.70	< 0.005	0.02	_	0.02	0.02	_	0.02	—	119	119	< 0.005	< 0.005	—	119
Onsite truck	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	0.00
Offsite	_	_	_	_	_	-	_	_	_	_	_	-	—	_	_	-	_	—
Daily, Summer (Max)	_	_	-	-	-	-	-	-	-	-	-	-	—	—	-	—	-	—
Worker	0.35	0.32	0.26	4.07	0.00	0.00	0.73	0.73	0.00	0.17	0.17	-	774	774	0.04	0.03	2.82	786
Vendor	0.02	0.01	0.37	0.19	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.02	-	303	303	0.01	0.04	0.82	317
Hauling	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	0.00
Daily, Winter (Max)	_	_	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Worker	0.34	0.31	0.29	3.52	0.00	0.00	0.73	0.73	0.00	0.17	0.17	-	734	734	0.04	0.03	0.07	744
Vendor	0.02	0.01	0.39	0.19	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.02	—	303	303	0.01	0.04	0.02	316
Hauling	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	0.00
Average Daily	_	_	-	-	_	_	-	-	_	_	_	-	-	-	-	-	—	-
Worker	0.19	0.17	0.17	2.02	0.00	0.00	0.40	0.40	0.00	0.09	0.09	_	410	410	0.02	0.02	0.67	415
Vendor	0.01	0.01	0.21	0.10	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	_	167	167	0.01	0.02	0.20	174

Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.37	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	67.8	67.8	< 0.005	< 0.005	0.11	68.8
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27.6	27.6	< 0.005	< 0.005	0.03	28.8
Hauling	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	0.00

# 3.9. Building Construction (2026) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	—	_	—	—	_	—	_	—	_	—	—	_	—	_	—	_
Daily, Summer (Max)																_		—
Off-Road Equipmen	0.59 t	0.49	4.81	6.91	0.01	0.19		0.19	0.17		0.17	—	1,304	1,304	0.05	0.01		1,309
Onsite truck	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	0.00
Daily, Winter (Max)																		_
Off-Road Equipmen	0.59 t	0.49	4.81	6.91	0.01	0.19		0.19	0.17		0.17	—	1,304	1,304	0.05	0.01	—	1,309
Onsite truck	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	0.00
Average Daily	_	_	_	_	—	_	_	_	_	_	_	—	—	_	—		—	_
Off-Road Equipmen	0.26 t	0.22	2.16	3.11	0.01	0.08		0.08	0.08	_	0.08	—	587	587	0.02	< 0.005	—	589
Onsite truck	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	0.00
Annual	_	_	_	_	_		_		_		_	_	_	_	_		_	_

0.05 t	0.04	0.39	0.57	< 0.005	0.02	_	0.02	0.01	_	0.01	_	97.2	97.2	< 0.005	< 0.005	-	97.5
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	0.00
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	-	—	—	_	_	_	_	_	_	-	_
0.31	0.28	0.23	3.78	0.00	0.00	0.73	0.73	0.00	0.17	0.17	—	758	758	0.04	0.03	2.55	770
0.02	0.01	0.35	0.18	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.02	—	298	298	0.01	0.04	0.80	312
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	0.00
		_	-	_	_		-	_								_	
0.31	0.28	0.26	3.29	0.00	0.00	0.73	0.73	0.00	0.17	0.17	—	719	719	0.04	0.03	0.07	729
0.02	0.01	0.37	0.18	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.02	—	298	298	0.01	0.04	0.02	311
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	0.00
_	—	-	—	—	-	—	_	-	—	—	—	—	—	—	—	—	—
0.14	0.12	0.13	1.54	0.00	0.00	0.32	0.32	0.00	0.08	0.08	-	329	329	0.02	0.01	0.50	333
0.01	< 0.005	0.17	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	134	134	0.01	0.02	0.15	140
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	0.00
_	—	—	—	—	—	_	—	—	—	—	—	—	—	—	—	—	—
0.03	0.02	0.02	0.28	0.00	0.00	0.06	0.06	0.00	0.01	0.01	-	54.4	54.4	< 0.005	< 0.005	0.08	55.2
< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	22.2	22.2	< 0.005	< 0.005	0.03	23.2
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	0.00
	0.05 t 0.00 	0.05       0.04         0.00       0.00                     0.31       0.28         0.00       0.01         0.00       0.01         0.01       0.02         0.02       0.01         0.031       0.28         0.04       0.01         0.05       0.01         0.02       0.01         0.031       0.28         0.04       0.12         0.05       0.00         0.14       0.12         0.01          0.01       0.00         0.01       0.00         0.01       0.00         0.01       0.00         0.01       0.00         0.01       0.00         0.02       0.00         0.03       0.02         <0.005	0.050.040.390.000.000.000.310.280.230.020.010.350.000.000.000.020.310.280.260.020.010.370.030.010.370.040.010.010.050.010.010.010.010.010.140.120.130.140.120.130.010.000.010.030.020.02<	t.0.040.390.570.000.000.000.000.310.280.233.780.020.010.350.180.000.000.000.000.310.280.263.290.310.280.263.290.320.010.370.180.020.000.000.000.140.120.131.540.010.000.011.000.030.020.120.28<	0.050.040.390.57< 0.0050.000.000.000.000.000.310.280.233.780.000.020.010.350.18<0.05	0.05 t0.040.390.57< 0.0050.020.000.000.000.000.000.000.310.280.233.780.000.000.020.010.350.18< 0.005	0.05 t0.040.390.57< 0.0050.020.000.000.000.000.000.000.000.310.280.233.780.000.000.030.020.010.350.18<0.05	0.05 t0.040.390.57< 0.0050.020.020.000.000.000.000.000.000.000.000.000.310.280.233.780.000.000.730.730.020.010.350.18<0.05	0.05 t0.040.390.57< 0.0050.020.020.010.000.000.000.000.000.000.000.000.000.110.120.200.200.70.000.000.70.70.000.000.010.200.200.200.200.000.000.000.000.000.020.010.300.180.000.000.000.000.000.000.030.040.000.000.000.000.000.000.000.000.040.040.000.000.000.000.000.000.000.000.050.040.040.000.000.000.000.000.000.000.040.050.040.000.000.000.000.000.000.000.050.050.050.050.060.060.000.000.000.000.050.050.050.060.060.060.060.060.060.060.050.050.050.060.05	0.05 t0.040.390.57< 0.050.020.020.010.000.000.000.000.000.000.000.000.000.000.310.280.233.780.000.000.030.730.730.000.010.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.02 <td>0.040.390.57&lt; 0.0050.02-0.020.01-0.010.000.000.000.000.000.000.000.000.000.000.000.010.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.02<t< td=""><td>0.040.390.57&lt; 0.050.02-0.020.01-0.01-0.01-0.010.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.0</td><td>0.040.390.37&lt; 0.0050.02-0.020.01-0.01-97.20.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.00<td< td=""><td>A.A. A.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.&lt;</td><td>A.A. A.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.&lt;</td><td>A.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.</td><td>h         0.44         0.39         0.57         &lt;0.005         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24</td></td<></td></t<></td>	0.040.390.57< 0.0050.02-0.020.01-0.010.000.000.000.000.000.000.000.000.000.000.000.010.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.020.02 <t< td=""><td>0.040.390.57&lt; 0.050.02-0.020.01-0.01-0.01-0.010.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.0</td><td>0.040.390.37&lt; 0.0050.02-0.020.01-0.01-97.20.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.00<td< td=""><td>A.A. A.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.&lt;</td><td>A.A. A.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.&lt;</td><td>A.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.</td><td>h         0.44         0.39         0.57         &lt;0.005         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24</td></td<></td></t<>	0.040.390.57< 0.050.02-0.020.01-0.01-0.01-0.010.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.0	0.040.390.37< 0.0050.02-0.020.01-0.01-97.20.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.00 <td< td=""><td>A.A. A.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.&lt;</td><td>A.A. A.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.&lt;</td><td>A.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.</td><td>h         0.44         0.39         0.57         &lt;0.005         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24</td></td<>	A.A. A.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.S.A. A.A.<	A.A. A.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.N.A. A.A.<	A.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.A.N.	h         0.44         0.39         0.57         <0.005         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24         0.24

# 3.10. Building Construction (2026) - Mitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	_	_	—	—	—	—	—	—	—	—	—	_	—	_	—	—
Daily, Summer (Max)	—	_		_	_	_	_	—	-	_		_	_		_		—	
Off-Road Equipmen	0.59 t	0.49	4.81	6.91	0.01	0.19		0.19	0.17	—	0.17	—	1,304	1,304	0.05	0.01	—	1,309
Onsite truck	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	0.00
Daily, Winter (Max)								_	_	_			_		_		_	
Off-Road Equipmen	0.59 t	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17	—	1,304	1,304	0.05	0.01	—	1,309
Onsite truck	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	0.00
Average Daily	—	—	—		—			—	-	—	—	—	—	_	—		—	
Off-Road Equipmen	0.26 t	0.22	2.16	3.11	0.01	0.08		0.08	0.08	—	0.08	_	587	587	0.02	< 0.005	—	589
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	_	—	—	—	—
Off-Road Equipmen	0.05 t	0.04	0.39	0.57	< 0.005	0.02	_	0.02	0.01	—	0.01	_	97.2	97.2	< 0.005	< 0.005	_	97.5
Onsite truck	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	0.00
Offsite	—	_	—	—	—	—	_	—	—	—	—	—	—	—	-	—	—	—
Daily, Summer (Max)	_	_	—	_	_	_		_	-	_	_	_	_	_	_	_		
Worker	0.31	0.28	0.23	3.78	0.00	0.00	0.73	0.73	0.00	0.17	0.17	—	758	758	0.04	0.03	2.55	770
Vendor	0.02	0.01	0.35	0.18	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.02	_	298	298	0.01	0.04	0.80	312
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	-	_	—	—	—	—	—	_	_	_	—	—	—	_	—
Worker	0.31	0.28	0.26	3.29	0.00	0.00	0.73	0.73	0.00	0.17	0.17	—	719	719	0.04	0.03	0.07	729
Vendor	0.02	0.01	0.37	0.18	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.02	_	298	298	0.01	0.04	0.02	311
Hauling	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	0.00
Average Daily	_	_	_	_	_	_	_	-	-	_	-	_	_	_	-	_	_	-
Worker	0.14	0.12	0.13	1.54	0.00	0.00	0.32	0.32	0.00	0.08	0.08	_	329	329	0.02	0.01	0.50	333
Vendor	0.01	< 0.005	0.17	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	_	134	134	0.01	0.02	0.15	140
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.03	0.02	0.02	0.28	0.00	0.00	0.06	0.06	0.00	0.01	0.01	_	54.4	54.4	< 0.005	< 0.005	0.08	55.2
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	22.2	22.2	< 0.005	< 0.005	0.03	23.2
Hauling	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	0.00

# 3.11. Paving (2026) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	_	—	—	—	—	_	—	—	—
Daily, Summer (Max)		_	_		_							_	_			_		
Off-Road Equipmen	0.28 t	0.24	2.09	2.67	< 0.005	0.10	—	0.10	0.09	—	0.09	—	400	400	0.02	< 0.005		401
Paving	—	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Daily, Winter (Max)		—		_	—	_		_		_	—	_	—	_	—	—	_	—
Average Daily		—		—	—	—		—		—	—	—	—		—	—		—
Off-Road Equipmen	< 0.005 t	< 0.005	0.01	0.01	< 0.005	< 0.005		< 0.005	< 0.005	—	< 0.005	_	2.19	2.19	< 0.005	< 0.005		2.20
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	_	_
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	_	—	—	—	—	—	—	—	_	—
Off-Road Equipmen	< 0.005 t	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005		< 0.005	< 0.005	—	< 0.005	—	0.36	0.36	< 0.005	< 0.005		0.36
Paving	—	< 0.005	—	-	—	—	—	-	—	—	-	-	—	_	-	-	—	—
Onsite truck	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	0.00
Offsite	—	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_
Daily, Summer (Max)		—		_	—	_		_		—	—	—	—	_	—	—		—
Worker	0.02	0.02	0.01	0.23	0.00	0.00	0.04	0.04	0.00	0.01	0.01	-	46.5	46.5	< 0.005	< 0.005	0.16	47.2
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)		—	_	_	—	_		_		—	—	—	—	_	—	—	—	
Average Daily		_		—	—	—		—		—	-	_	—		—	—		—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.25	0.25	< 0.005	< 0.005	< 0.005	0.25
Vendor	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	0.00
Hauling	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	0.00
Annual		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04
Vendor	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	0.00
Hauling	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	0.00

# 3.12. Paving (2026) - Mitigated

				<u> </u>		· ·			<b>1</b>		· · · ·							
Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	_	—	—
Daily, Summer (Max)	—	_	_	_	_	_	_	—	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen	0.28 t	0.24	2.09	2.67	< 0.005	0.10	-	0.10	0.09	-	0.09	-	400	400	0.02	< 0.005	-	401
Paving	—	0.21	—	—	—	—	—	_	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	_	-	-	—	—	_	-	_	-	_	-	_	_	-		_	—
Average Daily	—	_	_	_	_	_	—	_	—	_	-	_	_	—	_	—	—	—
Off-Road Equipmen	< 0.005 t	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	_	< 0.005	_	2.19	2.19	< 0.005	< 0.005	—	2.20
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipmen	< 0.005 t	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	_	0.36	0.36	< 0.005	< 0.005	—	0.36
Paving	_	< 0.005	_	_	_	_	_	_	_	—	_	_	—	_	_	_	_	_

Onsite truck	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	0.00
Offsite	_	—	-	—	—	—	_	_	_	—	—	_	—	—	—	-	—	—
Daily, Summer (Max)	_		—	-	—		—	-	_	_			—	-	—	—	_	_
Worker	0.02	0.02	0.01	0.23	0.00	0.00	0.04	0.04	0.00	0.01	0.01	-	46.5	46.5	< 0.005	< 0.005	0.16	47.2
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	_	_	—	_	-	_	-	-	_	-	_	_	-	_	-	—	-	_
Average Daily	_	-	_	—	_	—	—	—	-	—	—	-	—	—	—	-	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	-	0.25	0.25	< 0.005	< 0.005	< 0.005	0.25
Vendor	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	0.00
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	-	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04
Vendor	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	0.00
Hauling	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	0.00

# 3.13. Architectural Coating (2026) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	_	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)					_										_			

Off-Road Equipmen	0.44 t	0.36	2.57	3.40	0.01	0.07	—	0.07	0.06	_	0.06	-	401	401	0.02	< 0.005	_	402
Architect ural Coatings	_	6.04	_	—	_		_		_	—	-	—	—					_
Onsite truck	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	0.00
Daily, Winter (Max)				-	_				_		_	_						
Off-Road Equipmen	0.44 t	0.36	2.57	3.40	0.01	0.07		0.07	0.06	—	0.06	—	401	401	0.02	< 0.005		402
Architect ural Coatings		6.04		_	—							_				_		
Onsite truck	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	0.00
Average Daily	—	—	—	-	—	—	_	—	—	—	—	—	—	_	—	_	—	—
Off-Road Equipmen	0.12 t	0.10	0.68	0.90	< 0.005	0.02		0.02	0.02	_	0.02	-	106	106	< 0.005	< 0.005	_	107
Architect ural Coatings	_	1.60	_	-	_				-		-	-						-
Onsite truck	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen	0.02 t	0.02	0.12	0.16	< 0.005	< 0.005		< 0.005	< 0.005	—	< 0.005	—	17.6	17.6	< 0.005	< 0.005		17.7
Architect ural Coatings	_	0.29		-	_				_		—	—						
Onsite truck	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	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
									37 / 94									

Daily, Summer (Max)		—	—	—			_			—		_	—	—				
Worker	0.06	0.06	0.05	0.76	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	152	152	0.01	0.01	0.51	154
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)		—	-	_	_			_					_			_		
Worker	0.06	0.06	0.05	0.66	0.00	0.00	0.15	0.15	0.00	0.03	0.03	_	144	144	0.01	0.01	0.01	146
Vendor	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	0.00
Hauling	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	0.00
Average Daily	_	-	-	—	—		_	_			_		_	_	_	_		
Worker	0.02	0.01	0.01	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	_	38.8	38.8	< 0.005	< 0.005	0.06	39.3
Vendor	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	0.00
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_		_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	6.42	6.42	< 0.005	< 0.005	0.01	6.51
Vendor	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	0.00
Hauling	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	0.00

# 3.14. Architectural Coating (2026) - Mitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	_			_	_	_	_		_		_	_						—

Off-Road Equipmen	0.44 t	0.36	2.57	3.40	0.01	0.07	_	0.07	0.06	—	0.06	-	401	401	0.02	< 0.005	-	402
Architect ural Coatings		6.04	—	_	—			_	_		_	_					—	
Onsite truck	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	0.00
Daily, Winter (Max)			—	-	-	_		-	_	—	-	_					-	
Off-Road Equipmen	0.44 t	0.36	2.57	3.40	0.01	0.07	—	0.07	0.06	—	0.06	—	401	401	0.02	< 0.005	—	402
Architect ural Coatings		6.04	_	_	_	—	_	_	_		_	_					_	
Onsite truck	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	0.00
Average Daily	—	—	-	—	—	—	-	-	—	—	—	-	—	—	—	—	—	—
Off-Road Equipmen	0.12 t	0.10	0.68	0.90	< 0.005	0.02	_	0.02	0.02	—	0.02	-	106	106	< 0.005	< 0.005	-	107
Architect ural Coatings		1.60	_	_	—	_	—	—	-	_	—	-	_				—	
Onsite truck	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	0.00
Annual		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Road Equipmen	0.02 t	0.02	0.12	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	_	< 0.005	-	17.6	17.6	< 0.005	< 0.005	—	17.7
Architect ural Coatings		0.29	—	-	—		_	_	-	_	—	-	_				—	
Onsite truck	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	0.00
Offsite		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
			1	Į.				1	39 / 94		1	1						

Daily, Summer (Max)	—	_	—	_	—	—	-	—	—	—	—	_			—			
Worker	0.06	0.06	0.05	0.76	0.00	0.00	0.15	0.15	0.00	0.03	0.03	_	152	152	0.01	0.01	0.51	154
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	_	_	_	-	—	_	-	—	—	—	-			_	—	_		_
Worker	0.06	0.06	0.05	0.66	0.00	0.00	0.15	0.15	0.00	0.03	0.03	_	144	144	0.01	0.01	0.01	146
Vendor	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	0.00
Hauling	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	0.00
Average Daily	-	_	_	_	_	-	_	—	-	—	_			_	—	_	_	_
Worker	0.02	0.01	0.01	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	_	38.8	38.8	< 0.005	< 0.005	0.06	39.3
Vendor	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	0.00
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	6.42	6.42	< 0.005	< 0.005	0.01	6.51
Vendor	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	0.00
Hauling	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	0.00

# 4. Operations Emissions Details

## 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Land	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Use																		

Daily, Summer (Max)		—	_	—		—	_	—	_		—		—				—	
Apartme nts Mid Rise	1.36	1.25	0.78	8.82	0.02	0.01	1.87	1.88	0.01	0.48	0.49	—	2,060	2,060	0.11	0.09	6.24	2,095
Strip Mall	0.28	0.25	0.18	2.08	0.01	< 0.005	0.47	0.47	< 0.005	0.12	0.12	—	514	514	0.02	0.02	1.57	522
Parking Lot	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	0.00
Enclosed Parking with Elevator	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	0.00
Recreati onal Swimmin g Pool	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	0.00
Other Non-Asph Surfaces	0.00 alt	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
Total	1.63	1.50	0.96	10.9	0.03	0.02	2.34	2.36	0.01	0.59	0.61	_	2,574	2,574	0.14	0.11	7.82	2,617
Daily, Winter (Max)										—							—	
Apartme nts Mid Rise	1.34	1.24	0.85	8.30	0.02	0.01	1.87	1.88	0.01	0.48	0.49		1,975	1,975	0.12	0.09	0.16	2,006
Strip Mall	0.27	0.25	0.20	1.92	< 0.005	< 0.005	0.47	0.47	< 0.005	0.12	0.12	_	493	493	0.03	0.02	0.04	500
Parking Lot	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	0.00
Enclosed Parking with Elevator	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	0.00

Recreati onal	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	0.00
Other Non-Asph Surfaces	0.00 alt	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
Total	1.62	1.49	1.04	10.2	0.02	0.02	2.34	2.36	0.01	0.59	0.61	—	2,468	2,468	0.14	0.11	0.20	2,506
Annual	—	_	—	-	—	—	—	-	—	_	—	-	—	—	_	—	—	_
Apartme nts Mid Rise	0.24	0.22	0.16	1.55	< 0.005	< 0.005	0.34	0.34	< 0.005	0.09	0.09	_	331	331	0.02	0.02	0.45	336
Strip Mall	0.05	0.04	0.04	0.36	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	82.6	82.6	< 0.005	< 0.005	0.11	83.8
Parking Lot	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	0.00
Enclosed Parking with Elevator	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	0.00
Recreati onal Swimmin g Pool	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	0.00
Other Non-Asph Surfaces	0.00 alt	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
Total	0.29	0.27	0.19	1.91	< 0.005	< 0.005	0.42	0.43	< 0.005	0.11	0.11	—	413	413	0.02	0.02	0.56	420

#### 4.1.2. Mitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily,	_	—	—	—	—	_	_	-	-	—	-	-	—	_	-	—	—	—
(Max)																		

Apartme Mid Rise	1.36	1.25	0.78	8.82	0.02	0.01	1.87	1.88	0.01	0.48	0.49	_	2,060	2,060	0.11	0.09	6.24	2,095
Strip Mall	0.28	0.25	0.18	2.08	0.01	< 0.005	0.47	0.47	< 0.005	0.12	0.12	—	514	514	0.02	0.02	1.57	522
Parking Lot	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	0.00
Enclosed Parking with Elevator	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	0.00
Recreati onal Swimmin g Pool	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	0.00
Other Non-Asph Surfaces	0.00 alt	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
Total	1.63	1.50	0.96	10.9	0.03	0.02	2.34	2.36	0.01	0.59	0.61	—	2,574	2,574	0.14	0.11	7.82	2,617
Daily, Winter (Max)			_	_	_	_	_	_										
Apartme nts Mid Rise	1.34	1.24	0.85	8.30	0.02	0.01	1.87	1.88	0.01	0.48	0.49		1,975	1,975	0.12	0.09	0.16	2,006
Strip Mall	0.27	0.25	0.20	1.92	< 0.005	< 0.005	0.47	0.47	< 0.005	0.12	0.12	_	493	493	0.03	0.02	0.04	500
Parking Lot	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	0.00
Enclosed Parking with Elevator	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	0.00
Recreati onal Swimmin g Pool	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	0.00

Other Non-Asph Surfaces	0.00 alt	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
Total	1.62	1.49	1.04	10.2	0.02	0.02	2.34	2.36	0.01	0.59	0.61	—	2,468	2,468	0.14	0.11	0.20	2,506
Annual		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	0.24	0.22	0.16	1.55	< 0.005	< 0.005	0.34	0.34	< 0.005	0.09	0.09		331	331	0.02	0.02	0.45	336
Strip Mall	0.05	0.04	0.04	0.36	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.02	—	82.6	82.6	< 0.005	< 0.005	0.11	83.8
Parking Lot	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	0.00
Enclosed Parking with Elevator	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	0.00
Recreati onal Swimmin g Pool	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	0.00
Other Non-Asph Surfaces	0.00 alt	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
Total	0.29	0.27	0.19	1.91	< 0.005	< 0.005	0.42	0.43	< 0.005	0.11	0.11	_	413	413	0.02	0.02	0.56	420

## 4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)		_			_		_											

Apartme Mid Rise	_	—	_	_	—	—	_	—	—	_	—		696	696	0.05	0.01	—	699
Strip Mall	_	_	_	—		—	_	_	—	_	_	_	50.8	50.8	< 0.005	< 0.005	_	51.1
Parking Lot	—		_	—		—		_		_	_	_	11.5	11.5	< 0.005	< 0.005	_	11.6
Enclosed Parking with Elevator													< 0.005	< 0.005	< 0.005	< 0.005		< 0.005
Recreati onal Swimmin g Pool	_					_	_	_	_				84.0	84.0	0.01	< 0.005		84.4
Other Non-Aspha Surfaces	 alt	—			—	—	_	—	—				0.00	0.00	0.00	0.00	—	0.00
Total	_	—	_	—	—	—	—	—	—	—	—	_	842	842	0.06	0.01	_	846
Daily, Winter (Max)	—					—	_											_
Apartme nts Mid Rise						—							696	696	0.05	0.01		699
Strip Mall	_	_	_	_		_		_	_	_	_	_	50.8	50.8	< 0.005	< 0.005	_	51.1
Parking Lot			_	—		—		_		_	_	_	11.5	11.5	< 0.005	< 0.005	_	11.6
Enclosed Parking with Elevator	_					_							< 0.005	< 0.005	< 0.005	< 0.005		< 0.005
Recreati onal Swimmin g Pool				_		_	_						84.0	84.0	0.01	< 0.005		84.4

Other Non-Asph Surfaces	 alt		—			_	—	—	_	—		_	0.00	0.00	0.00	0.00	—	0.00
Total	—	_	—	—	_	—	—	—	—	—	—	—	842	842	0.06	0.01	—	846
Annual	—		—	—		—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise			_	—			_	_			—		115	115	0.01	< 0.005		116
Strip Mall	—	—	—	—	_	—	—	—	—	—	—	—	8.42	8.42	< 0.005	< 0.005	—	8.46
Parking Lot		—	—	—	—	—	—	—	—	—	—	—	1.91	1.91	< 0.005	< 0.005	—	1.92
Enclosed Parking with Elevator													< 0.005	< 0.005	< 0.005	< 0.005		< 0.005
Recreati onal Swimmin g Pool	_	_	_	_	_	_			_	_	_	_	13.9	13.9	< 0.005	< 0.005	_	14.0
Other Non-Asph Surfaces	 alt		_										0.00	0.00	0.00	0.00		0.00
Total	_	_	_	_	_	_	_	_	_	_	_	_	139	139	0.01	< 0.005	_	140

#### 4.2.2. Electricity Emissions By Land Use - Mitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	—					_	_			_	_	_						—

Apartme nts Mid Rise		_	—			_							698	698	0.05	0.01	_	702
Strip Mall	—	_	—	_	_	_	_	_	_	_	—	_	50.8	50.8	< 0.005	< 0.005	—	51.1
Parking Lot	_	_	_	_		_	_	_		_			11.5	11.5	< 0.005	< 0.005	_	11.6
Enclosed Parking with Elevator													< 0.005	< 0.005	< 0.005	< 0.005		< 0.005
Recreati onal Swimmin g Pool											_		84.0	84.0	0.01	< 0.005		84.4
Other Non-Asph Surfaces	 alt		_										0.00	0.00	0.00	0.00	_	0.00
Total	—	—	-	—	_	—	—	—	—	—	—	_	845	845	0.06	0.01	—	849
Daily, Winter (Max)			_										_		_	_	_	—
Apartme nts Mid Rise													698	698	0.05	0.01		702
Strip Mall	—	—	—	—	_	—	—	—	_	—	—	_	50.8	50.8	< 0.005	< 0.005	—	51.1
Parking Lot	—	—	—	—	_	—	—	—	_	—	_	_	11.5	11.5	< 0.005	< 0.005	—	11.6
Enclosed Parking with Elevator													< 0.005	< 0.005	< 0.005	< 0.005		< 0.005

Recreati onal Swimmin g Pool		_										_	84.0	84.0	0.01	< 0.005		84.4
Other Non-Asph Surfaces	 alt		_								—	—	0.00	0.00	0.00	0.00		0.00
Total	_		—	—		—	—	_			—	—	845	845	0.06	0.01	—	849
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise			_	—						—	—	_	116	116	0.01	< 0.005		116
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	8.42	8.42	< 0.005	< 0.005	—	8.46
Parking Lot			—	—		—	—			—	—	_	1.91	1.91	< 0.005	< 0.005	—	1.92
Enclosed Parking with Elevator			—										< 0.005	< 0.005	< 0.005	< 0.005		< 0.005
Recreati onal Swimmin g Pool											_	_	13.9	13.9	< 0.005	< 0.005		14.0
Other Non-Asph Surfaces	 alt		—										0.00	0.00	0.00	0.00		0.00
Total	_	_	_	_	_	_	_	_	_	_	_	_	140	140	0.01	< 0.005	_	141

#### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

	Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
--	-------------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)				_	_	_	_	—	—	_	_	_	_			—	—	
Apartme nts Mid Rise	0.03	0.02	0.28	0.12	< 0.005	0.02		0.02	0.02	_	0.02	_	356	356	0.03	< 0.005	—	357
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.26	4.26	< 0.005	< 0.005	—	4.27
Parking Lot	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
Enclosed Parking with Elevator	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
Recreati onal Swimmin g Pool	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
Other Non-Asph Surfaces	0.00 alt	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
Total	0.03	0.02	0.28	0.12	< 0.005	0.02	_	0.02	0.02	_	0.02	-	361	361	0.03	< 0.005	_	362
Daily, Winter (Max)				_	-	_	_		_	-	_	-	_			-		
Apartme nts Mid Rise	0.03	0.02	0.28	0.12	< 0.005	0.02	_	0.02	0.02	-	0.02	-	356	356	0.03	< 0.005		357
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	4.26	4.26	< 0.005	< 0.005	_	4.27
Parking Lot	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
Enclosed Parking with Elevator	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

Other Survey         No.         Soft	Recreati onal	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
Total       0.62       0.22       0.28       0.22       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20       0.20	Other Non-Asph Surfaces	0.00 alt	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
Annal       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       - <td>Total</td> <td>0.03</td> <td>0.02</td> <td>0.28</td> <td>0.12</td> <td>&lt; 0.005</td> <td>0.02</td> <td>—</td> <td>0.02</td> <td>0.02</td> <td>—</td> <td>0.02</td> <td>—</td> <td>361</td> <td>361</td> <td>0.03</td> <td>&lt; 0.005</td> <td>—</td> <td>362</td>	Total	0.03	0.02	0.28	0.12	< 0.005	0.02	—	0.02	0.02	—	0.02	—	361	361	0.03	< 0.005	—	362
Aparting Not	Annual	—	—	—	-	—	—	—	_	—	—	-	—	—	—	_	—	—	—
Strip Mal       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005       < 0.005	Apartme nts Mid Rise	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	-	< 0.005	< 0.005	-	< 0.005	-	59.0	59.0	0.01	< 0.005	_	59.1
Parking Parking withvaro0.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.000.00	Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	< 0.005	< 0.005	—	< 0.005	—	0.71	0.71	< 0.005	< 0.005	—	0.71
Enclosed Parking vitted in the presentation of the pres	Parking Lot	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
Recretation       No.0       No.0 <td>Enclosed Parking with Elevator</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>_</td> <td>0.00</td> <td>0.00</td> <td>_</td> <td>0.00</td> <td></td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td></td> <td>0.00</td>	Enclosed Parking with Elevator	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
Other Non-Asp Surfaces       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       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       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       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       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       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       0.00       0.00       0.00       <	Recreati onal Swimmin g Pool	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
Total 0.01 < 0.005 0.05 0.02 < 0.005 < 0.005 < 0.005 - < 0.005 < 0.005 < 0.005 - < 0.005 < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005 - < 0.005	Other Non-Asph Surfaces	0.00 alt	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
	Total	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	59.7	59.7	0.01	< 0.005	_	59.9

#### 4.2.4. Natural Gas Emissions By Land Use - Mitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	-				-	-	-		—		-	-			-			—

Apartme Mid Rise	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
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.26	4.26	< 0.005	< 0.005	—	4.27
Parking Lot	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
Enclosed Parking with Elevator	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
Recreati onal Swimmin g Pool	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
Other Non-Asph Surfaces	0.00 alt	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
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	< 0.005	< 0.005		< 0.005	_	4.26	4.26	< 0.005	< 0.005	—	4.27
Daily, Winter (Max)	_		_	_	_													_
Apartme nts Mid Rise	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
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	4.26	4.26	< 0.005	< 0.005	_	4.27
Parking Lot	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
Enclosed Parking with Elevator	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
Recreati onal Swimmin g Pool	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

Other Non-Asph Surfaces	0.00 alt	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
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.26	4.26	< 0.005	< 0.005		4.27
Annual		—	—	—	—	—	—	—	—	_	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	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
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.71	0.71	< 0.005	< 0.005	—	0.71
Parking Lot	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
Enclosed Parking with Elevator	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
Recreati onal Swimmin g Pool	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
Other Non-Asph Surfaces	0.00 alt	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
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.71	0.71	< 0.005	< 0.005	—	0.71

# 4.3. Area Emissions by Source

4.3.1. Unmitigated

Source	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	_	-	_	-	_

Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	754	754	0.05	0.01	—	758
Consum er Products		1.96		_	_				—								—	
Architect ural Coatings		0.16		_	_				—			_					—	—
Landsca pe Equipme nt	0.61	0.58	0.06	6.48	< 0.005	< 0.005		< 0.005	< 0.005		< 0.005		17.5	17.5	< 0.005	< 0.005		17.5
Total	0.61	2.70	0.06	6.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	771	771	0.05	0.01	—	775
Daily, Winter (Max)		_	_	-	-	_		_	_	_	_	-					—	
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	754	754	0.05	0.01	—	758
Consum er Products		1.96	_	-	-	_		_	_	-	_	-					—	—
Architect ural Coatings		0.16	_	-	-	—				—		—					—	_
Total	0.00	2.12	0.00	0.00	0.00	0.00	_	0.00	0.00	—	0.00	0.00	754	754	0.05	0.01	—	758
Annual	_	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	8.55	8.55	< 0.005	< 0.005	—	8.59
Consum er Products		0.36		-	-	_		_	_	_	_	-						
Architect ural Coatings		0.03		_	_				_		_	_					_	
Landsca pe Equipme nt	0.08	0.07	0.01	0.81	< 0.005	< 0.005		< 0.005	< 0.005		< 0.005		1.98	1.98	< 0.005	< 0.005		1.99

Total	0.08	0.46	0.01	0.81	< 0.005	< 0.005	—	< 0.005	< 0.005	_	< 0.005	0.00	10.5	10.5	< 0.005	< 0.005	_	10.6
-------	------	------	------	------	---------	---------	---	---------	---------	---	---------	------	------	------	---------	---------	---	------

## 4.3.2. Mitigated

Source	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	-	—	—	-	-	—	—	—	—	—	_	—	-	—	_	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	754	754	0.05	0.01	—	758
Consum er Products	—	1.96	-	_	_	_	_	_			_	_	_		-			
Architect ural Coatings	—	0.16	-	_	_	-	_	_	_		_	_	_		-	_		
Landsca pe Equipme nt	0.61	0.58	0.06	6.48	< 0.005	< 0.005	_	< 0.005	< 0.005		< 0.005	—	17.5	17.5	< 0.005	< 0.005		17.5
Total	0.61	2.70	0.06	6.48	< 0.005	< 0.005	—	< 0.005	< 0.005		< 0.005	0.00	771	771	0.05	0.01	—	775
Daily, Winter (Max)		-	-	-	-	-	-	-	-	_	-	-	-	_	-	-	_	_
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	0.00	754	754	0.05	0.01	_	758
Consum er Products		1.96	-	-	-	-	-	-	-		_	-	_	_	-	—	_	
Architect ural Coatings	_	0.16	-	_	_	_	-	_	—	—	—	_	—	—	-	—	_	—
Total	0.00	2.12	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	0.00	754	754	0.05	0.01	_	758
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	0.00	8.55	8.55	< 0.005	< 0.005	_	8.59

Consum Products	—	0.36	—	—	—	—	—	—	—	—		—	—	—	—	—	—	—
Architect ural Coatings	—	0.03			_	_	_	_	_	_			_	_	_			_
Landsca pe Equipme nt	0.08	0.07	0.01	0.81	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.98	1.98	< 0.005	< 0.005	_	1.99
Total	0.08	0.46	0.01	0.81	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	0.00	10.5	10.5	< 0.005	< 0.005	_	10.6

# 4.4. Water Emissions by Land Use

#### 4.4.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_		_		_	-										_		—
Apartme nts Mid Rise			_		_	_						8.00	53.8	61.8	0.82	0.02		88.3
Strip Mall	_	—	—	—	—	—	—	—	—	—	—	0.38	2.58	2.96	0.04	< 0.005	—	4.23
Parking Lot	—		—		_	—	—			—	—	0.00	0.36	0.36	< 0.005	< 0.005	—	0.36
Enclosed Parking with Elevator			—		—	—						0.00	0.00	0.00	0.00	0.00		0.00
Recreati onal Swimmin g Pool								_		_	_	0.02	0.15	0.17	< 0.005	< 0.005		0.25

Other Non-Asph Surfaces	 alt	_	_					—	_		—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	_	_	—	—	—	—	—	-	—	—	_	8.41	56.8	65.2	0.87	0.02	—	93.2
Daily, Winter (Max)	_	_	_	_	_	—	—	_	_	_	_	_		_	_	_	_	
Apartme nts Mid Rise	_	_			_	—		_	_		_	8.00	53.8	61.8	0.82	0.02	_	88.3
Strip Mall	_		—	_	_	_	—	_	_	—	_	0.38	2.58	2.96	0.04	< 0.005	—	4.23
Parking Lot	—	_	—	—	—	—	—	—	—	—	—	0.00	0.36	0.36	< 0.005	< 0.005	—	0.36
Enclosed Parking with Elevator	_								—			0.00	0.00	0.00	0.00	0.00		0.00
Recreati onal Swimmin g Pool	_	_	_	_	_		_		_	_	_	0.02	0.15	0.17	< 0.005	< 0.005		0.25
Other Non-Asph Surfaces	 alt	—						_	_			0.00	0.00	0.00	0.00	0.00		0.00
Total	_	_	—	—	—	—	—	—	—	—	—	8.41	56.8	65.2	0.87	0.02	—	93.2
Annual	_	_	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	_	_			—		—	_	_			1.32	8.90	10.2	0.14	< 0.005		14.6
Strip Mall	_	_	_	_	_	_	_	_	_	_	_	0.06	0.43	0.49	0.01	< 0.005	_	0.70
Parking Lot	_	_	_	_	_	_	_	_	_	_	—	0.00	0.06	0.06	< 0.005	< 0.005	—	0.06

Enclosed Parking with Elevator	_								 		0.00	0.00	0.00	0.00	0.00		0.00
Recreati onal Swimmin g Pool	_	_	_			_	_	_	 	_	< 0.005	0.03	0.03	< 0.005	< 0.005	_	0.04
Other Non-Asph Surfaces	 alt				_		_		 		0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_		_	_		_	_	_	 _	_	1.39	9.41	10.8	0.14	< 0.005	_	15.4

#### 4.4.2. Mitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	_	—	—	—	—	—	—	—	—		—	—	—	
Apartme nts Mid Rise												8.00	53.8	61.8	0.82	0.02		88.3
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.38	2.58	2.96	0.04	< 0.005	—	4.23
Parking Lot	—	—	_	_	_	—	—	—	_	_	_	0.00	0.36	0.36	< 0.005	< 0.005	—	0.36
Enclosed Parking with Elevator												0.00	0.00	0.00	0.00	0.00		0.00

Recreati onal Swimmin g Pool	_	_	_	_	_	_	_	_	_	_	_	0.02	0.15	0.17	< 0.005	< 0.005	_	0.25
Other Non-Asph Surfaces	 alt	_	—	_	_	_	_	_	_	—		0.00	0.00	0.00	0.00	0.00	_	0.00
Total	—	—	—	_	—	—	—	—	—	—		8.41	56.8	65.2	0.87	0.02	—	93.2
Daily, Winter (Max)	_	_		—	_	—	_		_				_	_			—	—
Apartme nts Mid Rise			—	—			_			_		8.00	53.8	61.8	0.82	0.02		88.3
Strip Mall	—	—	—	—	—	—	—	—	—	—		0.38	2.58	2.96	0.04	< 0.005	—	4.23
Parking Lot			—	—		—	—			—		0.00	0.36	0.36	< 0.005	< 0.005	—	0.36
Enclosed Parking with Elevator	_			_	_		_					0.00	0.00	0.00	0.00	0.00		0.00
Recreati onal Swimmin g Pool	_			_	_	_	_					0.02	0.15	0.17	< 0.005	< 0.005	_	0.25
Other Non-Asph Surfaces	 alt		—	—	—		—			_	_	0.00	0.00	0.00	0.00	0.00		0.00
Total	—	—	—	—	—	—	—	—	—	—		8.41	56.8	65.2	0.87	0.02	—	93.2
Annual	_		—	_	_	—	_		_	—		—		_	—		—	_
Apartme nts Mid Rise	_		_		_		_			—		1.32	8.90	10.2	0.14	< 0.005		14.6
Strip Mall	—	—	—	—	—	—	—	—	—	—		0.06	0.43	0.49	0.01	< 0.005	—	0.70

Parking — Lot	_	_	—	—	—	—	—	—	—	—	0.00	0.06	0.06	< 0.005	< 0.005	—	0.06
Enclosed — Parking with Elevator	_	-									0.00	0.00	0.00	0.00	0.00		0.00
Recreati — onal Swimmin g Pool	_	_	_	_		_	_		_	_	< 0.005	0.03	0.03	< 0.005	< 0.005	_	0.04
Other — Non-Asphalt Surfaces	_	_			—						0.00	0.00	0.00	0.00	0.00		0.00
Total —	_	_	_	_	_	_	_	_	_	_	1.39	9.41	10.8	0.14	< 0.005	_	15.4

# 4.5. Waste Emissions by Land Use

#### 4.5.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	_		-	—		—	—	_			—	—	—	—	—	—	—	—
Apartme nts Mid Rise			_									44.7	0.00	44.7	4.47	0.00		156
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.53	0.00	1.53	0.15	0.00	—	5.35
Parking Lot	—	_	—	_	_	—	—	—	_	—	—	0.00	0.00	0.00	0.00	0.00	_	0.00
Enclosed Parking with Elevator	_											0.00	0.00	0.00	0.00	0.00		0.00

) ]					_			_			0.61	0.00	0.61	0.06	0.00	_	2.15
 alt								_			0.00	0.00	0.00	0.00	0.00	_	0.00
—	—	—	—	—	—	—	—	—	—	—	46.8	0.00	46.8	4.68	0.00	—	164
	_	_	_			_		-	_	_	_	-	_	-	_	-	_
_								_			44.7	0.00	44.7	4.47	0.00	_	156
—	—	—	_	_	_	—	_	_	—	_	1.53	0.00	1.53	0.15	0.00	—	5.35
—	—	—	—	—	—	—	—	-	—	—	0.00	0.00	0.00	0.00	0.00	-	0.00
								_			0.00	0.00	0.00	0.00	0.00		0.00
_	_	_	_	_	_	_	_		_	_	0.61	0.00	0.61	0.06	0.00		2.15
 alt								—			0.00	0.00	0.00	0.00	0.00	—	0.00
_	_	_	_	_	_	_	_	_	_	_	46.8	0.00	46.8	4.68	0.00	_	164
—	—	—	—	—	—	—	_	—	—	—	—	—	—	—	—	—	_
								_			7.40	0.00	7.40	0.74	0.00	_	25.9
_			_		_			_		_	0.25	0.00	0.25	0.03	0.00	_	0.89
			alt                                                                       alt	-       -       -       -         alt       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         alt       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -       -       -       -         -	-       -       -       -       -         at       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -       -         -       -       -       -       -       -         -       -       -       -       -       - <t< td=""><td>-       -       -       -       -         att       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -       -         -       -       -       -       -       -         -       -       -       -       -       -         -       -       -       -       -       -         -       -       -       -       -       -       -         -       -       -       -       -       -       -       -         -       -       -       -       -       -       -       -       -         -       -</td><td>-       -       -       -       -       -       -         at       -       -       -       -       -       -         -       -       -       -       -       -       -         -       -       -       -       -       -       -         -       -       -       -       -       -       -         -       -       -       -       -       -       -         -       -       -       -       -       -       -       -         -       -       -       -       -       -       -       -       -         -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -</td><td>Image: series of the series</td><td>at       A.       <td< td=""><td>Image: series of the series</td><td>Image: series of the series</td><td>Image: series of the series</td><td>-       -       -       -       -       -       -       -       -       -       0.01       0.00         -       -       -       -       -       -       -       -       -       0.00       0.00       0.00         -       -       -       -       -       -       -       -       -       -       0.00       0.00       0.00         -       -       -       -       -       -       -       -       -       -       0.00       0.00       0.00         -       -       -       -       -       -       -       -       -       -       -       -       -       -       0.00       0.00         -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -</td><td>-       -       -       -       -       -       -       -       -       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.</td><td>-       -       -       -       -       -       -       -       -       -       0.01       0.00       0.01       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       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       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       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       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       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00&lt;</td><td>-         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -</td><td>-         -         -         -         -         -         -         -         0.1         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.</td></td<></td></t<>	-       -       -       -       -         att       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -         -       -       -       -       -       -         -       -       -       -       -       -         -       -       -       -       -       -         -       -       -       -       -       -         -       -       -       -       -       -       -         -       -       -       -       -       -       -       -         -       -       -       -       -       -       -       -       -         -       -	-       -       -       -       -       -       -         at       -       -       -       -       -       -         -       -       -       -       -       -       -         -       -       -       -       -       -       -         -       -       -       -       -       -       -         -       -       -       -       -       -       -         -       -       -       -       -       -       -       -         -       -       -       -       -       -       -       -       -         -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	Image: series of the series	at       A.       A. <td< td=""><td>Image: series of the series</td><td>Image: series of the series</td><td>Image: series of the series</td><td>-       -       -       -       -       -       -       -       -       -       0.01       0.00         -       -       -       -       -       -       -       -       -       0.00       0.00       0.00         -       -       -       -       -       -       -       -       -       -       0.00       0.00       0.00         -       -       -       -       -       -       -       -       -       -       0.00       0.00       0.00         -       -       -       -       -       -       -       -       -       -       -       -       -       -       0.00       0.00         -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -</td><td>-       -       -       -       -       -       -       -       -       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.</td><td>-       -       -       -       -       -       -       -       -       -       0.01       0.00       0.01       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       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       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       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       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       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00&lt;</td><td>-         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -</td><td>-         -         -         -         -         -         -         -         0.1         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.</td></td<>	Image: series of the series	Image: series of the series	Image: series of the series	-       -       -       -       -       -       -       -       -       -       0.01       0.00         -       -       -       -       -       -       -       -       -       0.00       0.00       0.00         -       -       -       -       -       -       -       -       -       -       0.00       0.00       0.00         -       -       -       -       -       -       -       -       -       -       0.00       0.00       0.00         -       -       -       -       -       -       -       -       -       -       -       -       -       -       0.00       0.00         -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	-       -       -       -       -       -       -       -       -       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.01       0.	-       -       -       -       -       -       -       -       -       -       0.01       0.00       0.01       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       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       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       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       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       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00<	-         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	-         -         -         -         -         -         -         -         0.1         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.01         0.
Parking — Lot	-	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
--------------------------------------------	---	---	---	---	---	---	---	---	---	---	------	------	------	------	------	---	------
Enclosed — Parking with Elevator	_	_									0.00	0.00	0.00	0.00	0.00		0.00
Recreati — onal Swimmin g Pool		_	_	_		_	_	_	_	_	0.10	0.00	0.10	0.01	0.00	_	0.36
Other — Non-Asphalt Surfaces	_	_	_	_	—					_	0.00	0.00	0.00	0.00	0.00		0.00
Total —	_	_	_	_	_	_	_		_	_	7.76	0.00	7.76	0.78	0.00		27.1

### 4.5.2. Mitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	—		_		—		_		_		-		_		_	_	—
Apartme nts Mid Rise				_								44.7	0.00	44.7	4.47	0.00	_	156
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.53	0.00	1.53	0.15	0.00	—	5.35
Parking Lot	_	—	—	_	—	—	_	—	_	_	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Enclosed Parking with Elevator												0.00	0.00	0.00	0.00	0.00		0.00

Recreati onal Swimmin Pool	_											0.61	0.00	0.61	0.06	0.00		2.15
Other Non-Asph Surfaces	 alt	_		_	_	—		_	—			0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	46.8	0.00	46.8	4.68	0.00	—	164
Daily, Winter (Max)	—														_			
Apartme nts Mid Rise	—				_	—		_	—	—		44.7	0.00	44.7	4.47	0.00	—	156
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	1.53	0.00	1.53	0.15	0.00	—	5.35
Parking Lot	—		—	_	—	—		_	—			0.00	0.00	0.00	0.00	0.00	_	0.00
Enclosed Parking with Elevator	_											0.00	0.00	0.00	0.00	0.00		0.00
Recreati onal Swimmin g Pool	_		_	_	_	_			_	_		0.61	0.00	0.61	0.06	0.00	_	2.15
Other Non-Asph Surfaces	 alt	_		_	_	_	_	_	_		_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_		_	—	_	—	_	_	_	_	—	46.8	0.00	46.8	4.68	0.00	_	164
Annual	_		_	_	_	_		_	_	_	_	_	_	_	_	_	_	_
Apartme nts Mid Rise	—					_						7.40	0.00	7.40	0.74	0.00		25.9
Strip Mall	_		_	_	_	_	_	_	_		_	0.25	0.00	0.25	0.03	0.00	_	0.89

Parking — Lot	—	—	-	—	—	—		—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Enclosed — Parking with Elevator		—	_	_	—			—			0.00	0.00	0.00	0.00	0.00		0.00
Recreati — onal Swimmin g Pool		_	_			_	_	_	_	_	0.10	0.00	0.10	0.01	0.00		0.36
Other — Non-Asphalt Surfaces		_	—	—	-			-		_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total —	_	_	_	_	_	_	_	_		_	7.76	0.00	7.76	0.78	0.00	_	27.1

# 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)		—		—	—	-		—	—	—	—	—		—		—	—	—
Apartme nts Mid Rise				_		_						_					0.64	0.64
Strip Mall	_	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Recreati onal Swimmin g Pool	_		_			_	_	_				_	_	_	_		< 0.005	< 0.005
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	0.65	0.65

Daily, Winter (Max)	_	_	_			_			_	—		_						_
Apartme nts Mid Rise		_	_	—											—		0.64	0.64
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Recreati onal Swimmin g Pool												_	_				< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.65	0.65
Annual	—	—	—	—	_	—	—	—	—	—	—	—	—	—	—	_	—	_
Apartme nts Mid Rise		_	_							—							0.11	0.11
Strip Mall	—	—	—	—	_	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Recreati onal Swimmin g Pool										_							< 0.005	< 0.005
Total	_	_	_	_	_	_	_	_	_	—		_	_	_	_	_	0.11	0.11

### 4.6.2. Mitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)		_		_			-			_	-	_		_				—

Apartme nts Mid Rise	—		_	—		_	_	—	_						_	—	0.64	0.64
Strip Mall	—	—	—	—	—	—	—	—	—	_	—	—	—	—	—	—	0.02	0.02
Recreati onal Swimmin g Pool																	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.65	0.65
Daily, Winter (Max)	_				_			_	_			_		—		_		
Apartme nts Mid Rise								_								_	0.64	0.64
Strip Mall	—	—	—	—	—	—	—	_	—	—	—	—	—	—	—	_	0.02	0.02
Recreati onal Swimmin g Pool		_	_		_	_		_				_	_	_		_	< 0.005	< 0.005
Total	—	_	_	_	_	_	_	_	—	_	—	_	_	_	_	_	0.65	0.65
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Apartme nts Mid Rise								_							—	_	0.11	0.11
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Recreati onal Swimmin g Pool	_		_	_	_	_	_										< 0.005	< 0.005
Total	_		_			_	_	_	_			_				_	0.11	0.11

### 4.7. Offroad Emissions By Equipment Type

#### 4.7.1. Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	_	—	_	—	_	_	—	_	—	—	—	—	_	—	—	—	—	—
Daily, Winter (Max)	_	—	_	-	-	-	_	_		_	_	-	-	_	_	-		
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	

#### 4.7.2. Mitigated

Equipme nt Type	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)		_	_	_	_	_	_	—	—	_	_	_	—	—	—	_	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)					_	_							—				—	
Total	_	_	_	_	_	_	_	_		_	_	_	_	_	_	_	_	_

Annual	_	_	_	_	_	_	_	—	_	_		—	_	_	_		—	_
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	_

# 4.8. Stationary Emissions By Equipment Type

#### 4.8.1. Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)			_	_		—	—	—	—	—	—	_		—			—	_
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	-	—	—	—
Daily, Winter (Max)		-	-	-	-	_		_			_	-	_		_	-	_	
Total		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

#### 4.8.2. Mitigated

Equipme nt Type	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)		_		_	_					_		_						
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Daily, Winter (Max)																_		_
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	_	—	—	_	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	_	—			—
Total	—		—		_	—	—	_	_		_	—	—	_	—	_	_	_

# 4.9. User Defined Emissions By Equipment Type

#### 4.9.1. Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	-		_	_	_	_		_	_	_	_		—	_	_	—	_
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	_	—	—	—
Daily, Winter (Max)	_	-	_	-	_	_						_			-		—	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_		_	_	_	_	_	_	_	_	_

#### 4.9.2. Mitigated

Equipme	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
nt																		
Туре																		

Daily, — Summer (Max)	—	-		—	—	—			—		—	—	—	—	—	—	_
Total —	—	—	—	—	—	—		—	—	—	—	—	—	—	—	_	_
Daily, — Winter (Max)	—	—		_	—		_		—			—	_	_	_	_	_
Total —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	_	_
Annual —	—	_	—	—	—	—		—	—	—	—	—	—	—	—	_	_
Total —	_	_	-	—	—	—		_	—		—	—	—		—	_	_

### 4.10. Soil Carbon Accumulation By Vegetation Type

#### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

## Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetatio n	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)												-					—	
Total		—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	—
Daily, Winter (Max)																	—	_
Total	_	—	—	—	—	—	—	—	—	—	—	-	_	—	—	—	—	—
Annual	_	_	_	_		_	_	_	_	_	_	_		_	_	_	—	_
Total		_	_			_	_	_	_	_	_	_		_		_	—	_

#### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)													—	—		_	—	
Total	—	—	—	—	_	—	—	—	—	—	_	—	—	—	_	_	—	—
Daily, Winter (Max)																-	—	
Total	—	—	—	—	_	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	_	_	_	_		_	_	_	_	_	_	_	_	_	_	_	—	_
Total	_	_	_	_		_	_	_		_	_	_	_	_	_	_	_	

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Species	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_								—	—								
Avoided	—	—	—	_	_	_	—	—	—	—	—	—	—	—	—	—		—
Subtotal	—	—	—	—			—	—	—	—	—	—	—	—	—	—		—
Sequest ered	—	—	—	—		—		—	—	—		—				—		—
Subtotal	—	—	—	—			—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—		—			—			—			—				—		
Subtotal	—	—	—	—	_		—	—	—	—	—	—	—	—	—	—	—	—
_	—	—	—	—			—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	_					—			—	—			—	—	—	—	_	

Avoided	—	_	—	—	_	_	—	—	—	_	—	—	—	_	—	_	_	_
Subtotal	—	—	—	—	—	—		—	—	—	—	—		—	—	—	_	_
Sequest ered	—		—	—		—		—		—		—		—		—	_	_
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		_	_
Remove d	_		—	—		—		—		—		—		—		—	_	_
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		_	_
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	_
Annual	—	—	—	—		—	—	—	—	—	—	—		_	—	_	_	_
Avoided	—	—	—	—		—		—	—	—	—	—		_	_		_	_
Subtotal	—	—	—	—		—		—	—	—	—	—		_	_		_	_
Sequest ered	—	—	—	—	—	—	—	—		—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	_
Remove d	—	—	—	—		—		—		—	_	—		—		—	—	—
Subtotal	_	_	_	_		_		_		_	_	_		_	_	_	_	_
_	_		_	_		_					_	_		_			_	_

### 4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Vegetatio n	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	_	—	—	—
Total		—	—	—	—	—	—	—	—	—	—	—	—	—	—	_	—	—
Daily, Winter (Max)			—			_			—									

Total	—		_	—	—	_	—	_	_	_	—	—	_	—		—	_	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	_	_	_	_	_	—	_	_	_	_	_	_	_	_	_	-	_
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	_	—	-	-	—	_		_	_	-	-	-	_	—	—		_	_
Total	—	—	—	-	-	—	—	—	—	—	—	—	—	—	-	-	—	—
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Species	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	-	_	_	_	-	_	_	—	_		_	_	_	_	_	_	
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	-	_	_	-	_	_	_	_	_	_	_	_	_	_
Sequest ered	-	_	_	_	_	_	_	_	-	_	_	_	_	-	_	_	_	—
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Remove	—	—	—	—	—	—	—	—		—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—		—	—	—	—	—	—	—	—	—
_	_	_	_	_	_	_		_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)			_			—		_	_		—			—		—	_	—
Avoided	_	_	—	_	—	—	—	—		_	—	_	—	—	—	—	—	—
Subtotal	_	_	_	_	—	—	—	—		_	—	_	—	—	—	—	_	_
Sequest ered	—	_	—	—		—		—		—	—	—		—		—	—	—
Subtotal	_	_	_	_		_		_		_	_	_	_	_		_	_	_
Remove d		_	_	_		_		_			_			_		_	_	
Subtotal	_	_	_	_		_		_		_	_	_	_	_		_		_
	_	_	_	_		_		_		_	_	_	_	_		_		_
Annual	_	_	_	_		_		_	_	_	_	_	_	_		_	_	_
Avoided	_	_	_	_		_		_	_	_	_	_		_		_		_
Subtotal	_	_	_	_	_	_		_	_	_	_	_	_	_		_	_	_
Sequest ered	_	_	_	_		—		—		_	_	_		_		—	_	—
Subtotal	_	_	_	_		_		_		_	_	_	_	_		_	_	_
Remove d	_	_	_	_		—		—		_	_	_		—		_	_	—
Subtotal	_	_	_	_	_	—		_	_	_	_	_		_		_	_	_
	_	_	_	_		_		_		_	_	_		_		_		_

# 5. Activity Data

# 5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2025	1/14/2025	5.00	10.0	—
Site Preparation	Site Preparation	1/15/2025	1/21/2025	5.00	5.00	—
Grading	Grading	1/22/2025	3/25/2025	5.00	45.0	—
Building Construction	Building Construction	3/26/2025	8/18/2026	5.00	365	—
Paving	Paving	8/19/2026	8/20/2026	5.00	2.00	—
Architectural Coating	Architectural Coating	8/19/2026	12/31/2026	5.00	97.0	_

# 5.2. Off-Road Equipment

# 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backh oes	Diesel	Average	1.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	0.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Graders	Diesel	Average	0.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backh oes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	0.00	6.00	367	0.40
Grading	Tractors/Loaders/Backh oes	Diesel	Average	2.00	7.00	84.0	0.37
Grading	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backh oes	Diesel	Average	2.00	8.00	84.0	0.37

Paving	Tractors/Loaders/Backh	Diesel	Average	0.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	0.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	3.00	6.00	37.0	0.48

# 5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backh oes	Diesel	Average	1.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	0.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Graders	Diesel	Average	0.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backh oes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	0.00	6.00	367	0.40
Grading	Tractors/Loaders/Backh oes	Diesel	Average	2.00	7.00	84.0	0.37
Grading	Bore/Drill Rigs	Diesel	Average	1.00	6.00	83.0	0.50
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backh oes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backh oes	Diesel	Average	0.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	0.00	6.00	10.0	0.56

Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	3.00	6.00	37.0	0.48

# 5.3. Construction Vehicles

# 5.3.1. Unmitigated

Phase Name	Тгір Туре	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	5.00	12.6	LDA,LDT1,LDT2
Demolition	Vendor		7.75	HHDT,MHDT
Demolition	Hauling	29.6	20.0	HHDT
Demolition	Onsite truck	_	_	HHDT
Site Preparation	_	_	_	_
Site Preparation	Worker	2.50	12.6	LDA,LDT1,LDT2
Site Preparation	Vendor		7.75	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck		_	HHDT
Grading	_		_	_
Grading	Worker	10.0	12.6	LDA,LDT1,LDT2
Grading	Vendor		7.75	HHDT,MHDT
Grading	Hauling	30.6	20.0	HHDT
Grading	Onsite truck		_	HHDT
Building Construction	_		_	—
Building Construction	Worker	81.6	12.6	LDA,LDT1,LDT2
Building Construction	Vendor	12.4	7.75	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT

Building Construction	Onsite truck			HHDT
Paving	_	_	_	—
Paving	Worker	5.00	12.6	LDA,LDT1,LDT2
Paving	Vendor	_	7.75	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	_	_	HHDT
Architectural Coating	—	_	_	—
Architectural Coating	Worker	16.3	12.6	LDA,LDT1,LDT2
Architectural Coating	Vendor	_	7.75	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	_	—	HHDT

# 5.3.2. Mitigated

Phase Name	Тгір Туре	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	_	_	_	—
Demolition	Worker	5.00	12.6	LDA,LDT1,LDT2
Demolition	Vendor	_	7.75	HHDT,MHDT
Demolition	Hauling	29.6	20.0	HHDT
Demolition	Onsite truck	_	_	HHDT
Site Preparation	_	_	_	—
Site Preparation	Worker	2.50	12.6	LDA,LDT1,LDT2
Site Preparation	Vendor	_	7.75	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	_	_	HHDT
Grading	_	_	_	—
Grading	Worker	10.0	12.6	LDA,LDT1,LDT2
Grading	Vendor	_	7.75	HHDT,MHDT

Grading	Hauling	30.6	20.0	HHDT
Grading	Onsite truck	_	_	HHDT
Building Construction	_	_	_	_
Building Construction	Worker	81.6	12.6	LDA,LDT1,LDT2
Building Construction	Vendor	12.4	7.75	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	_	HHDT
Paving	_	_	_	_
Paving	Worker	5.00	12.6	LDA,LDT1,LDT2
Paving	Vendor	_	7.75	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	_	HHDT
Architectural Coating	—	_	—	—
Architectural Coating	Worker	16.3	12.6	LDA,LDT1,LDT2
Architectural Coating	Vendor	_	7.75	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	_	_	HHDT

### 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user. 5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	179,800	59,933	4,050	1,350	1,019

### 5.6. Dust Mitigation

#### 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,182	_
Site Preparation		—	0.00	0.00	—
Grading		11,000	16.9	0.00	—
Paving	0.00	0.00	0.00	0.00	0.39

#### 5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

## 5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise		0%
Strip Mall	0.00	0%
Parking Lot	0.16	100%
Enclosed Parking with Elevator	0.00	100%
Recreational Swimming Pool	0.00	0%
Other Non-Asphalt Surfaces	0.23	0%

# 5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01

# 5.9. Operational Mobile Sources

# 5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	423	423	423	154,526	2,639	2,639	2,639	963,066
Strip Mall	80.4	80.4	80.4	29,328	664	664	664	242,511
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

# 5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	423	423	423	154,526	2,639	2,639	2,639	963,066
Strip Mall	80.4	80.4	80.4	29,328	664	664	664	242,511
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Swimming Pool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

# 5.10. Operational Area Sources

### 5.10.1. Hearths

# 5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	101
No Fireplaces	11
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

# 5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	_
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	101
No Fireplaces	11
Conventional Wood Stoves	0
Catalytic Wood Stoves	0

Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

#### 5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
179799.75	59,933	4,050	1,350	1,019

### 5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

#### 5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

# 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

#### Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
367,751	690	0.0489	0.0069	1,111,640
26,883	690	0.0489	0.0069	13,295
6,105	690	0.0489	0.0069	0.00
0.30	690	0.0489	0.0069	0.00
	Electricity (kWh/yr) 367,751 26,883 6,105 0.30	Electricity (kWh/yr) CO2   367,751 690   26,883 690   6,105 690   0.30 690	Electricity (kWh/yr) CO2 CH4   367,751 690 0.0489   26,883 690 0.0489   6,105 690 0.0489   0.30 690 0.0489	Electricity (kWh/yr) CO2 CH4 N2O   367,751 690 0.0489 0.0069   26,883 690 0.0489 0.0069   6,105 690 0.0489 0.0069   0.30 690 0.0489 0.0069

Recreational Swimming Pool	44,406	690	0.0489	0.0069	0.00
Other Non-Asphalt Surfaces	0.00	690	0.0489	0.0069	0.00

#### 5.11.2. Mitigated

#### Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	369,192	690	0.0489	0.0069	0.00
Strip Mall	26,883	690	0.0489	0.0069	13,295
Parking Lot	6,105	690	0.0489	0.0069	0.00
Enclosed Parking with Elevator	0.30	690	0.0489	0.0069	0.00
Recreational Swimming Pool	44,406	690	0.0489	0.0069	0.00
Other Non-Asphalt Surfaces	0.00	690	0.0489	0.0069	0.00

# 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)	
Apartments Mid Rise	4,174,666	0.00	
Strip Mall	199,996	0.00	
Parking Lot	0.00	35,805	
Enclosed Parking with Elevator	0.00	0.00	
Recreational Swimming Pool	11,829	0.00	
Other Non-Asphalt Surfaces	0.00	0.00	

### 5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)	
Apartments Mid Rise	4,174,666	0.00	

Strip Mall	199,996	0.00
Parking Lot	0.00	35,805
Enclosed Parking with Elevator	0.00	0.00
Recreational Swimming Pool	11,829	0.00
Other Non-Asphalt Surfaces	0.00	0.00

# 5.13. Operational Waste Generation

# 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	82.9	_
Strip Mall	2.84	_
Parking Lot	0.00	_
Enclosed Parking with Elevator	0.00	_
Recreational Swimming Pool	1.14	_
Other Non-Asphalt Surfaces	0.00	_

### 5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)	
Apartments Mid Rise	82.9	_	
Strip Mall	2.84	_	
Parking Lot	0.00	_	
Enclosed Parking with Elevator	0.00	_	
Recreational Swimming Pool	1.14	_	
Other Non-Asphalt Surfaces	0.00		

# 5.14. Operational Refrigeration and Air Conditioning Equipment

# 5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Recreational Swimming Pool	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Recreational Swimming Pool	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

### 5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Recreational Swimming Pool	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Recreational Swimming Pool	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

# 5.15. Operational Off-Road Equipment

#### 5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

### 5.15.2. Mitigated

	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
--	----------------	-----------	-------------	----------------	---------------	------------	-------------

# 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

### 5.16.2. Process Boilers

Equipment Type Puer Type Number Boner Rating (MiNibtu/III) Daily reat input (MiNibtu/day) Annual reat input (MiNibtu/y)		Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
-------------------------------------------------------------------------------------------------------------------------	--	----------------	-----------	--------	--------------------------	------------------------------	------------------------------

### 5.17. User Defined

Equipment Type		Fuel Type	
5.18. Vegetation			
5.18.1. Land Use Change			
5.18.1.1. Unmitigated			
Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
5.18.1.2. Mitigated			
Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
5.18.1. Biomass Cover Type			
5.18.1.1. Unmitigated			
Biomass Cover Type	Initial Acres	Final Acres	
5.18.1.2. Mitigated			
Biomass Cover Type	Initial Acres	Final Acres	
5.18.2. Sequestration			
5.18.2.1. Unmitigated			
Тгее Туре	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
5.18.2.2. Mitigated			

ee	Туре	

Number

Electricity Saved (kWh/year)

Natural Gas Saved (btu/year)

# 6. Climate Risk Detailed Report

### 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.38	annual days of extreme heat
Extreme Precipitation	6.85	annual days with precipitation above 20 mm
Sea Level Rise		meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ³/₄ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

### 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A

Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

### 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

### 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

# 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	
AQ-Ozone	62.5
AQ-PM	74.1
AQ-DPM	73.9
Drinking Water	92.5
Lead Risk Housing	44.6
Pesticides	0.00
Toxic Releases	71.4
Traffic	79.8
Effect Indicators	
CleanUp Sites	50.3
Groundwater	85.5
Haz Waste Facilities/Generators	59.8
Impaired Water Bodies	0.00
Solid Waste	25.7
Sensitive Population	
Asthma	56.2
Cardio-vascular	42.5
Low Birth Weights	60.6
Socioeconomic Factor Indicators	
Education	25.1
Housing	86.3
Linguistic	62.2
Poverty	69.2
Unemployment	95.3

### 7.2. Healthy Places Index Scores

Result for Project Census Tract Indicator Economic ____ Above Poverty 27.38354934 Employed 77.24881304 Median HI 24.07288592 Education ___ Bachelor's or higher 80.77762094 High school enrollment 100 1.873476197 Preschool enrollment Transportation ___ Auto Access 7.314256384 Active commuting 95.09816502 Social ____ 2-parent households 75.99127422 Voting 1.142050558 Neighborhood ____ Alcohol availability 4.516874118 Park access 20.76222251 Retail density 98.39599641 Supermarket access 94.25125112 Tree canopy 17.04093417 Housing Homeownership 2.181444886 Housing habitability 20.21044527 Low-inc homeowner severe housing cost burden 99.12742205

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Low-inc renter severe housing cost burden	48.09444373
Uncrowded housing	58.11625818
Health Outcomes	
Insured adults	40.03592968
Arthritis	96.6
Asthma ER Admissions	51.1
High Blood Pressure	96.1
Cancer (excluding skin)	82.6
Asthma	61.7
Coronary Heart Disease	93.8
Chronic Obstructive Pulmonary Disease	86.1
Diagnosed Diabetes	95.7
Life Expectancy at Birth	78.9
Cognitively Disabled	70.6
Physically Disabled	91.7
Heart Attack ER Admissions	59.6
Mental Health Not Good	54.9
Chronic Kidney Disease	95.6
Obesity	59.2
Pedestrian Injuries	94.9
Physical Health Not Good	79.7
Stroke	93.8
Health Risk Behaviors	
Binge Drinking	2.2
Current Smoker	47.6
No Leisure Time for Physical Activity	85.5
Climate Change Exposures	

Wildfire Risk	3.8
SLR Inundation Area	0.0
Children	93.4
Elderly	84.9
English Speaking	30.2
Foreign-born	41.0
Outdoor Workers	88.8
Climate Change Adaptive Capacity	
Impervious Surface Cover	3.4
Traffic Density	86.8
Traffic Access	87.4
Other Indices	
Hardship	39.6
Other Decision Support	
2016 Voting	12.9

## 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	80.0
Healthy Places Index Score for Project Location (b)	37.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

#### 7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

Screen	Justification
Land Use	112 units (88790 SF building area) 2700 SF retail 6820 open space 200 SF pool
Construction: Construction Phases	Project Schedule
Construction: Off-Road Equipment	Per Construction Manager
Operations: Vehicle Data	Summing pool is residential amenity, no trips generated from use. Trips consistent with Traffic Analysis, accounting for internal capture
Operations: Hearths	All-electric development. No wood-burning or gas fireplaces
Operations: Energy Use	Electricity used to heat pool based on average electricity usage for pool heating

Appendix E Phase I Environmental Assessment Report



# **ORSWELL & KASMAN, INC.**

316 West Foothill Boulevard ■ Monrovia, CA 91016 (626) 932-1800 ■ FAX (626) 932-1807 ■ www.orswell-kasman.com

#### PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

#### Commercial Properties 7014 and 7022 West Sunset Boulevard 1438 and 1444 North Sycamore Avenue Los Angeles (Hollywood area), California 90028

August 31, 2022

#### **CLIENT:**

Mr. Mort La Kretz 6671 Sunset Boulevard, Suite 1575 Los Angeles, California 90028

### **PREPARED FOR:**

Mr. Mort La Kretz

#### PROJECT NUMBER: P22281

PREPARED BY:

Martin A. Kasman ASTM Environmental Professional

This report was prepared in conformance to meet or exceed the scope and limitations as set forth by the American Society for Testing & Materials (ASTM) Standard Practice E 1527-21. It is for the express use of the client, and its contents are considered to be privileged and confidential. Acceptance of this report constitutes an agreement by the client to assume full liability for information contained herein. This report is for the sole use and interpretation of the client, and it is not to be reproduced or distributed to outside parties. The information in this report is furnished in good faith and was obtained from sources and databases considered to be reliable; however, the accuracy of the information cannot be guaranteed. We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professionals as defined in §312.10 of 40 CFR 312. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquires in conformance with the standards and practices set forth in 40 CFR Part 312. The individual qualifications of these professionals are included in this report.


# TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY	1
2.0 INTRODUCTION	1
2.1 Purpose	1 2
2.2 Detailed Scope of Services	$\frac{2}{2}$
2.5 Significant Assumptions	$\frac{2}{2}$
2.5 Special Terms and Conditions	2
2.5 Special Terms and Conditions	3
	5
3.0 USER PROVIDED INFORMATION	3
3.1 Title Records	3
3.2 Environmental Liens or Activity and Use Limitations	3
3.3 Specialized Knowledge	3
3.4 Commonly Known or Reasonably Ascertainable Information	4
3.5 Valuation Reduction for Environmental Issues	4
3.6 Owner, Property Manager, and Occupant Information	4
3.7 Reasons for Performing Phase I Environmental Site Assessment	4
3.8 Other User Provided Information	4
4.0 SITE RECONNAISSANCE	4
4.1 Methodology and Limiting Conditions	4
4.2 Location and Legal Description	5
4.3 Site and Vicinity General Characteristics	5
4.4 Current Use of Property	5
4.5 Subject Property Observations	5
4.6 Adjoining Property Observations	7
5.0 PHYSICAL SETTING SOURCES	8
5.1 Topography	8
5.2 Geology/Soils	8
5.3 Hydrology	9
	-
6.0 RECORDS REVIEW	9
6.1 Historical Use Information on the Subject Property	9



6.2 Historical Use Information on the Adjoining Properties	13
6.3 Regulatory Records Review	15
6.4 Additional Regulatory Records Review	22
6.5 Other Environmental Reports	24
7.0 INTERVIEWS	24
7.1 Owner/Operator/Occupant Interviews	24
7.2 Interviews with Local Government Officials	24
7.3 Interview with Others	24
8.0 NON-SCOPE SERVICES	24
8.1 Presumed Asbestos-Containing Materials	24
8.2 Results of Lead-Based Paint Observations	25
8.3 Microbial Contamination (Mold)	25
8.4 Radon	25
9.0 FINDINGS AND OPINIONS	25
9.1 Recognized Environmental Conditions	25
9.2 Historical Recognized Environmental Conditions	25
9.3 Controlled Recognized Environmental Conditions	25
9.4 Vapor Migration	26
9.5 Data Gaps/Data Failure	26
9.6 Opinion	26
9.7 Deviations	27
10.0 CONCLUSIONS	27
10.1 Conclusions	27
11.0 APPENDICES	27
11.1 Site and Vicinity Map	27
11.2 Site Plan	27
11.3 Site and Vicinity Photographs	27
11.4 Historical Research Documentation	27
11.5 Regulatory Records Documentation	28
11.6 Interview and Research Documentation	28
11.7 Special Contractual Conditions between User and Environmental Professional	28
11.8 Qualifications of the Environmental Professionals	28



# **1.0 EXECUTIVE SUMMARY**

Our review of regulatory and historical records, a visual inspection of the site and surrounding area and an interview with the property owner has not identified any *recognized environmental conditions, historical recognized environmental conditions* or *controlled recognized environmental conditions* which are likely to impact the subject property. Although data failure occurred in the historical uses of the subject property prior to 1919, it is unlikely the data failure will impact the ability to identify any *recognized environmental conditions*. Based on the results of this assessment, no further environmental studies are recommended for the site.

# **2.0 INTRODUCTION**

### 2.1 Purpose

The purpose of this Phase I Environmental Site Assessment is to determine if any *recognized environmental conditions, historical recognized environmental conditions* or *controlled recognized environmental conditions* exist on or near the subject property. As defined by ASTM Standard Practice E 1527-21, a *recognized environmental condition* is (1) the presence or likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

The ASTM Standard defines a *historical recognized environmental condition* as a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (for example, activity and use limitations or other property use limitations). A historical recognized environmental condition is not a recognized environmental condition.

The ASTM Standard defines a *controlled recognized environmental condition* as a *recognized environmental condition* affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example, activity and use limitations or other property use limitations).

The ASTM Standard Practice E 1527-21 requires all obvious uses of the subject property shall be identified at five year intervals from the present, back to the subject property's first developed use, or back to 1940, whichever is earlier, using standard historical sources. Developed use



includes agricultural uses or placement of fill dirt. Data failure occurs when these objectives are not met. Our review of standard historical sources include aerial photographs, fire insurance maps, local street directories, and building department or assessor's property records. Our experience in performing Phase I Environmental Site Assessments since 1990 has determined that the other standard historical sources identified in the ASTM Standard Practice E 1527-21 are not reasonably obtainable or likely to be sufficiently useful, accurate, or complete in terms of satisfying the objectives.

# 2.2 Detailed Scope of Services

This report is based on a preliminary study into the past and current uses of the subject property and the surrounding area. The report includes a visual inspection of the subject property and adjacent sites, and a review of regulatory agency records, aerial photographs, and other historic record sources. Also included in this report are maps, diagrams, and photographs pertaining to this site.

# 2.3 Significant Assumptions

The information in this report is furnished in good faith and was obtained from sources and databases considered to be reliable; however, nothing in this report should be construed as a promise or guarantee that the subject property is free of environmental hazards. In many instances, this report relies on regulatory database information provided by federal, state and local governmental agencies. Although the database information used in this report consists of records that are updated on a regular basis, it may not reflect the actual current status of the case.

# 2.4 Limitations and Exceptions

This report was prepared in conformance to meet or exceed the scope and practice as set forth by the American Society for Testing & Materials (ASTM) Standard Practice E 1527-21, "Standard Practice of Environmental Site Assessments: Phase I Environmental Site Assessment Process." No tests were conducted, and no samples of air, water, soil or building materials were taken.

This report is limited in nature and should not be construed to be a characterization of environmental regulatory compliance or of any conditions above or below grade. The evaluations in this report are based on information provided by interviews, readily accessible regulatory and historical records and observations made during the site inspection. No independent verification of the information was obtained or performed by Orswell & Kasman, Inc.

Orswell & Kasman, Inc. prepared this report in a competent and professional manner in accordance with sound industry standards, practices and procedures. No warranty is provided regarding the actual site conditions described in this report beyond matters amenable to visual



confirmation. We make no representation or warranty regarding the accuracy or reliability of information or documents provided by others and contained within this report.

This assessment was completed within the time constraints imposed by the client. In some cases, regulatory agencies, property owners, tenants, property managers and other knowledgeable persons have not responded timely to inquiries concerning the subject property which may be considered critical to determining whether a recognized environmental condition exists on the subject property.

# 2.5 Special Terms and Conditions

No special terms or conditions have been incorporated into the preparation of this report. There were also no limiting physical conditions such as rain or lack of electrical power that had a limiting effect on the site inspection.

## 2.6 User Reliance

This report is prepared for the express use of the client (or the client's designee), and its contents are considered to be privileged and confidential. Acceptance of this report constitutes an agreement by the client to assume full liability for information contained herein. This report is for the sole use and interpretation of the client and it is not to be reproduced or distributed to outside parties.

# 3.0 USER PROVIDED INFORMATION

# 3.1 Title Records

No recorded land title records were provided by the client for review.

## 3.2 Environmental Liens or Activity and Use Limitations

The client has not provided any information concerning environmental liens or activity and use limitations.

## 3.3 Specialized Knowledge

No specialized knowledge of *recognized environmental conditions*, *historical recognized environmental conditions* or *controlled recognized environmental conditions* in connection with the subject property has been provided by the client.



# 3.4 Commonly Known or Reasonably Ascertainable Information

The client has not provided any commonly known or reasonably ascertainable information within the local community about the subject property that is material to *recognized environmental conditions*, *historical recognized environmental conditions* or *controlled recognized environmental conditions* in connection with the site.

### 3.5 Valuation Reduction for Environmental Issues

No information has been provided by the client that indicates the subject property is being sold or purchased at a significantly reduced price due to outstanding environmental issues.

### 3.6 Owner, Property Manager, and Occupant Information

Information provided by the owner, property manager, and/or occupants of the site are included in this report under Section 7.0, Interviews.

#### 3.7 Reasons for Performing Phase I Environmental Site Assessment

The reasons for performing this Phase I Environmental Site Assessment are to satisfy commercial real estate lending requirements or provide due diligence information concerning the historical uses and current condition of the site. This report is intended to permit the client to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601). This practice constitutes all appropriate inquiries into the previous ownership and uses of the subject property consistent with good commercial and customary practice as defined at 42 U.S.C. §9601(35)(B).

#### 3.8 Other User Provided Information

No other information concerning the subject property has been provided by the client.

#### 4.0 SITE RECONNAISSANCE

#### 4.1 Methodology and Limiting Conditions

The site reconnaissance consisted of a walk through the entire property, and visually observing the structures, storage areas and parking lots. No inspection was conducted under floors, above ceilings, on rooftops, or behind walls.



# 4.2 Location and Legal Description

The subject property, 7014 and 7022 West Sunset Boulevard and 1438 and 1444 North Sycamore Avenue, Los Angeles (Hollywood area), California, is located on the southeast corner of Sunset Boulevard and Sycamore Avenue. The subject property is described as Los Angeles County Tax Assessor's Parcel Numbers (APNs) 5548-016-001, 5548-016-002, 5548-016-003 and 5548-016-004.

## 4.3 Site and Vicinity General Characteristics

The site consists of two commercial buildings with a paved parking lot, located in a mixed commercial and residential area of Los Angeles (Hollywood area), California (see site plan). The site and the surrounding area are gently sloping to the south, and the subject property is connected to the municipal water and sewage systems.

# 4.4 Current Use of Property

The subject property consists of four contiguous of parcels of land. 7014 Sunset Boulevard is occupied by Sunrise Adult Day Health Care, and 7022 Sunset Boulevard is occupied by a vacant commercial building. 1438 and 1444 Sycamore Avenue is a paved parking lot. No manufacturing activities take place at the site.

## 4.5 Subject Property Observations

On August 24, 2022, an inspection of the subject property and surrounding area was conducted by ASTM Environmental Professional Marty Kasman. In the northeast corner of the subject property is a single-story, concrete block, commercial building (see photos #1 and #2). The building is identified as 7014 Sunset Boulevard, and the building is occupied by Sunrise Adult Day Health Care, an adult day care facility. Inside, the building is divided into offices and consultation rooms (see photo #3), a kitchen (see photo #4), and a dining room (see photo #5). The building has a mezzanine level which is used as additional office space and storage (see photo #6). There are two stairways to the mezzanine level, and there are no elevators inside the building. Beneath the east side of the building is a former subterranean drive-through teller (see photo #7).

In the northwest corner of the subject property is a single-story, masonry brick, commercial building (see photos #8 and #9). The building is identified as 7022 Sunset Boulevard, and the building is vacant and unoccupied. A sign on the exterior of the building indicates the building was previously occupied by "Division Camera." The building is divided into individual offices and open work areas (see photos #10, #11, #12 and #13). Outside, on the south side of the building is a paved loading area (see photo #14).



The south side of the subject property is a paved parking lot (see photos #15 and #16). The parking lot is identified as 1438 and 1444 Sycamore Avenue. Commercial trash bins are located in the parking lot, and no signs of improper solid waste disposal were observed in or near the trash bins. No large quantities of hazardous materials are stored or used on the premises, and no hazardous waste is generated by the business activities. The electrical power in the area is supplied by overhead utility lines, and there were no nearby transformers with signs indicating the presence of polychlorinated biphenyls (PCBs). No signs of illegal dumping or distressed vegetation were observed on the property. There was no evidence of underground storage tanks, septic tanks, wastewater clarifiers or wells on the property, and there was no indication of obvious contamination on the site.

The site inspection also attempted to identify the following features, activities, uses and conditions:

Item	Observation
Hazardous substances and	None identified
petroleum products in connection	
with identified uses	
Hazardous substances and	None identified
petroleum products in connection	
with unidentified uses	
Unidentified hazardous substances	None identified
or petroleum products not in	
connection with property use	
Aboveground hazardous substance	None identified
or petroleum product storage tanks	
(ASTs)	
Underground hazardous substance	None identified
or petroleum product storage tanks	
Vent pipes, fill pipes, or access	None identified
Ways	
Fueling systems	None identified
Strong, pungent, or noxious odors	None identified
Pools of liquid	None identified
Drums, totes, or intermediate bulk	None identified
containers of hazardous substances	
or petroleum products	
Machinery or equipment identified	None identified
as containing polychlorinated	
biphenyls (PCBs).	
Significant staining or corrosion on	None identified
interior or exterior portion of	
property	



Item	Observation
Drains or sumps	None identified
Standing surface water and pools or sumps containing liquids likely to be hazardous substances or petroleum products	None identified
Regulated or unregulated wastewater discharge (wastewater clarifiers)	None identified
Ponds, pits, or lagoons	None identified
Stockpiled soils with visual evidence of contamination	None identified
Questionable fill material (unknown origin) or visual evidence of buried wastes	None identified
Septic systems or cesspools	None identified
Wells	None identified
Stressed vegetation	None identified
Surficial disturbance	None identified
Biohazardous or medical wastes	None identified
Herbicide or pesticide use	None identified
Dry-cleaning operation	None identified
Graded areas suggesting filled material or mounds of stockpiled debris	None identified
Heating/Cooling systems	The natural gas/electric, ventilation and cooling (HVAC) system appears to be located on the roofs of the buildings.
Other	None identified

# 4.6 Adjoining Property Observations

## Northern Border

North of the subject property is Sunset Boulevard, and further north is a Days Inn motel (see photo #17). There were no visible signs of spills or contamination on the adjacent property.

# Eastern Border

East of the subject property is an IHOP restaurant (see photo #18). There were no visible signs of spills or contamination on the adjacent property.



# Southern Border

South of the subject property is a residence (see photo #19). There were no visible signs of spills or contamination on the adjacent property.

### Western Border

West of the subject property is Sycamore Avenue, and further west is a vacant commercial building (see photo #20). There were no visible signs of spills or contamination on the adjacent property.

# 5.0 PHYSICAL SETTING SOURCES

## 5.1 Topography

A 1980 United States Geological Survey (USGS) 7.5 Minute Topographical map of the subject property and surrounding area is included in the appendices of the report. The map shows the locations of the identified offsite environmental risks or threats described in the report. The elevation of the subject property is approximately 348 feet above mean sea level. The subject property and surrounding properties slope gently to the south.

## 5.2 Geology/Soils

### State of California Department of Conservation Division of Mines and Geology (CDMG)

The CDMG conducts studies, publishes maps, and provides information concerning the geological formations throughout the state of California. CDMG research information is combined with information from the United States Geological Survey and the ensuing geologic maps of the state are prepared. These geologic maps also illustrate the approximate locations of known earthquake faults.

A review of the area map published by CDMG indicates the geologic area surrounding the subject property consists of Recent alluvium, which includes alluvial fan, flood-plain, and streambed deposits. The client may wish to refer to the enclosed geologic map.



5.3 Hydrology

### Los Angeles County Department of Public Works <u>Hydraulic/Water Conservation Division (DPW/HWC)</u>

DPW/HWC maintains contour maps and data of the groundwater levels in the Los Angeles County area. The map shows the depth to the aquifer, as well as the approximate flow direction.

A review of this data revealed the site is located at an elevation of approximately 348 feet above sea level, and the closest well is located approximately  $1\frac{1}{2}$  miles southeast of the site, at Melrose Avenue and Gower Street. The elevation of the well is 284 feet above sea level, and the groundwater levels are 265 feet below sea level, or 19 feet below the ground surface. Based on the topography of the area, the groundwater flow is expected to be to the south, although this cannot be confirmed due to lack of nearby wells.

# 6.0 RECORDS REVIEW

## 6.1 Historical Use Information on the Subject Property

### City of Los Angeles Building and Safety Department

A review of the building records for the subject property determined the following:

<u>Date</u>	Activity	<u>Owner</u>
	7014 West Sunset Boule	evard
03/21	Construct residence	C.M. Mcauley
03/21	Construct private garage	C.M. Mcauley
10/23	Add room and garage	McCauley
01/36	Repairs to garage	C. M. McCauley
01/36	Reroof building	Dr. H. McCauley
01/38	Add plastered and temporary walls	Dr. Glenn A. Brandstater
01/63	Demolish single-family dwelling and cap sewer	MKS Investment
01/63	Demolish garage	MKS Investment
04/63	Driveway approved	Guardian Bank
06/63	Change exterior wall	Guardian Bank
08/63	Add roof sign	Guardian Bank
10/63	Extend parking lot and change legal	Guardian Bank
03/64	'64 Certificate of Occupancy - bankGuardian Bank	
08/65	Add four signs	Manufacturers Bank
02/82	Add wall signs	Mitsui Manufacturers Bank
02/82	Add sign	Mitsui Manufacturers Bank



Phase I Environmental Site Assessment Report 7014 and 7022 West Sunset Boulevard and 1438 and 1444 North Sycamore Avenue August 31, 2022

Date	Activity	Owner
	<u>7014 West Sunset Boule</u>	evard
09/86	Remodel building	John Beard
09/86	Add foundation for future added floor	John Beard
10/86	Enlarge mezzanine creating 2 nd story	John Beard
03/02	Change of occupancy from bank to day care	Margaret K. Blume Trust
04/02	Tenant improvement - add partitions	Margaret K. Blume Trust
05/02	Reroof building	Margaret K. Blume Trust
07/02	Change contractor	Margaret K. Blume Trust
09/02	Change plot plan and relocate handicap parking	Margaret K. Blume Trust
11/02	Certificate of Occupancy - convert bank to adult day care	Galina Kopelev
	7018 Sunset Bouleva	rd
01/59	Add new shelter and sign	Pacific Outdoor Advertising Co.
08/60	Certificate of Occupancy - roof sign and shelter	Pacific Outdoor Advertising Co.
	7022 West Sunset Boule	evard
02/23	Construct residence	George and Albert
02/23	Construct garages	George and Albert
06/32	Construct medical offices	A.C. Watts
06/32	Add new foundation and porches for relocation	A.C. Watts
	from 7022 West Sunset Boulevard to	
	1444 North Sycamore Avenue	
07/32	Install cement floors	A.C. Watts
08/32	Add tile to walls and floors	A.C. Watts
12/32	Install fire sprinklers	A.C. Watts
05/57	Correct parapet walls	Paul J. Hoyt
10/59	/59 Add new door and screen wallsLiberty Enterprises Inc.	
10/64	Add partitions and cabinets	West End Medical Group
09/68	Remodel building	Sawyers Business College
10/68	Sandblast walls	Shepard
01/69	Certificate of Occupancy - change from medical center to college	Sawyers Business College
03/69	Alter and repair	Sawyer College
07/69	Add sign	Sawyer College of Business
12/78	Replace sign	Castanga Realty
03/79	Add sign	Castanga Realty
10/90	Tenant improvement	Bernard Glasser
01/91	Correction to permit	Bernard Glasser
04/91	Correction to permit	Bernard Glasser
07/01	Restucco building	The Bernard Company
09/02	Remove nonbearing walls	The Bernard Company
02/03	Replace drywall	Paolo Dorgio
03/03	Relocate six vents	Paolo Dorigo



Phase I Environmental Site Assessment Report 7014 and 7022 West Sunset Boulevard and 1438 and 1444 North Sycamore Avenue August 31, 2022

<u>Date</u>	Activity	7022 West Sugar Deules	<u>Owner</u>
02/02	Delegate three worts	<u>1022 west Sunset Doules</u>	<u>Valu</u> Decle Derige
03/03	Relocate three vents		Paolo Dorigo
05/05	Install aumings		A driana Portrugai Trust
$\frac{00}{16}$	Add gigng		Adriana Dertrucci Trust
08/10 04/17	Add signs		Adriana Bertrucci Trust
04/17	Install new awnings		Adriana Bertrucci Trust
06/1/	Add signs		Adriana Bertrucci Irust
0//18	Install awnings		Adriana Bertrucci Irust
09/18	Add signs		Adriana Bertrucci Trust
		1438 North Sycamore Av	enue
12/20	Construct residence	2	Miss F. L. Hutchinson
05/21	Construct residence		Mrs. W. L. Rambo
09/50	Construct addition to gara	ge	Mrs. W. L. Rambo
01/51	Certificate of Occupancy -	- addition to garage	Mrs. W. L. Rambo
08/63	Demolish single family dv	velling and cap sewer	Guardian Bank
		1444 North Sycamore Av	enue
06/32	Add new foundation and p	orches for relocation	A.C. Watts
	from 7022 West Sunset B	oulevard to	
	1444 North Sycamore Ave	enue	
05/52	Add bedroom and toilet to	existing residence	Charles Lewis Stones
07/52	Certificate of Occupancy -	- dwelling addition	C. L. Stones
07/53	Install bathtub and window	N	Charles Stone
01/58	Wet sandblast dwelling		C. M. Kind
01/63	Demolish dwelling and ca	n sewer	MKS Investment
₽	· · · · · · · · · · · · · · · · · · ·	r	

No other building or demolition permits were on file for the subject property.

#### County of Los Angeles Assessor's Office

A review of the Assessor's records for the subject property determined the following:

APN	Address	Year Built	Use
5548-016-001	7022 West Sunset Boulevard	1932	Schools
5548-016-002	7014 West Sunset Boulevard	1963	Stores, Retail Outlet
5548-016-003	1444 North Sycamore Avenue	1963	Parking Lot
5548-016-004	1438 North Sycamore Avenue	1963	Parking Lot

The property owners for parcel 5548-016-001 are identified as Margaret Blume La Kretz, Linda Duttenhaver and the Lindy Trust. The property owners for parcels 5548-016-002, 5548-016-003 and 5548-016-004 are identified as Linda K. Duttenhaver and Margaret K. Blume.



### City of Los Angeles Department of Planning

The subject property is zoned regional center commercial, C4-2D-SN and low medium II residential, RD1.5-1XL.

# **Historical Aerial Photographs**

A review of historical aerial photographs of the subject property determined the following information:

Date of Photo 1938, 1948, 1952 and 1954	<u>Description</u> The 7014 Sunset Boulevard parcel is occupied by a commercial building, and the existing commercial building is on the 7022 Sunset Boulevard parcel. There are two residences on the 1438 and 1440 Sycamore Avenue parcels.
1964, 1972, 1980, 1985, 1989, 1992, 1997, 2002, 2006, 2011, 2016 and 2021	The two existing commercial buildings are on the 7014 and 7022 Sunset Boulevard parcels, and the 1438 and 1440 Sycamore Avenue parcels are a parking lot.

# Historical Topographic Maps

Available topographic maps dated 1894, 1898, 1902, 1906, 1910, 1915, 1921, 1926, 1932, 1941, 1948, 1955, 1963, 1968, 1975, 1982, 1995, 2012, 2015 and 2018 were reviewed for this environmental site assessment. A review of the maps did not identify any commercial or industrial uses on the subject property which were likely to lead to any recognized environmental conditions.

## Historic Sanborn Fire Insurance Maps

Sanborn Fire Insurance Maps provide information on commercial and industrial properties, based on risk data gathered for the fire insurance companies. The maps show the number of buildings located on the subject property, and the type of construction. The maps also describe the various businesses located nearby, and show the locations of tanks, boilers, and other potential hazards.

A review of the Sanborn Fire Insurance Map collections from 1867-1970, located three maps for the subject property:

Date of Map	Description
1919	The 7014 Sunset Boulevard parcel is occupied by a residence and a
	garage, and the 7022 Sunset Boulevard parcel is vacant land. The 1438
	and 1440 Sycamore Avenue parcels are vacant land.



Date of MapDescription1950 and 1955The 7014 Sunset Boulevard parcel is occupied by an office building and a<br/>garage. The existing building is on the 7022 Sunset Boulevard parcel and<br/>the building is used as a clinic. There are two residences on the 1438 and<br/>1440 Sycamore Avenue parcels.

#### **Historic City Directory Search**

City Directories provide information on residential, commercial and industrial properties, and list the business name and address. A review of the historic directories provides an overview of the current and previous occupants of the site.

A search of the Pacific Telephone Company's City Directory dated 1956-1990 and the Haines Criss Cross City Directory dated 2009, determined the subject properties has been occupied by L.H. Kennedy Real Estate (1956-1962), F.A. Kasala Relations Counselor (1956), a medical office (1956-1962), L. Schuler Hollywood Insurance Agency (1956), Manufacturer's Bank (1971-1980), Sawyer College of Business Hollywood (1971), Castagna Realty (1980), G 2 Graphic Service (1990), Lites Inc. (1990), Ultravision Inc. (1990-2009), Sunrise Adult Day Health Care Center (2009), D.S.P.T. International (2009) and Indie Rentals (2009).

A review of building permit records, county assessor records, historical aerial photographs, historic topographic maps, Sanborn fire insurance maps and historic city directories determined a residence was constructed on the 7014 Sunset Boulevard property sometime prior to 1919. The residence was demolished in 1963 and the existing building was constructed on the site. The building was originally occupied by a bank and the building was converted to an adult day care center in 2002. The existing commercial building was constructed on the 7022 Sunset Boulevard property in 1932, and the building was originally used as a medical clinic. The medical clinic was converted to a business college in 1969. Prior to the construction of the building, the property was occupied by a residence. Residences were constructed on the 1438 and 1444 Sycamore Avenue properties in 1920 and 1932, and the residences were demolished in 1963. The properties have been used as a parking lot for the past 59 years.

## 6.2 Historical Use Information on the Adjoining Properties

#### **Historical Aerial Photographs**

A review of historical aerial photographs of the adjoining properties determined the following information:

Date of Photo	Description
1938 and 1948	North of the subject property is Sunset Boulevard, and further north are
	two commercial buildings. A gasoline service station is to the east, and a residence is to the south. Sycamore Avenue is to the west, and further west is a residence.



Date of Photo 1952 and 1954	<u>Description</u> North of the subject property is Sunset Boulevard, and further north are two commercial buildings. A gasoline service station is to the east, and a residence is to the south. Sycamore Avenue is to the west, and further west is a commercial building and a residence.
1964, 1972, 1980, 1985, 1989 and 1992	North of the subject property is Sunset Boulevard, and further north is a commercial building. A commercial building is to the east, and a residence is to the south. Sycamore Avenue is to the west, and further west is a commercial building.
1997, 2002, 2006, 2011, 2016 and 2018	North of the subject property is Sunset Boulevard, and further north is a new commercial building. A commercial building is to the east, and a residence is to the south. Sycamore Avenue is to the west, and further west is a commercial building.

## **Historical Topographic Maps**

Available topographic maps dated 1894, 1898, 1902, 1906, 1910, 1915, 1921, 1926, 1932, 1941, 1948, 1955, 1963, 1968, 1975, 1982, 1995, 2012, 2015 and 2018 were reviewed for this environmental site assessment. A review of the maps did not identify any commercial or industrial uses on the adjacent properties which were likely to lead to any recognized environmental conditions.

#### Historic Sanborn Fire Insurance Maps

Sanborn Fire Insurance Maps provide information on commercial and industrial properties, based on risk data gathered for the fire insurance companies. The maps show the number of buildings located on the property, and the type of construction. The maps also describe the various businesses located nearby, and show the locations of tanks, boilers, and other potential hazards.

A review of the Sanborn Fire Insurance Map collections from 1867-1970, located three maps for the area surrounding the subject property:

<u>Date of Map</u> 1919	<u>Description</u> North of the subject property is Sunset Boulevard, and further north is vacant land. A residence is to the east, and vacant land is to the south. A residence is west of the site.
1950	North of the subject property is Sunset Boulevard, and further north is a private school and a store. A gasoline service station, auto repair shop and car wash are to the east, and a residence is to the south. Sycamore Avenue is to the west, and further west is a residence.



Date of MapDescription1955North of the subject property is Sunset Boulevard, and further north is a<br/>private school and a store. A gasoline service station, auto repair shop and<br/>car wash are to the east, and a residence is to the south. Sycamore Avenue<br/>is to the west, and further west is a residence and an auto repair shop.

### **Historic City Directory Search**

City Directories provide information on residential, commercial and industrial properties, and list the business name and address. A review of the historic directories provides an overview of the current and previous occupants of the adjoining properties.

A search of the Pacific Telephone Company's City Directory dated 1956-1990 and the Haines Criss Cross City Directory dated 2009, determined there were no commercial or industrial uses on the adjacent property north of Sunset Boulevard which were likely to lead to contamination of the subject property. The adjacent property to the east has been occupied by Seven Thousand Sunset Service Station (1956) and Thomas Auto Wash (1956). There were no commercial or industrial uses on the adjacent property to the south which were likely to lead to contamination of the subject property. The adjacent property west of Sycamore Avenue has been occupied by Busy Brake Shop (1956-1962).

A review of historical aerial photographs, historic topographic maps, Sanborn fire insurance maps and historic city directories determined the hotel north of Sunset Boulevard was constructed between 1954 and 1964, and the property was previously occupied by a private school and a store. The restaurant to the east was constructed between 1992 and 1997, and the property was previously occupied by another commercial building, a gasoline service station, an auto repair shop and car wash. The residence to the south was constructed between 1919 and 1938, and the property was previously vacant land. The commercial building west of Sycamore Avenue was constructed between 1955 and 1964, and the property was previously occupied by an auto repair shop and a residence.

## 6.3 Regulatory Records Review

## FEDERAL AGENCY RECORDS

## United States Environmental Protection Agency (USEPA) National Priorities List

The National Priorities List (NPL) identifies abandoned or uncontrolled hazardous waste sites which have been identified as possibly representing a long-term threat to the public health or environment. These sites have been identified as being highly contaminated with hazardous substances and represent the USEPA's target enforcement and cleanup efforts. Studies of individual sites are conducted by the USEPA to determine level of contamination, and the sites are then compared and ranked to other sites on the NPL.



A review of the USEPA National Priorities List dated January 2022 indicates there are no proposed, final or delisted sites located within one mile of the subject property.

# United States Environmental Protection Agency (USEPA) <u>Federal Superfund Liens List</u>

The USEPA maintains a list of Superfund Lien sites that have been issued on properties throughout the United States. These sites have been remediated through the expenditures of Superfund monies. The purpose of the lien is to prevent the property owner from gaining a financial benefit from the federal government's cleanup and restoration activities.

A review of the July 2011 Federal Superfund List revealed there are no Superfund Liens on or adjacent to the site.

## United States Environmental Protection Agency (USEPA) Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS)

The USEPA has developed a database known as CERCLIS which contains information on potential hazardous waste sites located throughout the United States. There are over 33,000 sites on the CERCLIS inventory. All sites are subjected to a preliminary assessment and thereafter are either placed on the National Priority List (NPL) or are placed in a category for those sites requiring no further Federal Superfund action.

A review of the January 2022 CERCLIS report indicates there are no CERCLIS sites listed within a  $\frac{1}{2}$  mile radius of the subject property. In addition, there are no listed "No Further Required Action Planned" (NFRAP) sites identified within a  $\frac{1}{2}$  mile radius of the subject property.

## United States Environmental Protection Agency (USEPA) Resource Conservation and Recovery Act (RCRA) <u>Treatment, Storage or Disposal Facilities (TSDF)</u>

The USEPA maintains a list of facilities which have been authorized to receive hazardous waste. These facilities have permits to treat, store, or dispose of the waste, as determined by the RCRA regulations. In addition, the USEPA publishes a list of those facilities that are subject to a corrective action, based on the facilities' waste handling and storage procedures. The facilities which are subject to a corrective action are identified as CORRACTS sites.

A review of the January 2022 RCRA TSDF list determined there are no known CORRACTS facilities located within a one-mile radius of the subject property. In addition, there are no non-CORRACTS TSD facilities listed within a  $\frac{1}{2}$  mile radius of the subject property.



# United States Environmental Protection Agency (USEPA) <u>Tribal Underground Storage Tanks (UST)</u>

The USEPA maintains a list of locations of underground storage tanks (UST) located in Indian country.

*A review of the October 2021 Tribal UST list did not identify any registered tribal underground storage tanks within a* ¹/₂ *mile radius of the subject property.* 

# United States Environmental Protection Agency (USEPA) Tribal Leaking Underground Storage Tanks (LUST)

The USEPA maintains a list of locations of leaking underground storage tanks (LUST) located in Indian country.

A review of the October 2021 Tribal LUST list did not identify any tribal leaking underground storage tanks within a  $\frac{1}{2}$  mile radius of the subject property.

# United States Environmental Protection Agency (USEPA) Resource Conservation and Recovery Act (RCRA) <u>Hazardous Waste Generators</u>

The USEPA maintains a list of facilities which are identified as generators of large and small quantities of hazardous waste. These facilities have permits to generate, store and dispose of the waste, as determined by the RCRA regulations.

A review of the January 2022 RCRA Hazardous Waste Generators list determined the subject property (G2 Graphic SVC Bureau, 7014 Sunset Boulevard) is identified as a small quantity hazardous waste generator. The adjacent properties are not identified as large or small quantity hazardous waste generators.

# United States Environmental Protection Agency (USEPA) Institutional Control / Engineering Control Registries

The USEPA maintains a list of institutional and engineering controls for the purpose of tracking sites that may contain residual contamination or have activity and use limitations. Engineering controls are engineering measures designed to minimize the potential for human exposure to contamination by either limiting direct contact with contaminated areas or controlling migration of contaminants. Institutional controls are non-engineering controls used to restrict land use or land access in order to protect people and the environment from exposure to hazardous substances remaining at the site or facility.

A review of the September 2006 USEPA Institutional Control / Engineering Control Registry did not identify the subject property as having institutional or engineering controls.



# United States Environmental Protection Agency (USEPA) Office of Emergency and Remedial Response Emergency Response Notification System (ERNS)

The USEPA maintains a list of locations which have reported a release of oil or hazardous substances to the federal government. Most of the data in this system is based on information that was received during the initial notification. The USEPA ceased maintaining the ERNS database list in 1999, and the responsibility to report oil, chemical, radiological, biological and etiological discharges into the environment was transferred to the United States Department of Homeland Security National Response Center (NRC).

*A review of the ERNS list for 1999 determined there are no reported incidents on the subject property.* 

# United States Department of Homeland Security United States Coast Guard <u>National Response Center (NRC)</u>

The NRC is the national point of contact for reporting all oil, chemical, radiological, biological and etiological discharges into the environment anywhere in the United States and its territories. In addition to gathering and distributing spill data for Federal On-Scene Coordinators and serving as the communications and operations center for the National Response Team, the NRC maintains agreements with a variety of federal entities to make additional notifications regarding incidents meeting established trigger criteria.

A review of the NRC list for 2015 determined there are no reported incidents on the subject property.

# STATE AGENCY RECORDS

### State of California Environmental Protection Agency (CAL-EPA) Department of Toxic Substances Control (DTSC)

CAL-EPA is responsible for the regulation and enforcement of environmental health laws within the state of California, as set forth by the California Health and Safety Code. CAL-EPA is also designated by the USEPA to assist in enforcing federal environmental laws. CAL-EPA regulates companies involved in the generation, transportation, storage and disposal of hazardous substances. CAL-EPA records include the "CalSites" database, which is a listing of 7,800 known active, inactive and abandoned hazardous waste sites. These sites have previously been reported in the Abandoned Site Program Information System (ASPIS), Bond Expenditure Plan (BEP), and Cortese databases. CAL-EPA records also include a listing of the California Integrated Waste Management Board's "Active" and "Closed and Inactive" landfills database.



A review of the January 2022 CAL-EPA records determined there are five listed "CalSite" facilities located within a one-mile radius of the subject property:

Kodak Hollywood Campus (#1 on map) 6700 Santa Monica Boulevard and 1017 North Las Palmas Avenue Los Angeles, CA 90038

This site was placed in "Certified Operation and Maintenance - Land Use Restrictions" status in April 2017. No information on potential contaminants has been reported. Properties with Land Use Restrictions have limits on future property uses established by the DTSC due to residual levels of contamination or the type of cleanup actions conducted. Due to the distance, it is unlikely any contaminants from this site will have a significant impact on the subject property.

Vine New Primary Center (#2 on map) La Mirada Avenue/Cahuenga Boulevard/Lexington Avenue/Cole Avenue Los Angeles, CA 90038

This site was placed in "Inactive - Action Required" status in March 2003. According to the records, this soil is contaminated with lead and polychlorinated biphenyls (PCBs). DTSC has determined through a Preliminary Endangerment Assessment or other evaluation, a removal or remedial action or further extensive investigation is required. Due to the distance, it is unlikely any contaminants from this site will have a significant impact on the subject property.

Episcopal School of Los Angeles (#3 on map) 6325 and 6331-6363 Santa Monica Boulevard Los Angeles, CA 90038

This site was placed in "Active" status in May 2021. According to the records, the indoor air and soil vapor are contaminated with tetrachloroethylene (PCE) and vinyl chloride. A site investigation or remediation of the site is currently in progress. Due to the distance, it is unlikely any contaminants from this site will have significant impact on the subject property.

Snow White Cleaners (#4 on map) 1246 North Vine Street Los Angeles, CA 90038

This site was placed in "Certified Operation and Maintenance - Land Use Restrictions" status in August 2013. According to the records, the indoor air, soil and soil vapor are potentially contaminated with tetrachloroethylene (PCE). Properties with Land Use Restrictions have limits on future property uses established by the DTSC due to residual levels of contamination or the type of cleanup actions conducted. Due to the distance, it is unlikely any contaminants from this site will have a significant impact on the subject property.



Veiling Plating (#5 on map) 755 Seward Street Los Angeles, CA 90038

This site was placed in "Certified Operation and Maintenance - Land Use Restrictions" status in February 2011. According to the records, the surface structures, indoor air, groundwater, soil and soil vapor are contaminated with asbestos containing materials (ACM), barium, cadmium, chromium, cobalt, copper, lead, nickel, vanadium, zinc, chloroform, tetrachloroethylene (PCE), trichloroethylene (TCE), and vinyl chloride. Properties with Land Use Restrictions have limits on future property uses established by the DTSC due to residual levels of contamination or the type of cleanup actions conducted. Due to the distance, it is unlikely any contaminants from this site will have a significant impact on the subject property.

There are no active, closed or inactive landfill sites identified within a  $\frac{1}{2}$  mile radius of the subject property.

### State of California Environmental Protection Agency (CAL-EPA) Department of Toxic Substances Control (DTSC) Land Use Covenants

CAL-EPA/DTSC utilizes Land Use Covenants (LUCs) to protect the public from unsafe exposures to residual contamination that is left in place after site remediation activities have been completed. The LUC imposes limitations on land use when hazardous materials, wastes, or substances remain on the subject property at levels which are not suitable for unrestricted use of the land. The LUC includes easements, servitudes, covenants, and restrictions which run with the land and continue into perpetuity unless modified or terminated in accordance with applicable law. All LUCs are signed by the DTSC and the landowner, and recorded in the county where the land is located.

A review of the January 2022 DTSC database records did not identify any deed restrictions on the subject property.

## State of California Water Resources Control Board Regional Water Quality Control Board (RWQCB) Land Use Covenants

RWQCB utilizes Land Use Covenants (LUCs) to protect the public from unsafe exposures to residual contamination that is left in place after site remediation activities have been completed. The LUC imposes deed restrictions and activity and use limitations on land use when hazardous materials, wastes, or substances remain on the subject property at levels which are not suitable for unrestricted use of the land. The LUC includes easements, servitudes, covenants, and restrictions which run with the land and continue into perpetuity unless modified or terminated in



accordance with applicable law. All LUCs are signed by the RWQCB and the landowner, and recorded in the county where the land is located.

A review of the May 2022 RWQCB database records did not identify any recorded land use and activity restrictions on the subject property.

## State of California Water Resources Control Board (WRCB) <u>Deed Restrictions</u>

WRCB utilizes Deed Restrictions to protect the public from unsafe exposures to residual contamination that is left in place after site remediation activities have been completed. The Deed Restrictions impose restrictions and activity and use limitations on land use when hazardous materials, wastes, or substances remain on the subject property at levels which are not suitable for unrestricted use of the land. The Deed Restrictions can include easements, servitudes, covenants, and restrictions which run with the land and continue into perpetuity unless modified or terminated in accordance with applicable law. All Deed restrictions are signed by the WRCB and the landowner, and recorded in the county where the land is located.

A review of the May 2022 WRCB database records did not identify any deed restrictions on the subject property.

## State of California Water Resources Control Board Regional Water Quality Control Board (RWQCB)

The RWQCB is responsible for monitoring the quality and flow of groundwater, and they address other potential threats to the groundwater from surface spills and leaks. The RWQCB monitors the contamination problem, the investigation and any remedial action. Their database information includes active and closed Cleanup Program Sites, Land Disposal Sites, Leaking Underground Storage Tank (LUST) Sites, Military Cleanup Sites, Military Privatized Sites, Military Underground Storage Tank Sites and registered underground storage tank sites (RWQCB sites) within the State of California.

A review of the May 2022 RWQCB records determined the subject property is not listed as a known RWQCB site. There is one known open RWQCB LUST site located within a  $\frac{1}{2}$  mile radius of the subject property:

Shell Station #204-3490-0401 (#6 on map) 1309 North La Brea Avenue Hollywood, CA 90028

According to the records, the site is identified as an open LUST Cleanup Site that is currently undergoing remediation. This case was opened in November 1987 and the groundwater is



potentially contaminated with gasoline. Due to the distance, it is unlikely any contaminants from this site will have a significant impact on the subject property.

There is also one active non-LUST RWQCB Cleanup site identified within a  $\frac{1}{2}$  mile radius of the subject property:

Metro Cleaners (#7 on map) 7055-7065 Sunset Boulevard Los Angeles, CA 90028

According to the records, the site is identified as an open Cleanup Program Site that is undergoing remediation. This case was opened in August 2000 and the indoor air, groundwater, soil and soil vapor potentially contaminated with petroleum, fuels, oils and volatile organic compounds (VOCs). Due to the distance, it is unlikely any contaminants from this site will have a significant impact on the subject property.

There are no records of registered underground storage tanks identified on the subject property. There are historical records of registered underground storage tanks on the adjacent property to the east (7006 Sunset Boulevard).

6.4 Additional Regulatory Records Review

State of California Department of Conservation <u>Geologic Energy Management Division (CalGEM)</u>

The CalGEM regulates the drilling, operation and abandonment of gas and oil wells throughout the state of California. If an active, idle or abandoned well is located on or adjacent to a proposed construction site, CalGEM requires a site plan review prior to issuing a building permit. Abandoned oil wells must meet standards established in 1984.

A review of the area map published by CalGEM indicates there are no producing, idle or abandoned oil wells on or adjacent to the subject property. The client may wish to review the enclosed map.

# South Coast Air Quality <u>Management District (AQMD)</u>

The AQMD is responsible for the development and enforcement of regulations concerning air emissions and airborne hazards from stationary sources in the South Coast Air Basin. AQMD maintains a "Hot Spot" list of facilities whose air emissions pose as a risk to the surrounding community. In addition, the AQMD Facility INformation Detail (FIND) database provides public information about facilities in the AQMD basin.



A review of the AQMD records determined there are no "Hot Spot" facilities identified on or adjacent to the subject property. In addition, the subject property is not identified as an active or inactive permitted facility in the FIND database.

### Los Angeles County Department of Public Works Waste Management Division (DPW/WMD)

DPW/WMD maintains maps showing the locations of active, inactive or future solid waste landfill sites in Los Angeles County.

A review of DPW's major waste systems map determined there are no active, inactive or future landfill sites within a  $\frac{1}{2}$  mile radius of the subject property.

## Los Angeles County Fire Department (LACOFD) Health Hazardous Materials Division

LACOFD maintains inspection and inventory records of companies involved in the storage and use of hazardous materials, petrochemicals, or hazardous waste. LACOFD attempts to maintain a current record of the types of hazardous substances that are utilized or stored at a particular site, and conducts periodic inspections for safety and compliance. In addition, LACOFD maintains records concerning hazardous material sites in Los Angeles County, which are reported to LACOFD by various regulatory agencies. Upon receiving the report, LACOFD monitors the cleanup process on the contaminated site.

According to the LACOFD files, there are no records of hazardous material handlers or hazardous waste generators for the subject property. The adjacent property to the west (Photomax Lab, 7040 West Sunset Boulevard, Unit F) is identified as an inactive hazardous waste generator. A review of the Active Mitigation Complaint Control Logs determined there are no listed sites on the subject property.

# City of Los Angeles <u>Fire Department (LAFD)</u>

LAFD maintains inspection and inventory records of companies involved in the storage and use of hazardous materials or petrochemicals. LAFD attempts to maintain a current record of the types of materials that are utilized at a particular site, and conducts periodic inspections for safety and compliance. LAFD also maintains records on underground storage tanks (UST), issues installation and removal permits, and monitors the contamination cleanup process.

A review of the LAFD files determined there are no records of underground storage tanks or current hazardous materials inventories for the subject property.



# 6.5 Other Environmental Reports

No previous environmental reports were identified by Orswell & Kasman, Inc. or made available by the client/user during the preparation of this assessment.

## 7.0 INTERVIEWS

### 7.1 Owner/Operator/Occupant Interviews

Mort La Kretz, the property owner advised he purchased the 7014 Sunset Boulevard property in 1985. According to Mr. La Kretz, the building was constructed in the 1920s, and the building has been used as a bank, an office building and an adult day care facility. He said the existing tenant has occupied the building for the past 10 years. Mr. La Kretz said he purchased the 7022 Sunset Boulevard property in December 2021. According to Mr. La Kretz, the building was constructed in the 1920s, and the building has been used as an office. He said the building has been vacant for the past 10 months. Mr. La Kretz advised to the best of his knowledge, there are no underground storage tanks, wastewater clarifiers, septic tanks or wells on the site, and he is not aware of any chemical spills or contamination problems with the property.

## 7.2 Interviews with Local Government Officials

No interviews with local government officials were conducted.

#### 7.3 Interview with Others

No interviews with others was conducted.

## 8.0 NON-SCOPE SERVICES

No non-scope or additional services including a broader scope of services, liability/risk evaluations, or remedial activities are included in this report. Some substances may be present on a property in quantities and under conditions that may lead to contamination of the property or nearby properties, but are not included in CERCLA's definition of hazardous substances (42 U.S.C. §960 I (14)) or do not otherwise present potential CERCLA liability. In any case, they are beyond the scope of this practice.

#### 8.1 Presumed Asbestos-Containing Materials

An asbestos building materials inspection was not included in the scope of service agreement.



# 8.2 Results of Lead-Based Paint Observations

A lead-based paint inspection was not included in the scope of service agreement.

### 8.3 Microbial Contamination (Mold)

An inspection for microbial mold was not included in the scope of service agreement.

### 8.4 Radon

A survey of the radon conditions was not included in the scope of service agreement.

# 9.0 FINDINGS AND OPINIONS

### 9.1 Recognized Environmental Conditions

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard Practice E 1527-21 on the commercial properties located at 7014 and 7022 West Sunset Boulevard and 1438 and 1444 North Sycamore Avenue, Los Angeles (Hollywood area), California, the Property. Any exceptions to, or deletions from the Standard Practice are described in Section 2.4 of this report. This assessment has not identified any evidence of *recognized environmental conditions* in connection with the Property.

## 9.2 Historical Recognized Environmental Conditions

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard Practice E 1527-21 on the commercial properties located at 7014 and 7022 West Sunset Boulevard and 1438 and 1444 North Sycamore Avenue, Los Angeles (Hollywood area), California, the Property. Any exceptions to, or deletions from the Standard Practice are described in Section 2.4 of this report. This assessment has not identified any evidence of *historical recognized environmental conditions* in connection with the Property.

## 9.3 Controlled Recognized Environmental Conditions

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard Practice E 1527-21 on the commercial properties located at 7014 and 7022 West Sunset Boulevard and 1438 and 1444 North Sycamore Avenue, Los Angeles (Hollywood area), California, the Property. Any exceptions to, or deletions from the Standard



Practice are described in Section 2.4 of this report. This assessment has not identified any evidence of *controlled recognized environmental conditions* in connection with the Property.

# 9.4 Vapor Migration

Vapor migration is defined as the movement of hazardous substances or petroleum products as a vapor in the subsurface. Properties with known or suspected soil or groundwater contamination located within an approximate minimum search distance of  $\frac{1}{3}$ -mile for hazardous substances (volatile and semi-volatile nonpetroleum hydrocarbons, e.g., perchloroethylene associated with dry cleaners) or  $\frac{1}{10}$ -mile for petroleum hydrocarbons (e.g., gasoline fuel associated with gas stations), were evaluated to determine if they are likely to impact the subject property.

Seven offsite locations have been identified as potential risks or threats to the subject property. According to the data, the sites are not located in the near vicinity, and there is no indication that contaminants from these sites have migrated onto the subject property.

## 9.5 Data Gaps/Data Failure

The ASTM Standard Practice E 1527-21 requires all obvious uses of the Property shall be identified at five year intervals from the present, back to the Property's first developed use, or back to 1940, whichever is earlier, using standard historical sources. Developed use includes agricultural uses or placement of fill dirt. Data failure occurs when these objectives are not met. Our review of standard historical sources include aerial photographs, topographic maps, fire insurance maps, local street directories, and building department or assessor's property records.

No significant data gaps were identified that would affect the ability to identify a recognized environmental condition. Although data failure occurred in the historical uses of the Property prior to 1919, it is unlikely the data failure will impact the ability to identify *recognized environmental conditions*.

## 9.6 Opinion

Based on a review of regulatory and historical records, an interview with the property owner and a visual inspection of the site and surrounding area, this assessment has not identified any *recognized environmental conditions, historical recognized environmental conditions* or *controlled recognized environmental conditions* which are likely to impact the subject property.



# 9.7 Deviations

This report was prepared in conformance to meet or exceed the scope and practice as set forth by the American Society for Testing & Materials (ASTM) Standard Practice E 1527-21, "Standard Practice of Environmental Site Assessments: Phase I Environmental Site Assessment Process." No significant deviations, deletions, or client-imposed constraints were made from this practice.

# **10.0 CONCLUSIONS**

## 10.1 Conclusions

Based on the results of this assessment, no further environmental studies are recommended for the site.

# **11.0 APPENDICES**

### 11.1 Site and Vicinity Map

A United States Geological Survey (USGS) 7.5 Minute Topographical map of the subject property and surrounding area is included in the appendices of the report. The map shows the locations of the identified offsite environmental risks or threats described in the report.

## 11.2 Site Plan

A site plan of the subject property is included in the appendices of the report. The site plan shows the general location of the structures on the property, and other items of interest which were identified in the description of the site.

#### 11.3 Site and Vicinity Photographs

Photographs of the subject property and surrounding neighborhood are attached to this report. These photographs were taken at the time of the site inspection.

#### 11.4 Historical Research Documentation

Building permit records were obtained directly from the regulatory agency identified in this report. The aerial photographs summarized in this report were obtained from BBL Consultants, Solana Beach, California; the United States Geological Survey, Menlo Park, California; Google Earth; Nationwide Environmental Title Research, Tempe, Arizona; or the United States Department of Agriculture, Salt Lake City, Utah. The historic topographic maps summarized in



this report were obtained from Nationwide Environmental Title Research, Tempe, Arizona. The Sanborn Fire Insurance Map information was obtained from Digital Sanborn Maps, 1867-1970, Ann Arbor, Michigan. The city directory search information was obtained from Sherman Library and Gardens, Corona Del Mar, California.

## 11.5 Regulatory Records Documentation

All government records were obtained directly from the regulatory agencies identified in this report.

# 11.6 Interview and Research Documentation

All of the field notes and supporting information obtained from interviews and research concerning the subject property are maintained in the report file at the offices of Orswell & Kasman, Inc.

# 11.7 Special Contractual Conditions between User and Environmental Professional

No special contractual conditions or agreements exist between the client and any of the employees of Orswell & Kasman, Inc., and Orswell & Kasman, Inc. does not have any financial interest in the subject property.

## 11.8 Qualifications of the Environmental Professionals

The following are the qualifications of the individuals who conducted the site inspection, the records review or prepared the report:

## Jack Orswell

Jack Orswell, the company founder, is an ASTM Environmental Professional and a licensed Private Investigator (#PI 14366) with the State of California. He is also a USEPA/AHERA accredited Asbestos Management Planner and California Certified Asbestos Consultant (#92-0869). He received his Bachelor of Science degree in Business Administration from the University of Southern California, and his Master of Arts degree in Organizational Leadership from Woodbury University. For 15 years he served as a Special Agent with the Federal Bureau of Investigation in the Denver, San Francisco and Los Angeles offices. Mr. Orswell received specialized training from the United States Environmental Protection Agency (EPA), and he was one of the first FBI Agents to work with the EPA in investigating federal environmental crimes.

While with the FBI, Mr. Orswell worked with the EPA's National Enforcement Investigations Center (NEIC) in Denver, Colorado, and helped establish evidence control procedures for their



laboratory personnel. As coordinator of environmental investigations for the FBI's Los Angeles office, Mr. Orswell gained extensive training and experience working with the California Department of Health Services and the Los Angeles County Sheriff's Department.

Since 1988, Mr. Orswell has been in private industry, conducting environmental assessments for several financial institutions, real estate companies and law firms. Mr. Orswell has conducted environmental investigations throughout the United States, locating and interviewing witnesses to determine how hazardous materials were handled in various manufacturing operations, and documenting the long term effects of improper disposal.

Mr. Orswell's extensive background in criminal environmental enforcement and civil litigation support make him uniquely qualified as an environmental assessor and investigator. He is a life member of the FBI Agents Association, a member of the Society of Former Special Agents of the Federal Bureau of Investigation, the National Association of Environmental Professionals, the National Association of Government Guarantee Lenders, and ASTM International.

# Marty Kasman

Marty Kasman, the principal of the company, is an ASTM Environmental Professional and a Registered Environmental Health Specialist (#4927) with the State of California. He is also a USEPA/AHERA accredited Asbestos Management Planner and California Certified Asbestos Consultant (#99-2553). He received his Bachelor of Science and Master of Science degrees in Environmental and Occupational Health Science from California State University at Northridge. He also has a Certificate in Hazardous Materials Management from the University of California at Los Angeles (UCLA). In addition, Mr. Kasman also received specialized hazardous materials training at the Federal Law Enforcement Training Center in Georgia.

Mr. Kasman served fourteen years with the Los Angeles County Fire Department, as a Supervising Hazardous Material Specialist and Deputy Health Officer. His responsibilities included field and laboratory work in hazardous materials management, conducting inspections of industrial plant operations, and monitoring cleanup activities. In addition, Mr. Kasman has investigated hundreds of abandoned waste sites and other cases involving the illegal dumping of hazardous materials throughout Los Angeles County.

Mr. Kasman currently serves as an environmental consultant to industry management in the proper handling of hazardous materials and waste. He has taught courses in hazardous materials regulatory compliance and waste management at UCLA, California State University at Northridge, and the California Specialized Training Institute at San Luis Obispo. Mr. Kasman also served on the State of California Local Unified Program Implementation Committee (LUPIC) to develop a standardized hazardous materials contingency plan.

Mr. Kasman's extensive education, training, and experience in hazardous materials management make him fully qualified to conduct environmental assessments and investigations. He is the former president and director of the California Hazardous Materials Investigators Association. He is also a former director of the Local Environmental Enforcement Officers Association, and



the Los Angeles County Association of Environmental Health Specialists. He is a member of California and National Environmental Health Associations.

# Scott Wilcox

Scott A. Wilcox is an ASTM Environmental Professional and a licensed Private Investigator (PI #18117) with the State of California. He received his Bachelor of Arts degree in Law and Society from the University of California at Santa Barbara, with an emphasis in pre-law. Since 1989, Mr. Wilcox has worked exclusively in the environmental investigation field, conducting and supervising numerous environmental investigations nationwide. Mr. Wilcox has an extensive background in the design, implementation and management of investigative teams, collaborating with attorneys and private clients in support of complex civil litigation issues. He has worked closely with many regulatory agency personnel throughout the country in his role as a case manager.

Because of his unique environmental investigative experience, Mr. Wilcox is well versed in determining the access and availability of records and other documentation regarding environmental regulatory compliance at the federal, state, regional and local levels. He has been directly involved with several Superfund investigations throughout the western United States, and he has conducted hundreds of environmental due diligence investigations throughout his career.

Mr. Wilcox's education, training and experience provide him with unique qualifications to conduct environmental assessments and investigations. He is a registered environmental expert witness with the Los Angeles County Bar Association, and he is a member of Professional Environmental Marketing Association.

# Richard Clark

Richard Clark is an ASTM Environmental Professional and a licensed Professional Civil Engineer and General Engineering Contractor with Hazardous Substances Removal and Remedial Action Certification. He received his Bachelor of Science degree in Soil Science from California Polytechnic University, San Luis Obispo and his Master of Science degree in Environmental Studies (Environmental Science concentration with an emphasis in civil engineering) from California State University, Fullerton. He pursued post graduate studies in geology at California State University, Northridge. Mr. Clark also earned a Certificate in Site Assessment and Remediation from the University of California, Irvine.

Mr. Clark has over 25 years of experience in private industry and government, conducting Phase I and Phase II environmental assessments and inspections of industrial plant operations, and monitoring cleanup activities. He has managed large remediation projects, including soil and groundwater cleanups and underground tank removals. He has been responsible for remediation feasibility studies, remediation system design, remediation contracting and system installation, and construction management. Since 1997, Mr. Clark has served as a Hazardous Materials Specialist and Deputy Health Officer for the Los Angeles County Fire Department.



Mr. Clark's extensive education, training, and work experience in environmental site assessments and remedial activities fully qualifies him to conduct environmental assessments and consulting services. Mr. Clark is also a certified professional soil scientist. He is a member of the Soil Science Society of America, Professional Soil Scientist Association of California, American Society of Civil Engineers, Geological Society of America, and Soil and Water Conservation Society.

# <u>Mark Stuhlman</u>

Mark Stuhlman is an ASTM Environmental Professional and geologist with geotechnical and environmental experience. He received his Bachelor of Science degree in Geology from California State University at Northridge. He has 40-hour OSHA HAZWOPER certification and undertakes 8-hour refresher training annually.

Mr. Stuhlman has over 10 years of experience in private industry conducting Phase I and Phase II environmental assessments, monitoring cleanup activities and site remediation. He has managed large remediation projects, including soil and groundwater monitoring programs, and soil dig and haul oversight. He has been responsible for remediation, contracting and system installation, and construction management.

Mr. Stuhlman's education, training, and work experience in environmental site assessments and remedial activities fully qualifies him to conduct environmental assessments and consulting services. He is a member of the Geological Society of America, American Association of Petroleum Geologists, and the Geoscience Information Society.







Phase I Environmental Site Assessment Report 7014 and 7022 West Sunset Boulevard and 1438 and 1444 North Sycamore Avenue August 31, 2022



Photo #1



Photo #2



Photo #3



Photo #4



Photo #5



Photo #6


Phase I Environmental Site Assessment Report 7014 and 7022 West Sunset Boulevard and 1438 and 1444 North Sycamore Avenue August 31, 2022



Photo #7



Photo #8



Photo #9



Photo #11



Photo #10



Photo #12



Phase I Environmental Site Assessment Report 7014 and 7022 West Sunset Boulevard and 1438 and 1444 North Sycamore Avenue August 31, 2022



Photo #13



Photo #14



Photo #15



Photo #16



Photo #17



Photo #18



Phase I Environmental Site Assessment Report 7014 and 7022 West Sunset Boulevard and 1438 and 1444 North Sycamore Avenue August 31, 2022



Photo #19



Photo #20



**GEOLOGIC MAP OF CALIFORNIA** 

#### EXPLANATION





# **ORSWELL & KASMAN, INC.**

ENVIRONMENTAL RECORDS RESEARCH REPORT

### Property Information:

Commercial Properties 7014 and 7022 West Sunset Boulevard 1438 and 1444 North Sycamore Avenue Los Angeles, CA 90028

OKI Report #:

P22281

Report Date:

August 31, 2022

### Prepared For:

Mort LaKretz





### Prepared by:

Orswell & Kasman, Inc. 316 West Foothill Boulevard Monrovia, CA 91016 (626) 932 - 1800 * FAX (626) 932 - 1807 www.orswell-kasman.com

The information provided herein is based upon research of public records listed on the "Reference Guide to the Regulatory Agency Databases" page of this report and not on a physical inspection of the property. By requesting this report, the client accepts the terms and conditions described on the "Database Summary" page of this report. The client may want to obtain a Phase I Environmental Site Assessment Report from an ASTM Qualified Environmental Professional to determine if any potential hazards exist on the property.

<b>DATABASE SUMMARY</b> This report is in conformance with the ASTM standard for an Environmental Site Assessment governernment records check					
	No Sites Within Specified Radius	Property & Adjacent	¼ Mile Radius	¹ /2 Mile Radius	1 Mile Radius
National Priority List (NPL)	$\checkmark$				
RCRA CORRACTS Facilities	$\checkmark$				
CALSITES					$\checkmark$
CERCLIS	$\checkmark$				
CERCLIS NFRAP	$\checkmark$				
LUSTIS			$\checkmark$		
Active / Inactive Landfills	$\checkmark$				
Treatment, Storage & Disposal (TSD)	$\checkmark$				
RWQCB Sites			$\checkmark$		
Tribal LUST	$\checkmark$				
Institutional Controls / Engineering Controls	$\checkmark$				
Closed RWQCB Sites	$\checkmark$				
Registered Underground Storage Tanks	$\checkmark$				
Federal Hazardous Waste Generators		$\checkmark$			
ERNS / NRC	$\checkmark$				
Superfund Liens	$\checkmark$				
Tribal Underground Storage Tanks	$\checkmark$				
RWQCB Deeds Restrictions	$\checkmark$				
DTSC Deed Restrictions	$\checkmark$				

Sites reported as "Case Closed" or "No Further Action" may not be listed in this report

### Property Information:

Commercial Properties 7014 and 7022 West Sunset Boulevard 1438 and 1444 North Sycamore Avenue Los Angeles, CA 90028 
 OKI Report #:
 P22281

 Completion Date:
 8/31/22

The information contained in this report is obtained from federal, state and other public sources. Orswell & Kasman, Inc. (OKI) does not make any guarantees, warranties or representations, whether expressed or implied, regarding the accuracy of such information, and shall not be held responsible in the event that any such inaccuracies are present. All liability for damages of any nature arising from any inaccuracy in the facts stated herein must be assumed by the client. OKI also advises the client that this report and information contained herein is intended solely for the use of the client or assignee with whom OKI has a contractual relationship. OKI makes no other warranty, express or implied, as to the conclusions and professional advice included in this report, and is not responsible for the independent conclusions, opinions or recommendations made by any other party or entity based whole or in part on the information provided in this records review. This report alone does not meet the "All Appropriate Inquiry" as defined by 42 U.S.C. §9601(35)(B).



Orswell Kasman, Inc. 316 West Foothill Boulevard Monrovia, CA 91016 (626) 932 - 1800 * Fax (626) 932 - 1807 www.orswell-kasman.com



# **Database Summary**

Please note that certain sites may appear on multiple databases For more information on these sites, please see the accompanying pages **Subject Property Information:** 

Commercial Properties 7014 and 7022 West Sunset Boulevard 1438 and 1444 North Sycamore Avenue Los Angeles, CA 90028

<i>Site # 1</i> 0.0031 miles from the subject property 16 feet from the subject property	Case # Site	CAD983633264 G2 GRAPHIC SVC BUREAU 7014 SUNSET BLVD LOS ANGELES, CA 90028	Source Database GEN [ ]
<i>Site # 2</i> 0.1004 miles from the subject property 530 feet from the subject property	Case # Site	SL204CX2382 METRO CLEANERS 7055-7065 SUNSET BLVD HOLLYWOOD, ca 90028	Source Database RWQCB [F]
<i>Site # 3</i> 0.2476 miles from the subject property 1307 feet from the subject property	Case # Site	T0603700762 SHELL #204-3490-0401 1309 N LA BREA AVE HOLLYWOOD, CA 90028 5548-022-097	Source Database LUSTIS 593 D4-5 [F]
<i>Site # 4</i> 0.6255 miles from the subject property 3302 feet from the subject property	Case # Site	60002229 Kodak Hollywood Campus 6700 Santa Monica Boulevard & 1017 North Las Palmas Los Angeles, CA 90038 NONE SPECIFIED	Source Database CALST [ ]
<i>Site</i> <b># 5</b> 0.7795 miles from the subject property 4115 feet from the subject property	Case # Site	19650022 VINE NEW PRIMARY CENTER La Mirada Ave/Cahuenga Blvd/Lexington Ave/Cole Ave Los Angeles, CA 90038 5533-004-007 through 015	Source Database CALST 593 F5 [LP]
<i>Site # 6</i> 0.9091 miles from the subject property 4800 feet from the subject property	Case # Site	60002485 Episcopal School of Los Angeles 6325 & 6331 - 6363 Santa Monica Boulevard Los Angeles, CA 90038 NONE SPECIFIED	Source Database CALST [ ]
<b>Site # 7</b> 0.9324 miles from the subject property 4923 feet from the subject property	Case # Site	60000967 Snow White Cleaners 1246 North Vine Street Los Angeles, CA 90038 5534-001-400	Source Database CALST [ LP ]
<i>Site # 8</i> 1 miles from the subject property 5280 feet from the subject property	Case # Site	60000524 Veiling Plating 755 Seward Street/Associates Los Angeles, CA 90038 5533-037-001	Source Database CALST 593 E6 [LP]



# GENERATORS

https://enviro.epa.gov/facts/rcrainfo/search.html

#### Case Number: CAD983633264

### Site: G2 GRAPHIC SVC BUREAU 7014 SUNSET BLVD LOS ANGELES CA 90028

Site #1 0.0031 miles from the Subject Property

Generator Type SQG

Small Quantity Hazardous Waste Generator

Handler IS NOT a Transporter

	$\frown$	
- 1		

# RWQCB

https://geotracker.waterboards.ca.gov/search.asp

Case Number:	SL204CX	2382		Case T	уре:	Clean	up Program Site
Site Name: MI 70 HC	ETRO CLE 55-7065 S DLLYWOO	ANERS UNSET BLVD D ca 90028		Current Status	t Status: Date:	Open 2019-	- Site Assessment 05-14
				Lead A	gency:	LOS A	ANGELES RWQCB (REGION 4)
Local Case #:				Local A	gency:		
Regional Boar	d # 0977			File Lo	cation:	Regio	nal Board
Potential Media	Affected:	Indoor Air, Other Groundwater (uses other than drinkin	ıg	Potentia	l Contamina	nts:	Other Chlorinated Hydrocarbons, Tetrachloroethylene (PCE)
Status History:			Regulat	ory Actio	n History:		
Date 2000-08-01 2000-08-01 2009-01-12 2014-10-20 2015-05-26 Site History:	Open - Cas Open - Site Open - Site Open - Site Open - Site Indoor / Other O The sho	e Begin Date Assessment Assessment Assessment Air, Other Groundwater (uses other than drinking water) Groundwater (uses other than drinking water), Soil, Soil V Groundwater (uses other than drinking water), Soil, Soil V Opping center was built in 1987, prior to this period the lo 1987, the subject property was occupied with small bus	Unknow 2007-11 2009-12 2011-12 , Soil, So Vapor ocation w	vn -29 -02 -20 il Vapor, as mostl	Action Type Other ENFORCEN ENFORCEN ENFORCEN Under Inves y residential	MENT MENT MENT tigation	Action Leak Reported Staff Letter Cost Recovery Agreement 13267 Requirement
Site # 2	0.1004 m	iles from the Subject Property		linenaanig	, a gaconio (		



# LUSTIS

#### https://geotracker.waterboards.ca.gov/search.asp

#### Case Number: T0603700762

#### Site Name: SHELL #204-3490-0401 1309 N LA BREA AVE HOLLYWOOD CA 90028

593 D4-5 5548-022-097

Local Case #:

Regional Board # 900280134

Potential Media Affected: Aquifer used for drinking water supply

#### Status History:

Date	Status
1987-11-01	Open - Case Begin Date
1987-11-15	Open - Site Assessment
1989-06-29	Open - Site Assessment
1989-10-30	Open - Site Assessment
1991-02-25	Open - Site Assessment
1993-06-29	Open - Site Assessment
1997-04-22	Open - Site Assessment
1998-10-01	Open - Remediation
2000-01-06	Open - Site Assessment
2000-09-15	Open - Site Assessment
2002-11-19	Open - Site Assessment
2003-04-15	Open - Remediation
2003-05-13	Open - Site Assessment
2004-12-22	Open - Remediation
2009-07-16	Open - Remediation

Case Type: Current Status: Status Date:

#### LUST Cleanup Site Open - Remediation 2009-07-16

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board

Potential Contaminants Gasoline

#### Regulatory Action History: Date Action Type Action Unknown REMEDIATION Pump and Treat Groundwater Unknown REMEDIATION Remove free product Unknown Other Leak Discoverv Unknown Other Leak Reported REMEDIATION Soil Vapor Extraction w/Other Unknown 2002-04-15 RESPONSE Monitoring Report - Quarterly RESPONSE 2002-07-15 Monitoring Report - Quarterly Staff Letter 2002-09-04 ENFORCEMENT 2002-09-09 ENFORCEMENT Staff Letter 2002-10-15 RESPONSE Monitoring Report - Quarterly 2002-11-27 ENFORCEMENT Staff Letter 2003-03-28 RESPONSE Soil and Water Investigation Report CAP/RAP - Other Report RESPONSE 2003-04-30 2003-07-15 RESPONSE Soil and Water Investigation Report 2003-10-15 RESPONSE Monitoring Report - Quarterly 2004-01-15 RESPONSE Monitoring Report - Quarterly 2004-04-15 RESPONSE Monitoring Report - Quarterly Staff Letter 2004-06-08 ENFORCEMENT Other Workplan 2004-06-15 RESPONSE 2004-07-15 RESPONSE Monitoring Report - Quarterly 2004-09-15 RESPONSE Soil and Water Investigation Report 2004-10-15 RESPONSE Monitoring Report - Quarterly 2005-01-15 RESPONSE Monitoring Report - Quarterly ENFORCEMENT Staff Letter 2005-02-25 2005-04-15 RESPONSE Monitoring Report - Quarterly 2005-04-15 RESPONSE Soil and Water Investigation Workplan 2005-04-15 RESPONSE Corrective Action Plan / Remedial Action Plan 2005-07-15 RESPONSE Monitoring Report - Quarterly RESPONSE 2005-10-15 Monitoring Report - Quarterly 2006-01-15 RESPONSE Monitoring Report - Quarterly 2006-04-15 RESPONSE Monitoring Report - Quarterly 2006-07-15 RESPONSE Monitoring Report - Quarterly RESPONSE 2006-10-15 Monitoring Report - Quarterly 2007-01-15 RESPONSE Monitoring Report - Quarterly 2007-04-15 RESPONSE Monitoring Report - Quarterly 2007-07-15 RESPONSE Monitoring Report - Quarterly 2007-10-15 RESPONSE Monitoring Report - Quarterly 2008-01-15 RESPONSE Monitoring Report - Quarterly 2008-04-15 RESPONSE Monitoring Report - Quarterly 2008-07-15 RESPONSE Monitoring Report - Quarterly 2008-10-15 RESPONSE Monitoring Report - Quarterly 2009-01-15 RESPONSE Monitoring Report - Quarterly 2009-04-15 RESPONSE Monitoring Report - Quarterly RESPONSE 2009-06-04 Clean Up Fund - 5-Year Review Summary 2009-06-15 ENFORCEMENT Staff Letter 2009-07-15 RESPONSE Monitoring Report - Semi-Annually 2009-10-15 RESPONSE Monitoring Report - Semi-Annually 2010-01-15 RESPONSE Monitoring Report - Semi-Annually 2010-04-15 RESPONSE Monitoring Report - Semi-Annually 2010-06-07 RESPONSE Soil and Water Investigation Workplan 2010-07-15 RESPONSE Monitoring Report - Semi-Annually 2010-07-15 RESPONSE Remedial Progress Report RESPONSE 2010-10-15 Monitoring Report - Quarterly 2011-01-07 RESPONSE Site Assessment Report 2011-01-15 RESPONSE Monitoring Report - Semi-Annually 2011-04-15 RESPONSE Monitoring Report - Semi-Annually



Site History:

# LUSTIS

https://geotracker.waterboards.ca.gov/search.asp

	2011-06-08	RESPONSE	Site Assessment Report
	2011-07-07	RESPONSE	Clean Up Fund - 5-Year Review Summary
	2011-07-15	RESPONSE	Monitoring Report - Semi-Annually
	2011-07-18	RESPONSE	Well Installation Workplan
	2011-10-15	RESPONSE	Monitoring Report - Semi-Annually
	2011-10-20	RESPONSE	Well Installation Report
	2012-01-15	RESPONSE	Monitoring Report - Semi-Annually
Aquifer used for drinking water supply			

Site # 3 0.2476 miles from the Subject Property

	CalSites						
	https://www.envirostor.dtsc.ca.gov/public/						
Case Numbe	r: 60002229		Status: Certified O&M - Land Use Restrictions O	Date: 2017-04-14			
Site: Koda 6700 Los A	k Hollywood Campus Santa Monica Bouleva Angeles, CA 90038	ard & 1017 North Las Palmas	Site Type Voluntary Cleanup-Voluntary Cleanup Special Program Voluntary Cleanup Program Potential Media Affected: NONE SPECIFIED				
Un NPL? NO	• 4.25 Acres		Confirmed COCs: NONE SPECIFIED				
Agencies Inv	olved: SMBRP		Potential COCs: NONE SPECIFIED				
Funding: Rea Past Uses: N	sponsible Party ONE SPECIFIED		Is Use Restricted?: YES Site Management NONE SPECIFIED				
Site # 4	0.6255 miles from the Sul	bject Property					
Aliases:							
Project Code (S	ite Code)	301718					
Envirostor ID Nu	ımber	60002229					
Completed A 2015-09-21	ctivities: Voluntary Cleanup Agreemer VCA fully executed	nt - PROJECT WIDE					
2016-09-08	Site Characterization Report LUC is required.	- PROJECT WIDE					
2017-02-09	Land Use Restriction - PROJ	ECT WIDE					
2017-03-15	Certification - PROJECT WID	E					
Scheduled A	ctivities:						

Future Activities:

# CalSites

https://www.envirostor.dtsc.ca.gov/public/

Case Number	19650022		Status: Inactive - Action Required	Date: 2003-03-20
Site: VINE	NEW PRIMARY CENT	ER	Site Type School-School Investigation	
La Mir	ada Ave/Cahuenga B	Ivd/Lexington Ave/Cole Ave	Special Program	
	ngeles, CA 90038	593 F5 LP	Potential Media Affected: SOIL	
On NPL? NO	0 Acres		Confirmed COCs: 30018,30013	
Lead Agency:	SMBRP			
Agencies Invo	Ived: SMBRP		Potential COCs: 30013, 30018	
Funding: Sch	ool District			
Past Uses: *u				
1 461 6666. 0			Is Use Restricted?:NO	
			Site Management NONE SPECIFIED	
Site # 5 0	0.7795 miles from the Sub	oject Property		
Aliases:				
Alternate Name		LA USD-VINE NEW PC		
Alternate Name		LAUSD-VINE NEW PRIMARY CENTER		
Alternate Name		LOS ANGELES UNIFIED SCHOOL DISTRIC	CT	
Alternate Name		VINE NEW PRIMARY CENTER		
Project Code (Sit	e Code)	304023		
Project Code (Sit	e Code)	304212		
Envirostor ID Nur	nber	19650022		
Completed Ac	tivities:			
2000-02-04	Phase 1 - PROJECT WIDE			
2000-02-10	Environmental Oversight Agre	eement - PROJECT WIDE		
	00			
2000-03-20	Cost Recovery Closeout Mem	10 - PROJECT WIDE		
2000-10-06	Preliminary Endangerment As	ssessment Workplan - PROJECT WIDE		
Scheduled Ac	tivities:			
concurso / to				

Future Activities:

	CalSites					
		<u>https://www</u>	w.envirostor.dtsc.ca.gov/public/			
Case Numbe	er: 60002485		Status: Active	Date: 2021-05-01		
Site: Episo 6325 Los A	copal School of Lo & 6331 - 6363 San Angeles, CA 90036	es Angeles ta Monica Boulevard 8 s	Site Type Voluntary Cleanup-Voluntary Cleanup Special Program CLRRA Liability Immunity (AB 389) Potential Media Affected: IA, SV			
Lead Agency	SMBRP		Confirmed COCS: 30022-NO,30028-NO			
Agencies Inv	volved: SMBRP		Potential COCs: 30022, 30028			
Funding: Re	sponsible Party					
Past Uses: P	HOTOGRAPHIC PROCESSIN	IG	Is Use Restricted?: YES Site Management NONE SPECIFIED			
Site # 6 Aliases:	0.9091 miles from the	e Subject Property				
Project Code (S	Site Code)	404939				
Envirostor ID N	umber	60002485				
Completed A	ctivities:					
2017-02-08	Other Report - PROJEC Background documents Environmental Site Ass	CT WIDE s: 1) Phase I ESA - 6325 Santa Monica ressment 6331-6363 Santa Monica Blv	a Blvd dated 02/27/12 2) Phase II Investigation - 6323-6327 Santa Monica Blvd d dated 02/01/16	d dated 03/22/12_3)		
2017-05-04	California Land Reuse	and Revitalization Agreement - PROJE	CT WIDE			
2017-05-05	Correspondence - PRC	JECT WIDE				
Scheduled A	ctivities:					

#### Future Activities:

Preliminary Endangerment Assessment Report PROJECT WIDE

Due: 2017

		CalSites	
	https://www	v.envirostor.dtsc.ca.gov/public/	
Case Numbe	er: 60000967	Status: Certified O&M - Land Use Restrictions O	Date: 2013-08-07
Site: Snov 1246 Los /	w White Cleaners North Vine Street Angeles, CA 90038	Site Type Voluntary Cleanup-Voluntary Cleanup Special Program Voluntary Cleanup Program LP Potential Media Affected: IA, SOIL, SV	
On NPL? NO	D 1.49 Acres	Confirmed COCs: 30022	
	y. SMBRP		
Ageneics in		Potential COCs: 30022	
Funding: Re	esponsible Party		
Past Uses:	DRY CLEANING	Is Use Restricted?: YES	
		Site Management NONE SPECIFIED	
Site # 7	0.9324 miles from the Subject Property		
Aliases:	5534_001_400		
	ວວວ+-ບປ I-4ບປ 553/በበ1/በበ		
Project Code (9	Site Code) 301397		
Envirostor ID N	lumber 60000967		
Completed A	Activities		
2008-09-17	Environmental Oversight/Voluntary Cleanup Agreement - PRO	JECT WIDE	
2000 00 11	VCA Agreement was signed off by Tedd Yargeau.		
2009-05-15	Preliminary Endangerment Assessment Report - PROJECT W	IDE	
2009-06-22	Fieldwork - PROJECT WIDE		
0000 07 00	Fieldwork completed. Preliminary results received.		
2009-07-22	Site Characterization Workplan - PROJECT WIDE		
2009-09-16	*Correspondence - Received - PRO IECT WIDE		
2000 00 10	Sent out DTSC response.		
2010-02-04	Correspondence - PROJECT WIDE		
	Letter sent with billing package.		
2010-02-25	Site Characterization Report - PROJECT WIDE		
	No more revisions on SCR, GW monitoring well installation wo	rkplan approved as of 2/25/2010.	
2010-02-25	Well Installation Workplan - PROJECT WIDE		
	No More Revisions on document. Workplan approved.		
2010-07-31	Fieldwork - PROJECT WIDE	· · · · · ·	
0040.00.40	GW wells have been installed and sampled by RP. DTSC was	not present at sampling event.	
2010-08-10	*Correspondence - Received - PROJECT WIDE		
2010-10-14	Monitoring Report - PROJECT WIDE Completed.		
2011-02-15	Monitoring Report - PROJECT WIDE Comments Issued on November 2010 GWMR		
2011-08-17	Monitoring Report - PROJECT WIDE		
	Groundwater monitoring approved with comments.		
2011-08-17	Monitoring Report - PROJECT WIDE		
	Groundwater monitoring report received. NO comments issued	d. Single comment verbally mentioned to RP.	
2012-01-20	Monitoring Report - PROJECT WIDE		
	Approved after meeting with RP.		
2012-07-20	Letter - Demand - PROJECT WIDE <i>1st demand letter sent out</i>		
2012-09-25	Site Characterization Report - PROJECT WIDE Site determined for NFA approval, to be issued.		

I

# CalSites



### https://www.envirostor.dtsc.ca.gov/public/

2012-09-25	Risk Assessment Report - PROJECT WIDE Pre-NFA Letter issued.
2012-09-25	Monitoring Report - PROJECT WIDE Completed
2013-08-01	Land Use Restriction - PROJECT WIDE LUC Filed with County on 7/25/2013, received by DTSC 8/1/2013
2013-08-07	Cost Recovery Closeout Memo - PROJECT WIDE CRU Memo Completed
2013-08-07	No Further Action Letter - PROJECT WIDE <i>NFA Letter Issued</i>
2014-02-21	Certification - PROJECT WIDE

Scheduled Activities:

Future Activities:

CalSites			
	https://www.envirostor.	dtsc.ca.gov/public/	
Case Number:	60000524	Status: Certified O&M - Land Use Restrictions O Date: 2011-02-15	
Site: Veiling Plating 755 Seward Street/Associates Los Angeles, CA 90038 593 E6 LP		Site Type Voluntary Cleanup-Voluntary Cleanup Special Program CLRRA Liability Immunity (AB 389) Potential Media Affected: CSS, IA, SOIL, SV, CSS, IA, OTH, SOIL, SV	
On NPL? NO	0.3 Acres	Confirmed COCs: 30022,30027,30067,30108,30136,30154,30156,30407,30005,3	
Lead Agency:		0013,30587,30594,, ,30108,30153,30027	
Agencies INVO	AVGA. SWIDKP	Potential COCs: 30027, 30108, 30153, 40001, 30005, 30013, 30022, 30027.	
Funding: Res	ponsible Party	30028, 30067, 30108, 30136, 30154, 30156, 30407, 30587, 30594	
Past Uses: ME ME	TAL PLATING - CHROME, METAL PLATING - OTHER, METAL PLATING - CHROME, TAL PLATING - OTHER	Is Use Restricted?: YES Site Management NONE SPECIFIED	
Site # 8	1 miles from the Subject Property		
Aliases: APN	5533037001		
EPA (FRS #)	110033613187		
Project Code (Site	e Code) 301288		
Envirostor ID Nur	nber 60000524		
Completed Ac	tivities:		
2004-05-05	Site Characterization Report - PROJECT WIDE		
2006-05-03	Site Characterization Report - PROJECT WIDE Site Characterization Report dated May 2006		
2007-01-02	California Land Reuse and Revitalization Agreement - PROJECT WIDE		
2007-03-12	Phase 1 - PROJECT WIDE Mailed out comments with cover letter on SCR to RP.		
2007-07-13	Preliminary Endangerment Assessment Workplan - PROJECT WIDE Workplan acceptable, fieldwork to begin 7/18/2007.		
2007-07-19	Fieldwork - PROJECT WIDE		
	Soil gas and metals sampling completed.		
2007-07-27	Community Profile - PROJECT WIDE		
	Community Profile is completed.		
2007-11-29	Site Characterization Report - PROJECT WIDE		
2008 00 40	rinal report submitted, rurther characterization required.		
∠ບບō-ບຯ-10	Site Granacterization workplan - PROJECT WIDE Approved with comments.		
2008-11-12	Fieldwork - PROJECT WIDE		
	Two groundwater wells installed and sampled, and a two port soil vapor pro	obe.	
2009-10-14	Supplemental Site Investigation Report - PROJECT WIDE Extent is not fully defined, but risk evaluation and removal action workplan of	can be started.	
2009-12-15	Technical Report - PROJECT WIDE DTSC modeled residual Chromium VI and has determined a cleanup numb	her of 120 ppm Total Chromium in soil.	
2010-02-26	Technical Report - PROJECT WIDE		
2010-06-03	CEQA - Notice of Exemption - PROJECT WIDE		
2010-06-03	AB 389 Response Plan - PROJECT WIDE		
	Response Plan approved.		
2010-06-19	Fieldwork - PROJECT WIDE Field activities completed.		
2010-07-29	Well Decommissioning Workplan - PROJECT WIDE		

I



# CalSites

https://www.envirostor.dtsc.ca.gov/public/

2010-10-28	Removal Action Completion Report - PROJECT WIDE	
2010-10-28	Land Use Restriction - PROJECT WIDE	
2010-11-02	Well Decommissioning Workplan - PROJECT WIDE Approved	
2010-12-01	Well Decommissioning Report - PROJECT WIDE Approved	
2011-01-12	Certification - PROJECT WIDE Letter sent to RP	
2011-01-20	Cost Recovery Closeout Memo - PROJECT WIDE Letter sent to accounting.	
2011-05-02	Soils Management Plan - PROJECT WIDE Approved	
2015-06-26	Removal Action Completion Report - PROJECT WIDE Soil Excavation Report dated June 26, 2015.	
2016-10-25	Land Use Restriction Monitoring Report - PROJECT WIDE DTSC's Approval Letter - LUC Inspection Report.	
2017-05-09	Voluntary Cleanup Agreement - PROJECT WIDE	
2017-05-11	Technical Workplan - PROJECT WIDE	
Scheduled A	Activities:	

Future Activities:

## **REFERENCE GUIDE TO THE REGULATORY AGENCY DATABASES**

Source	Description
NPL:	The National Priority List (NPL) identifies abandoned or uncontrolled hazardous waste sites, which have
1 mile search radius	been identified as possibly representing a long-term threat to the public health or environment. These sites
Date: January 2022	have been identified as being highly contaminated with hazardous substances and represent the USEPA's
	target enforcement and cleanup efforts. Studies of individual sites are conducted by the USEPA to
	determine the level of contamination, and the sites are then compared and ranked to other sites on the NPL.
	This search also includes properties that have been delisted from the NPL.
CORRACTS:	The USEPA maintains a list of facilities which have been authorized to receive hazardous waste. These
1 mile search radius	facilities have permits to treat, store or dispose of the waste as determined by the RCRA regulations. In
Date: January 2022	addition, the USEPA publishes a list of those facilities who are subject to a corrective action based on the
	facilities waste handling and storage procedures. The facilities, which are subject to a corrective action, are
	identified as CORRACTS sites.
CERCLIS:	The USEPA has developed a database known as the Comprehensive Environmental Response,
1/2 mile search radius	Compensation and Liability Information System (CERCLIS), which contains information on potential
Date: January 2022	hazardous waste sites located throughout the United States. There are over 33,000 sites on the CERCLIS
	inventory. All sites are subjected to a preliminary assessment and thereafter are either placed on the
	National Priority List (NPL) or are placed in a category for those sites requiring no further Federal
	Superfund action (NFRAP).
CALST:	The State of California Environmental Protection Agency maintains the "CalSite" database, which is a
¹ / ₂ mile search radius	listing of 7,800 known active, inactive and abandoned hazardous sites. These sites have previously been
Date: January 2022	reported in the Abandoned Site Program Information System (ASPIS), Bond Expenditure Plan (BEP) and
	Cortese database.
RWQCB:	The State of California Water Resources Control Board is responsible for monitoring the quality of flow of
¹ / ₂ mile search radius	the groundwater and compiles lists of known leaking underground storage tanks. The list is maintained as
Dute. Muy 2022	the Leaking Underground Storage Tank Information System (LUSTIS). The local Regional Water Quality
	Control Board (RWQCB) monitors the contamination problem, the investigation and any remedial activities.
Tribal UTanks:	The USEPA has developed data about underground storage tanks (UST) in Indian country.
^{1/2} mile search radius Date: December 2021	
Tribal LUST:	The USEPA has developed data about leaking underground storage tanks (LUST) in Indian country.
1/2 mile search radius	1 8 8 8 ( ) 5
Date: December 2021	
SWIS:	I ne State of California Integrated waste Management Board maintains a list of active and inactive landfill sites within California and provides information concerning the supership and times of westes brought to
Date: May 2020	sites within Camornia and provides information concerning the ownership and types of wastes brought to
TSD.	Treatment Storage or Disposal Facilities (TSDF) is a federal listing of facilities, which have been authorized
¹ / ₂ mile search radius	to receive hazardous waste. These facilities have parmits to treat store or dispose of waste as determined by
Date: January 2022	the RCRA regulations
ERNS:	The Emergency Response Notification System (ERNS) is a list of locations which have reported a release of
Property	oil or hazardous substances to the USEPA Office of Emergency and Remedial Response. Most of the data
Date: 2015	in this system is based on information that was received during the initial notification.
HWG:	The United States Environmental Protection Agency maintains a list of known hazardous waste generators
Property & adjacent	in the nation. A company on the list generates renortable quantities of hazardous waste, and the disposal and
Date: January 2022	transportation of the waste is monitored through the use of a hazardous waste manifest.
FED CTRL:	The United States Environmental Protection Agency maintains a list of properties with institutional controls
Property	such as administrative and legal controls that help minimize the potential for human exposure to
Date: September 2019	contamination and/or protect the integrity of the remedy.
UTANK:	The location and identity of registered underground tanks is maintained by the State of California Water
Property & adjacent	Resources Control Board in the Hazardous Substance Storage Container Database. The list was compiled in
Date: May 2022	1991 and there are currently no plans to update the database at the present time.
SFL:	The USEPA maintains a list of Superfund Liens that have been issued on properties throughout the United
Property & adjacent Date:	States. These sites have been remediated through the expenditures of Superfund monies. The purpose of
July 2011	the lien is to prevent the property owner from gaining a financial benefit from the federal government's
	cleanup and restoration activities.
Land Use	The State of California Department of Toxic Substances Control (DTSC) has developed a list of properties
<b>Restrictions:</b>	where DTSC has placed activity and use limits or requirements on current or future use of the property due
Property Date: January 2022	to varying levels of cleanup possible, practical, or necessary at the site.
Deed	The State of California Water Resources Control Board (SWRCB) has developed a list of properties where
Restrictions:	the SWRCB has recorded deed notifications or land activity and use limits or requirements on the current
Property	and future use of the property due to varying levels of cleanup possible, practical, or necessary at the site.
Date: May 2022	

# Appendix F Historic Memorandum



360 E. 2nd Street, Suite 225 Los Angeles, California 90012

ARG create.com

## Memorandum – DRAFT

### Introduction and Background

Architectural Resources Group (ARG) has prepared this memorandum to provide additional information on, and evaluative justification for, previous historical resources survey findings for the properties at 7014 and 7022 W. Sunset Boulevard, Los Angeles. Each property is a commercial building; 7014 W. Sunset Boulevard was constructed as a bank building in 1963, and 7022 W. Sunset Boulevard was constructed as a medical office in 1932. Both have been substantially altered since construction.

The proposed project (the Project), described in a subsequent section, would demolish both buildings to construct a new seven-story mixed-use building at 7014-7022 W. Sunset Boulevard (the Project Site).

Historic resources surveys of the Hollywood Redevelopment Area, in whole or in part, were completed in 1986, 1997, 2003, 2010, and 2020.¹ None of the surveys identified 7022 W. Sunset Boulevard as potentially eligible for listing under any designation program criteria (national, state, or local). The 2010 survey identified 7014 W. Sunset Boulevard as potentially eligible for listing in the California Register of Historical Resources for its Mid-Century Modern architecture. The accompanying Department of Parks and Recreation (DPR) form did not list any alterations to the property.² However, the 2020 survey update did not identify 7014 W. Sunset Boulevard as a potentially eligible resource, noting "Does not meet any of the eligibility criteria for listing."³ Research conducted for the current project also found the building had experienced substantial alterations.

As the properties at 7014 and 7022 W. Sunset Boulevard have not been designated or determined eligible, or identified as significant in an historical resources survey meeting the

¹ Community Redevelopment Agency of the City of Los Angeles, *Historic Resources Survey: Hollywood Redevelopment Area* (prepared by Chattel Architecture, Planning & Preservation, February 2010); CRA/LA, *Historic Resources Survey Report: Hollywood Redevelopment Plan Area* (prepared by Architectural Resources Group, GPA Consulting, and Historic Resources Group, January 28, 2020).

² Jenna Snow, DPR 523 form for 7014 W. Sunset Boulevard (prepared for the Community Redevelopment Agency of the City of Los Angeles, November 6, 2008).

³ CRA/LA, Preliminary Findings Table: Ineligible Individual Resources (submitted by ARG/GPA/HRG to Hollywood Heritage December 2018 for review after completion of the reconnaissance survey phase). Per the methodology explained in the final survey report, properties identified as ineligible were not documented further after the reconnaissance phase. See CRA/LA, *Historic Resources Survey Report*, 1-2; 8-9.

requirements in Section 5024.1(g) of the Public Resource Code (PRC), they do not qualify as historical resources under Section 15064.5(a)(2).⁴

In its land use authority over former CRA project areas, the City of Los Angeles Department of City Planning typically uses the most recent survey findings in its land use decisions - in this case, the 2020 finding that neither property appears to be a potential historical resource. Nonetheless, ARG has conducted additional research into both properties to confirm the accuracy of the 2020 findings, the results of which are reported in this memorandum. ARG has also assessed potential indirect impacts of the proposed Project on adjacent historical resources.

Senior Associate Mary Ringhoff authored this memorandum under the supervision of Principal Katie Horak and with research support from Architectural Historian Brannon Smithwick. All meet the *Secretary of the Interior's Professional Qualification Standards* in Architectural History.

## Methodology

ARG staff Mary Ringhoff and Brannon Smithwick conducted a site visit of the Project Site on February 8, 2024. During the site visit, they documented the buildings and site with digital photographs and notes, and photographed views toward the Site from adjacent historical resources in order to assist in the assessment of potential indirect Project impacts. Ms. Ringhoff returned to the Project Site on March 5, 2024 to conduct additional viewshed studies and obtain additional photographs.

Prior to the site visit, ARG reviewed all previous survey findings and conducted supplemental research using building permits, historic street-level and aerial photographs, historic newspaper articles, city business directories, historic maps, census data, and secondary sources. ARG consulted HistoricPlacesLA and the State of California's Built Environment Resource Directory (BERD) to develop lists and maps of adjacent historical resources, examining all parcels within one block of the Project Site (including the entire city block in which the Project Site is located, adjacent parcels, and parcels on opposite blocks facing the Project Site (block faces).

Pursuant to Section 15064.5(a)(2) of the State CEQA Guidelines, the term "historical resource" includes a resource listed or determined eligible for listing in the California Register, listed in a

⁴ Section 5024.1(g)(4) states a property identified as eligible for the California Register in a survey over five years old only remains eligible for the California Register if it is still identified as eligible in a subsequent survey update. Such a survey update, like the one completed for the Hollywood CRA in 2020, must "identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource."

local register of historical resources, or identified as significant in an historical resources survey meeting the requirements in Section 5024.1(g) of the PRC.

For the purposes of this study, potentially eligible individual properties and districts (as identified in historical resources surveys), as well as designated individual properties and districts, were conservatively categorized as historical resources without further analysis by ARG.

ARG then used the information from the site visit and the background research to develop a chronology of development, occupation, and use for each building. Existing historic context statements⁵ were utilized to evaluate the two properties for potential eligibility and to assess their physical integrity. ARG then reviewed Project plans and narratives and used the adjacent resource information from the HistoricPlacesLA/BERD search and the site visit viewshed photographs to assess potential indirect impacts to these designated and potentially eligible historical resources.

### **Development Chronologies**

7014 W. Sunset Boulevard

1963: A permit was pulled to demolish the existing garage and dwelling for new commercial development. Owner listed as M.K.S. Investment. Contractor listed as Duane Rash.⁶

A permit was pulled to erect a new 60'x119' commercial building comprising wood framing clad in stucco with a wood-framed roof. Owner listed as Guardian Bank. Architect listed as Irving D. Shapiro. Engineer listed as Robert Marks.⁷ The contractor for the project was Fellows Construction Company and interiors were designed by John Follis and Associations.⁸

⁵ Hollywood CRA survey reports, 2010 and 2020; City of Los Angeles Department of City Planning Office of Historic Resources, *Los Angeles Citywide Historic Context Statement: Context: Commercial Development, 1859-1980, Theme: Neighborhood Commercial Development, 1880-1980* (prepared by Daniel Prosser, August 2017); City of Los Angeles Department of City Planning Office of Historic Resources, *Los Angeles Citywide Historic Context Statement: Context: Architecture and Engineering, Sub-Context: L.A. Modernism, 1919-1980* (prepared by ARG, ICF International, and Mitzi Mogul, August 2021).

⁶ City of Los Angeles Department of Building and Safety, Building Permit No. 03812, 1/22/63.

⁷ City of Los Angeles Department of Building and Safety, Building Permit Nos. 19570-11351, 3/6/63 and 19570-35900, 4/18/63.

⁸ "New Banking House Rising in Hollywood," *Los Angeles Times*, April 28, 1963.

Construction on the new Guardian Bank building began at a groundbreaking ceremony on April 18. The Los Angeles Evening Citizen News described the building as "modern and glass enclosed" with a 20' glass façade enclosure and a mezzanine for offices and board rooms. The design boasted a "driveway completely through the building from Sunset Blvd" for customers to access the parking areas. This is located at the eastern portion of the primary façade, surmounted by a tall, tiled panel. "Gracious foliage and reflecting pools" were planned for the entry area, as well as a community room for local organizations. The bank vault was touted as a "unique architectural feature," as it designed to be completely exposed and surfaced with the polished travertine tile.⁹ This volume projects from the western portion of the primary façade.

A permit was pulled to change an exterior wall of the new bank building. Owner listed as Guardian Bank. Architect listed as Irving D. Shapiro. Engineer listed as Robert Marks.¹⁰

A permit was pulled to install two 36 square feet neon signs and one 196 square foot neon sign on the bank building's exterior walls. Owner listed as Guardian Bank. Engineer listed as G.H. Willson. Contractor listed as Electrical Advertising Company.¹¹ It is unclear whether neon signs were actually installed (the earliest available photos, from the early 1970s, depict illuminated box signs).

The new Guardian Bank building was completed and opened by September 6th.¹²

A permit was pulled to extend the parking lot and change the legal classification of the parcel. Owner listed as Guardian Bank. Architect listed as Young Woo. Contractor listed as Fellows and Associates.¹³

1964: A Certificate of Occupancy was issued for the use of the one-story, 60'x119' bank building, which included 18 parking spaces. Owner listed as Guardian Bank.¹⁴

⁹ "New Guardian Bank Fills Local Need," Los Angeles Evening Citizen News, April 19, 1963; "New Banking House Rising in Hollywood."

¹⁰ No material specifications listed on permit. City of Los Angeles Department of Building and Safety, Building Permit Nos. 297778-40287 and 297779-40287, 6/11/63.

¹¹ City of Los Angeles Department of Building and Safety, Building Permit No. 39758-44595, 8/6/63.

¹² "Guardians Bank Needs You!" business ad, Los Angeles Evening Citizen News, August 29, 1963.

¹³ City of Los Angeles Department of Building and Safety, Building Permit No. 49758-49051, 10/3/63.

¹⁴ City of Los Angeles Certificate of Occupancy Permit Nos. 35900, 40287, 49051, 3/31/64.

1965:	Manufacturers Bank acquired Guardian Bank and took over the branch location addressed to 7014 W. Sunset Blvd. ¹⁵
	A permit was pulled to install three wall signs and one roof sign on the exterior of the building. Owner listed as Manufacturers Bank. Engineer listed as Robert Box. Contractor listed as Wyper Sign and Neon Corporation. ¹⁶
1975-85:	A plywood wall was added to the rectangular projecting bay situated to the right (west) of the building's entrance doors on its primary (north) façade. The wall connects the bay to an interior portion of the building's westernmost wall. The original horizontal illuminated sign for business advertisement was replaced with a new sign affixed to the street-facing extended bay wall. ¹⁷
	A concrete barrier curb was added in front of the building's original subterranean parking entrance on the primary (north) façade. ¹⁸
1982:	A permit was pulled to add a new steel 4'x12' sign to the existing roof structure. ¹⁹ Another permit indicates two more wall signs were installed around the same time at the primary and rear facades, including a 2x7' sign and 1'x4' sign. Owner listed as Mitsui Manufacturers Bank. Architect listed as J.Z. Havek. Contractor listed as Heath and Company. ²⁰
1983:	Manufacturers Bank moved its Hollywood branch from 7014 W. Sunset to a new location in Hollywood. ²¹
1984:	Collectors Book Store, a science-fiction pulp and comic bookstore, had moved into the previously occupied bank building by October. ²²
1985-90:	Spear-top metal picket fencing was added in front of the building, spanning the entire length of the primary (north) façade. A spear-top metal picket fence

¹⁵ "2 L.A. Banks in Merger Agreement," Los Angeles Evening Citizen News, September 3, 1965.

 ¹⁶ City of Los Angeles Department of Building and Safety, Building Permit Nos. 41522-1526 and 41523-1526, 8/5/65.
 ¹⁷ Ed Ruscha, *Sunset Boulevard 1975* and *Sunset Boulevard 1985*, photographs, Getty Research Institute, accessed January 2024, <u>https://12sunsets.getty.edu/map/1974?mode=normal&d=0.32309</u>.

¹⁸ Ed Ruscha, Sunset Boulevard 1975 and Sunset Boulevard 1985.

¹⁹ City of Los Angeles Department of Building and Safety, Application for Inspection No. 38926-0001, 2/16/82.

²⁰ City of Los Angeles Department of Building and Safety, Application for Inspection No. 38775-0001, 2/16/82.

²¹ "Notice of Relocation Mitsui Manufacturers Bank Hollywood Office," Los Angeles Times, February 24, 1983.

²² Store moving ad, Los Angeles Times, October 21, 1984.

	manual car gate was also added to the building's east entrance driveway, separating the property from Sunset Boulevard. ²³
1986:	A permit was pulled to remodel and enlarge the interior mezzanine by 2,700 square feet to create a second story office. Owner listed as John Beard. Engineer listed as Valencia and Associates. ²⁴
1990:	G2 Graphic Services occupied the building. ²⁵
1998-2007:	Dark glazed tiles above driveway at east end of primary façade replaced with black and white tiles in a variegated pattern. ²⁶
1999:	Load Media Networks, a video software development company, occupied the building. ²⁷
2002:	A permit was pulled to relocate the handicapped parking area to aid in the loading of adult day care patrons of the Sunrise Adult Day Health Care Center. Owner listed as Margaret K Blume. Tenant listed as Alina Kipeler. ²⁸
	A reroofing permit was pulled by building owner Margaret K. Blume. ²⁹
	A Certificate of Occupancy was issued to convert the existing two-story bank to an adult day care. Adult clients to occupy first floor only with administrative offices on the second floor of the building. Owner listed as Galina Kopelev. ³⁰ The adult day care was still in occupancy as of ARG's February 2024 site visit.
2008-2009	Astroturf added to front entry walkway. ³¹
2015-2016	Travertine tile at projecting vault volume painted over. ³²

²³ Ed Ruscha, Sunset Boulevard 1985 and Sunset Boulevard 1990, photographs, Getty Research Institute, accessed January 2024, https://12sunsets.getty.edu/map/1974?mode=normal&d=0.32309.

²⁴ City of Los Angeles Department of Building and Safety, Building Permit Nos. 4545486 and 4545986, Application for Inspection No. 00309, 8/28/86.

²⁵ Ed Ruscha, Sunset Boulevard 1990.

²⁶ Ed Ruscha, Sunset Boulevard 1998 and Sunset Boulevard 2007, photographs, Getty Research Institute, accessed January 2024, <u>https://12sunsets.getty.edu/map/1974?mode=normal&d=0.32309</u>.

²⁷ "Rash of Pink Slips at Load Media Network," Los Angeles Times, May 22, 2000.

²⁸ City of Los Angeles Department of Building and Safety, Building Permit No. 02016-70001-04635, 4/16/02.

²⁹ No contractor specified on permit. City of Los Angeles Department of Building and Safety, Building Permit No. 02016-10000-08222, 5/2/02.

³⁰ City of Los Angeles Certificate of Occupancy Permit No. 02016-70000-04635, 11/15/02.

³¹ Google Streetview, July 2008 and May 2009.

³² Google Streetview, November 2015 and May 2016.

- 2016-2017 Variegated black and white tiles at east end of primary façade replaced with uniform white tiles surrounded by black tile border.³³
- 2022-2024 Brown tile around deposit box on primary façade painted over.³⁴

ARG did not observe any additional changes to the alterations noted above during the site visit on February 8, 2024.

### 7022 W. Sunset Boulevard

1932: A permit was pulled to move the existing two-story 33'x42' residential dwelling to the neighboring parcel at the rear. Owner listed as A.C. Watts. Contractor listed as G.E. Fickett and M.A. Collins.³⁵

A permit was pulled to construct a one-story 60'x120' medical office building comprising a cement foundation with 2"x4" stud, lath, and plaster walls and brick cladding. The building roof was constructed of composition shingles and the interior flooring of wood and linoleum. Owner listed as A.C. Watts. Contractor listed as G.E. Fickett and M.A. Collins.³⁶

Dr. Wesley Hommel utilized the building as a private practice medical office and clinic until ca.  $1949.^{\rm 37}$ 

A permit was pulled to tile walls, floors, and other interior finishes. Owner listed as A.C. Watts. Contractor listed as Scott Tile Company.³⁸

³³ Google Streetview, May 2016 and September 2017.

³⁴ Google Streetview, May 2022 compared to site visit February 8, 2024.

³⁵ According to parcel maps, historic building permits, and aerials, the original residential dwelling located at 7022 W. Sunset was constructed in 1923 on Lot 3 (the subject property parcel) and moved to Lot 14 in 1932, which is located immediately to the subject property's south on N. Sycamore Avenue. Another permit was pulled to construct a 20'x26' garage addition to the moved residential building, comprising wood framing with stucco cladding and composition shingle roofing. City of Los Angeles Department of Building and Safety, Building Permit Nos. 12113, 5/25/32 and 10425, 6/21/32.

³⁶ No architect listed on permit. City of Los Angeles Department of Building and Safety, Building Permit No. 10856, 6/28/32.

³⁷ "Dr. Wesley Hommel Funeral Services Slated Tomorrow," Van Nuys News and Valley Green Sheet, March 16, 1961; "Property Owners Map Zoning Fight," *Los Angeles Evening Citizen News*, January 13, 1939.

³⁸ City of Los Angeles Department of Building and Safety, Building Permit No. 12692, 8/3/32.

	A permit was pulled to install an automatic fire sprinkler system in the building's basement. ³⁹
1957:	A permit was pulled to correct the building's parapet walls along Sycamore, Sunset, and the exit way of the parcel. Building listed for current use as a medical building. Owner listed as Paul J. Hoyt. Contractor listed as General Construction Company. ⁴⁰
1959:	A permit was pulled to construct new masonry screen walls across the entire primary façade and install a new door at Sunset Blvd. entrance. Owner/contractor listed as Liberty Enterprises Inc. Architect listed as Ulrich Plaut. ⁴¹
1959-64:	Portions of the building's exterior brick cladding covered with smooth stucco. ⁴²
1964:	A permit was pulled to install interior partitions and cabinets. Owner listed as West End Medical Group. Architect listed as James Mount. Contractor listed as Parr Contracting Company. ⁴³
1965:	Doctors Royal C. Payne and Branko K. Zec established a private practice at 7022 Sunset, which operated under the name "Hollywood Sunset Medical Center." ⁴⁴
1968:	A Certificate of Occupancy was issued to change the use of the one-story 60'- 0"x121'-16" building from a medical center to a business college. Owner listed as Sawyer Business College. ⁴⁵
	A permit was pulled to remodel the existing building for use as a "business college." Owner listed as Sawyer Business College. Architect listed as Sheldon A. Saslow. Engineer listed as Lloyd Dysland and Associates. Contractor listed as American Franchise Construction Corporation. ⁴⁶

³⁹ City of Los Angeles Department of Building and Safety, Building Permit No. 19323, 12/1/32.

⁴⁰ City of Los Angeles Department of Building and Safety, Building Permit Nos. 70801, 5/6/57.

⁴¹ City of Los Angeles Department of Building and Safety, Building Permit No. 45439, 10/23/59.

⁴² City of Los Angeles Department of Building and Safety, Building Permit No. 45439, 10/23/59; City of Los Angeles Department of Building and Safety, Building Permit Nos.52550-79219 and 52551-79219, 10/22/64.

⁴³ City of Los Angeles Department of Building and Safety, Building Permit Nos.52550-79219 and 52551-79219, 10/22/64.

⁴⁴ "Certificate of Business Fictitious Name," Los Angeles Evening Citizen News, March 9, 1965.

⁴⁵ City of Los Angeles Department of Building and Safety, Building Permit No. 74814, 1/14/69.

⁴⁶ No specification for remodeling plans listed on permit. City of Los Angeles Department of Building and Safety,

	A permit was pulled to wet sandblast exterior stucco on rear and west walls. Owner listed as Shepard. Contractor listed as Porter Sandblast Company. ⁴⁷
1969:	A permit was pulled to alter and repair the building. Owner listed as Sawyer College. Contractor listed as E.H. Doss. ⁴⁸ Tenant improvements included creating four classrooms, teacher's offices, registrar offices, a director's office, a business office, a receptionist area, and a student lounge. ⁴⁹
	Sawyer College of Business, a business and secretarial training school for women, officially opened its Hollywood location at 7022 Sunset in January. ⁵⁰
1978:	A permit was pulled to replace a sign on the roof of the building. Owner listed as Castanga [sic] Realty. Contractor listed as Superior. ⁵¹
1979:	A permit was pulled to install one 3'x10' wall sign and three 6'x8' wall signs on the building's exterior. Owner listed as Castanga [sic] Realty. Contractor listed as Superior. ⁵²
	Castagna Realty opened a "showplace office" and the Castagna School of Real Estate, which offered licensing training courses and tutoring, in the 7022 Sunset building in January. ⁵³
1981:	By July the building was being used by the Senior Citizens Affordable Living Agency (SCALA), an organization that helps coordinate senior affordable housing. ⁵⁴
1990:	The office building underwent Class III-B seismic retrofitting to comply with Division 88. Owner/contractor listed as Bernard Glasser. ⁵⁵

⁴⁷ City of Los Angeles Department of Building and Safety, Building Permit No. 55647-76665, 10/25/68.

⁴⁸ No specifications for alterations or repairs listed on permit. City of Los Angeles Department of Building and Safety, Building Permit Nos. 10987 and 10988, 3/10/69.

⁴⁹ "Sawyer to Slash Ribbons," Los Angeles Evening Citizen News, January 9, 1969.

⁵⁰ "Sawyer to Slash Ribbons."

⁵¹ City of Los Angeles Department of Building and Safety, Application for Inspection Nos. 48589-75327 and 48590-75327, 12/28/78.

⁵² City of Los Angeles Department of Building and Safety, Building Permit Nos. 45379 and 45380, 3/15/79.

⁵³ "Castagna to open showplace office," *Los Angeles Times*, January 13, 1979; "Castagna Realty Grand Opening Special," sales ad, *Los Angeles Times*, January 7, 1979.

⁵⁴ "SCALA Senior Citizens Affordable Living Agency," sales ad, Los Angeles Times, July 26, 1981.

⁵⁵ City of Los Angeles Department of Building and Safety, Application for Safety Inspection 90H09346, 10/18/90.

2001:	A permit was pulled to re-stucco the building's exterior. Owner listed as The Bernard Company. ⁵⁶
	By June, the building was being used to auction motion picture equipment by Remarketing Associates, Inc. ⁵⁷
2002:	A permit was pulled to remove all interior nonbearing walls and T-bar ceiling, as well as to install an interior concrete ramp. Building listed for use as a "warehouse." Owner listed as The Bernard Company. Contractor listed as Joe Vitti of J.V. Construction Company. ⁵⁸
2003:	A permit was pulled to replace interior damaged drywall with new drywall. Owner listed as Paolo Dorigo. Contractor listed as J.V. Construction Company. ⁵⁹
2011:	By May, the building was occupied by Indie Rentals, a motion picture equipment rental house. The company had changed its name to "Division Camera" by September. ⁶⁰
2016:	A permit was pulled to install two awnings on the business college building's street-facing façades. Owner listed as Adriana Bertrucci. Contractor listed as King Awnings and His-Hwa Chien. ⁶¹
2017:	A permit was pulled to install a temporary 28'x8' sign on a temporary construction wall measuring 31'-3"x8'-0". Owner listed as Adriana Bertrucci. Contractor listed as Alliance Energy Company. ⁶²
2018:	A permit was pulled to install five more temporary construction wall signs measuring 8'x31'3" (x3 signs), 8'x28' (x1 sign), and 8'x23'6" (x1 sign). Owner listed as Adriana Bertrucci. Contractor listed as Alliance Energy Company. ⁶³

⁵⁶ No contractor listed on permit. City of Los Angeles Department of Building and Safety, Building Permit No. 01016-10000-13304, 7/17/01.

⁵⁷ "4 public auction," sales ad, *Los Angeles Times*, June 10, 2001.

⁵⁸ City of Los Angeles Department of Building and Safety, Building Permit No. 02016-2000-18802, 9/24/02.

 ⁵⁹ City of Los Angeles Department of Building and Safety, Building Permit No. 03016-20000-03285, 2/21/03.
 ⁶⁰ Google Maps street view, accessed January 2024.

⁶¹ City of Los Angeles Department of Building and Safety, Building Permit No. 16016-2000-12556, 6/3/16.

⁶² City of Los Angeles Department of Building and Safety, Building Permit No. 17048-40000-01600, 6/21/17.

⁶³ City of Los Angeles Department of Building and Safety, Building Permit No. 18048-10000-02194, 2/12/18.

A permit was pulled to replace two awnings with new awnings on the building's street-facing façades. Owner listed as Adriana Bertrucci. Contractors listed as Chong Dennis Lee and Alliance Energy Company.⁶⁴

2023: Permit application to construct a new seven-story, 112-unit mixed-use affordable housing apartment complex with roof decking and subterranean parking. Application pending zoning and other clearance requirements.⁶⁵

In addition to the alterations noted above, ARG observed the following changes to the building that were not documented in building permits or other source materials:

- Various styles of trim details added to each of the building's four façades and along its roofline.
- Various styles of wall sconces affixed to the building's primary (north) and west façades.
- Vent frames added to each vent on all four of the building's façades.
- Metal rolling shutter doors added to entries at north and west façades.
- Painted plywood half-wall with advertisements added to the building's north and west façades, obscuring the lower half of the building on both sides.

### Significance Evaluation

### 7014 W. Sunset Boulevard

The 1963 Guardian Bank building is a representative example of Mid-Century Modern commercial architecture, designed by local architect Irving D. Shapiro. Research did not find Shapiro to be a master architect, or a particularly notable or prolific practitioner. Nor did it find Guardian Bank or any subsequent owners/occupants to be significant in the history of postwar commercial development in Los Angeles.

The building has experienced substantial alterations, including addition of a wood wall to the projecting vault at the primary façade, obscuring its original configuration; painting over of travertine and ceramic tile cladding at the primary façade; replacement of original tiles at the prominent panel on the primary façade; replacement of all signage and installation of new

⁶⁴ City of Los Angeles Department of Building and Safety, Building Permit No. 18016-2000-22473, 7/30/18.

⁶⁵ City of Los Angeles Department of Building and Safety, Building Permit No. 23010-10000-02516, 6/19/23.

signage in different locations; installation of a concrete curb across the integral front driveway; addition of metal fencing; and painting over of side windows.

Due to these alterations, the building has lost its ability to convey its original architectural character or any historical associations and does not appear eligible for listing in the National Register, California Register, or as a Los Angeles HCM.

### 7022 W. Sunset Boulevard

The 1932 medical office building is an example of low-scale commercial development with no architect noted on its construction permit. Research did not find its original occupant, Dr. Wesley Hommel, or any subsequent owners/occupants to be significant individuals or important in the history of 1930s commercial development in Los Angeles.

The building has been completely altered, rendering its original architectural style indiscernible. Alterations include reconfiguration of the primary façade and entry with addition of masonry walls; recladding with stucco; infill of window and door openings; addition of a wood wall wrapping around the public-facing north and west façades; addition of trim and light fixtures; and replacement of all signage.

Due to these alterations, the building has lost its ability to convey its original architectural character or any historical associations and does not appear eligible for listing in the National Register, California Register, or as a Los Angeles HCM.

### Adjacent Historical Resources

ARG examined properties within one block of the Project Site to ascertain the number, locations, and natures of adjacent historical resources. No resources are present on the Project Site or in the city block within which it sits. Seven historical resources are present within a one-block-adjacent area.

Two are designated resources: the Charlie Chaplin Studio at 1416 N. La Brea Avenue (Los Angeles HCM #58), and the Hollywood High School Historic District (1521 N. Highland Avenue, listed in the National Register). The other five are residential properties south of the Project Site that were identified as potentially eligible for designation in the 2020 survey update: 6903, 7022, 7030, and 7036 De Longpre Avenue and 1413 N. Mansfield Avenue. Although a finding of possible eligibility in isolation does not meet the definition of historical resource per CEQA, for the purposes of this analysis these resources are conservatively being treated as presumed historical resources.

Table 1 summarizes the seven historical resources adjacent to the Project Site and Figure 1 depicts their locations. Photographs of the adjacent resources and their views to and from the Project Site are included at the end of this memorandum.

Type - Code	Name	Address	Date/P.o.S.
HCM - 5S1	Charlie Chaplin Studio	1416 N. La Brea Ave	1919-1953
NR - 1S	Hollywood HS Historic District	1521 North Highland Ave	1910-1956
May be elig - QQQ		6903 W. De Longpre Ave	1908
May be elig - QQQ		7022 W. De Longpre Ave	1924
May be elig - QQQ		7030 W. De Longpre Ave	1920
May be elig - QQQ		7036 W. De Longpre Ave	1920
Locally eligible - 5S3		1413 N. Mansfield Ave	1922

Table 1. Adjacent Historical Resources


Figure 1. Historical resources (yellow) adjacent to the Project Site (red). ARG additions to Google Maps.

### Charlie Chaplin Studio

This Los Angeles Historic-Cultural Monument sits on the east side of N. La Brea Avenue, to the southwest of the Site. The property is bounded by N. La Brea Avenue on the west, parcel lines on the north, Sycamore Avenue on the east, and De Longpre Avenue on the south. The HCM is significant under local Criterion 1 for its association with the early development of the motion picture industry, and under local Criterion 2 for its association with significant individual Charlie Chaplin. Its period of significance is defined as 1919-1953.⁶⁶ The studio property contains a complex of multiple buildings fronting on La Brea, and a modern fenced surface parking lot to the

⁶⁶ "Historic Resource – Charlie Chaplin Studio 1416 N LA BREA AVE" resource report in HistoricPlacesLA, accessed February 2024, https://historicplacesla.lacity.org/report/2e2829d1-71e6-4bdf-b5c5-4bd795a8f994.

rear (east), most proximal to the Project Site. Only the designated building complex is outlined in Figure 1, above, as the parking lot is not a character-defining feature; the parking lot replaced single-family residences fronting on N. Sycamore Avenue in a studio expansion starting in the 1960s (after the property's period of significance).⁶⁷

### Hollywood High School Historic District

This National Register District sits on the north side of Sunset Boulevard, to the northeast of the Site. Occupying a 14-acre campus bounded by Hawthorn Avenue on the north, Highland Avenue on the east, Sunset Boulevard on the south, and N. Orange Drive on the west, the district contains five contributing buildings, one contributing site (the athletic field), and three non-contributing buildings. It is significant under Criterion A for its association with civic/institutional development in Hollywood, and under Criterion C, for its PWA Moderne architecture designed by the regionally significant firm of Marsh, Smith and Powell; the district's period of significance is defined as 1910-1956.⁶⁸

### 6903, 7022, 7030, 7036 W. De Longpre Avenue and 1413 N. Mansfield Avenue

Each of these five properties is a residential property. Those on De Longpre are single-family residences; 6903 is on the north side of the street, facing east onto N. Mansfield Avenue, and 7022-7036 are on the south side of the street, facing north. These properties were assigned the "QQQ" status code in the 2020 survey update, meaning "May be eligible; additional research needed."⁶⁹ Although research indicated they are houses dating to Hollywood's early development period, they are not fully visible from the public right-of-way due to perimeter walls, fences, and vegetation and could not be evaluated. This remains the case as of ARG's February-March 2024 site visits. The property at 1413 N. Mansfield Avenue is a multi-family residence on the west side of the street, facing east. It was found significant under local Criterion 1 as a rare remaining example of a 1920s fourplex in Hollywood, dating to the area's early period of growth.⁷⁰

⁶⁷ Sanborn Map Company, "Los Angeles, Calif." 1955 (Volume 10 Sheet 1077); historic aerial photos 1948-1977, accessed March 2024, https://historicaerials.com/.

⁶⁸ Students of Hollywood High School and Kennedy High School, under the supervision of Christy Johnson McAvoy and assisted by Christine Lazzaretto (Historic Resources Group), National Register of Historic Places Registration Form: Hollywood High School Historic District, 2011.

⁶⁹ Resource reports in HIstoricPlacesLA.

⁷⁰ "Historic Resource – 1413 N MANSFIELD AVE" resource report in HistoricPlacesLA, accessed March 2024, https://historicplacesla.lacity.org/report/3ed971b1-a22f-47e2-8252-f886110445ab.

## **Project Description**

The Project proposes to demolish 7014 and 7022 W. Sunset Boulevard to construct in their place a seven-story, 91,490-sf mixed-use building with 112 residential units and ground floor retail space (2,700 sf) over one level of underground parking and one level of ground level parking. The new building would also extend to cover the two parcels behind (south of) the existing buildings, which are currently surface parking lots. The building's proposed massing would place its seven-story volume at the north end of the Project Site, facing W. Sunset Boulevard and reaching a height of 86' 6". The building would step down to the south (rear) to a two-story volume 28' 10" in height, in keeping with the lower scale of the residentially zoned area below Sunset. The flat-roofed building would visually emphasize its corner location with a rounded, full-height northwest corner with vertically oriented window bays. Exterior cladding would be smooth cement plaster (stucco), with porcelain tile decorative elements; unit balconies would have simple metal guardrails, and roof decks would have cantilevered glass guardrails. Most of the Sunset-facing north façade (including the rounded corner at Sycamore Avenue) would be fully glazed at the bottom two stories, in keeping with the retail use.

## Project Impacts Analysis (Indirect Impacts)

Currently, the Project Site is improved with two commercial buildings. As discussed above, neither building appears eligible for designation under federal, state, or local designation criteria, and therefore does not meet the definition of a historical resource under CEQA. Thus, there are no historical resources located on the Project Site and the Project would not have any direct impacts on historical resources. Potential indirect impacts to the seven historical resources adjacent to the Project Site are assessed below.

### Charlie Chaplin Studio

The Charlie Chaplin Studio is located to the southwest of the Project Site, on the opposite side of N. Sycamore Avenue with walled/fenced surface parking lots between the two properties. The studio complex's primary frontage is on N. La Brea Avenue, with one-story Tudor Revival buildings facing due west. Its tallest buildings, at the north and south property lines near the rear of the complex, are two stories in height. The rear, non-public-facing elevations of some of the Charlie Chaplin Studio buildings have an oblique, distant view of the Project Site and the secondary elevations of 7014-7022 W. Sunset Boulevard to the northeast. Likewise, the southwest portion of the Project Site has an oblique view of the studio's modern parking lot, and, more distantly, the rear, non-public-facing elevations of some of the complex. Should the Project be completed as proposed, the rear elevations of the Chaplin Studio would

have partial views of the Project to the northeast, and the Project would have partial views of the Chaplin Studio to the southwest. These views to and from the utilitarian rear of the studio complex are not character-defining or important to the resource's significance.

The primary (west-facing) frontage of the Charlie Chaplin Studio does not have views of the Project Site to the northeast. The primary public view of the Charlie Chaplin Studio is from N. La Brea Avenue to the west. From the west side of La Brea, looking obliquely northeast toward the primary façades of the Studio's buildings, there would be a partial, distant view of the upper stories of the Project's proposed seven-story, Sunset-fronting volume. Standing on the west side of La Brea directly across from the Studio's well-known gated entrance (now marked by a Kermit the Frog rooftop statue), the view to the closest visible point of the Project (the southwest corner of the proposed seven-story volume) is approximately 610 feet to the northeast. A direct view due east toward the Studio would not have a view of the Project. Due to both distance and angle, the important east-facing view of the resource would not be blocked or impaired by the Project.

The historic setting of the Charlie Chaplin Studio has already been significantly changed due to modern construction and alterations, including the replacement of residences with rear surface parking east of the original complex starting in the 1960s. The parcels north of the current Studio complex, once containing a Chaplin-built residence, orchard, and studio outbuildings, were sold to Safeway in 1942 and have had commercial occupants ever since.⁷¹ The only direct (oblique) view from the historic resource that would be marginally changed by the construction of the Project would be from the rear (east side) of the Studio property. The only direct (oblique) important view toward the resource that would be marginally changed would be looking northeast from La Brea toward Sunset, where the seven-story tower would be partially visible over 600 feet away. Both of these changes would be to a setting already greatly modified since the resource's period of significance. The addition of the seven-story building to the northeast of the Charlie Chaplin Studio would not compromise the historic setting of the resource, as it is already lost.

Following completion of the project, the Charlie Chaplin Studio would continue to convey all of its existing historic physical characteristics for which it was designated, and would retain all aspects of integrity it is currently presumed to possess⁷² except for setting, which has already been lost. The significance of the Charlie Chaplin Studio, which is adjacent to the Project Site, would not be

⁷¹ Ray Hebert, "Old Chaplin Studio Now Historic Site," *Los Angeles Times* February 6, 1969; comparison of historic aerial photographs on historicaerials.com.

⁷² The presumption of integrity is based on the HCM designation, the minimal information provided in HistoricPlacesLA, and visual observation of the publicly visible portions of the property.

impaired by the Project. Therefore, the Project would not have any indirect impacts on the historical resource.

### Hollywood High School Historic District

The Hollywood High School Historic District (Hollywood HS district or district) is located to the northeast of the Project Site, on the opposite side of Sunset Boulevard with N. Orange Drive and several commercial properties between the two properties. Its closest point (the southwest corner of the property) is approximately 250 feet from the Project Site's closest point (the northeast corner of 7014 W. Sunset Boulevard). The district's primary frontage is on Sunset Boulevard, facing due south. Its tallest buildings are two stories in height.

The Hollywood HS district has a direct, oblique view of 7014-7022 W. Sunset Boulevard from its public-facing primary façade. There is also a direct, oblique view of the resource from the public-facing primary façade of 7014-7022 W. Sunset Boulevard. The primary public views of the Hollywood HS district are from Sunset Boulevard to the south and Highland Avenue to the east, and these views would remain unchanged by the Project, which is located to the southwest. There are no important views of or from the district from any direction that would be blocked or impaired by the Project.

The historic setting of the Hollywood High School Historic District has already been significantly changed due to modern construction and alterations. While the view west/southwest down Sunset Boulevard from the high school property would be marginally changed by the construction of the Project, it would be a change to a setting already greatly modified since the district's period of significance. Therefore, the addition of the seven-story building to the west/southwest of the historic district would not compromise the historic setting of the building, as it is already lost.

Following completion of the project, the Hollywood High School Historic District would continue to convey all of its existing historic physical characteristics for which it was designated, and would retain all aspects of integrity it currently possesses except for setting, which has already been lost. The significance of the Hollywood HS District, which is adjacent to the Project Site, would not be impaired by the Project. Therefore, the Project would not have any indirect impacts on the historical resource.

### 6903, 7022, 7030, 7036 W. De Longpre Avenue and 1413 N. Mansfield Avenue

The five residential properties on De Longpre Avenue and N. Mansfield Avenue do not currently have direct views of the Project Site or the existing buildings from any part of their parcels due to intervening development (single- and multi-family residential properties ranging in height from one to three stories). Should the Project be completed as proposed, they would have partial

distant views of the upper stories of the proposed seven-story volume facing Sunset Boulevard. They would not have views of two-story volume at the rear of the Project Site.

The primary views associated with 1413 N. Mansfield Avenue are toward it to the west (south of the Project Site) and from it to the east (away from the Project Site). The primary views associated with 6903 De Longpre Avenue are toward it to the west (south of the Project Site) and from it to the east (away from the Project Site). The primary views associated with 7022, 7030, and 7036 De Longpre Avenue are toward them to the south (away from the Project Site) and from the north (toward the Project Site, currently obscured by modern development).

None of the views associated with these properties is character-defining or important to their potential historical significance as 1908-1924 residential properties in the Hollywood area. Due to modern construction and alterations, the historic setting of these properties has already greatly changed since their construction. The addition of the seven-story, Sunset Boulevard-fronting volume to the north would not compromise the historic setting of the buildings, as it is already lost. Furthermore, any partial views these properties would have of the seven-story volume as proposed would be distant, and would be of the secondary (south) elevation as the front faces Sunset Boulevard.

Following completion of the project, the historic resources would continue to convey all of their existing historic physical characteristics for which they are presumed to be eligible (pending further research), and would retain all aspects of integrity they currently possess except for setting, which has already been lost. The significance of 6903 De Longpre Avenue, 7022 De Longpre Avenue, 7030 De Longpre Avenue, 7036 De Longpre Avenue, and 1413 N. Mansfield Avenue, adjacent to the Project Site, would not be impaired by the Project. Therefore, the Project would not have any indirect impacts on the historical resources.

Thus, in ARG's professional opinion the Project will not cause any indirect impacts on historical resources.

## Conclusion

Upon additional research, two site visits, evaluations against federal, state, and local eligibility criteria, and Project Site analysis, ARG finds that neither 7014 W. Sunset Boulevard nor 7022 W. Sunset Boulevard is eligible for listing in the National Register, California Register, or as a Los Angeles Historic-Cultural Monument due to extensive alterations.

Pursuant to Section 15064.5(a)(2) of the State CEQA Guidelines, the term "historical resource" includes a resource listed or determined eligible for listing in the California Register, listed in a

local register of historical resources, or identified as significant in an historical resources survey meeting the requirements in Section 5024.1(g) of the PRC. The properties at 7014 and 7022 W. Sunset Boulevard do not meet any of these requirements. Therefore, they do not qualify as historical resources under Section 15064.5(a)(2).

There are seven historical resources adjacent to the Project Site: the Charlie Chaplin Studio (1416 N. La Brea Avenue, the Hollywood High School Historic District (1521 N. Highland Avenue), and the residential properties 6903 De Longpre Avenue, 7022 De Longpre Avenue, 7030 De Longpre Avenue, 7036 De Longpre Avenue, and 1413 N. Mansfield Avenue. The Project would not impair the significance of these historical resources.

The Project has not been shown to have either a direct or an indirect impact on historical resources. Furthermore, the Project would not result in a cumulative impact to any historical resources, and cumulative impacts to historical resources would be less than significant.



## Adjacent Historical Resource Photographs – Charlie Chaplin Studio

Overview of primary façades/frontage of Charlie Chaplin Studio from N. La Brea Avenue, view northeast toward Project Site. ARG, March 5, 2024.



Primary view of Charlie Chaplin Studio, facing east. ARG, March 5, 2024.



View northeast toward the Project Site from the Charlie Chaplin Studio entrance on N. La Brea Avenue. ARG, March 5, 2024.



View southwest toward the rear of the Charlie Chaplin Studio from the southwest corner of the Project Site. ARG, March 5, 2024.



View southwest toward the rear of the Charlie Chaplin Studio from the approximate location of the southwest corner of the proposed seven-story tower. ARG, March 5, 2024.



View northeast toward the Project Site from the Sycamore Ave. sidewalk point closest to the northeast corner of the Charlie Chaplin Studio property. ARG, March 5, 2024.



## Adjacent Historical Resource Photographs – Hollywood HS Historic District

View west/southwest toward the Project Site from the southwest corner of the Hollywood High School Historic District parcel, at street level. ARG, February 8, 2024.



View west/southwest toward the Project Site from the front steps of the Liberal Arts Building (closest building within the Hollywood High School Historic District parcel). ARG, February 8, 2024.



View west/southwest toward the Project Site from the front landing of the Liberal Arts Building (closest building within the Hollywood High School Historic District parcel). ARG, February 8, 2024.



View east/northeast toward the Hollywood High School Historic District from the closest point of the Project Site (northeast corner of 7014 W. Sunset Boulevard). ARG, February 8, 2024.



View east/northeast toward the Hollywood High School Historic District from the farthest point of the Project Site (northwest corner of 7022 W. Sunset Boulevard). ARG, February 8, 2024.

Adjacent Historical Resource Photographs – 1413 N. Mansfield Avenue and 6903, 7022, 7030, 7036 De Longpre Avenue



Primary view of 1413 N. Mansfield Avenue, facing west. ARG, March 5, 2024.



View northwest toward the Project Site from 1413 N. Mansfield Avenue. ARG, March 5, 2024.



Primary view of 6903 De Longpre Avenue, facing west (despite the De Longpre Avenue address, the house faces east toward N. Mansfield Avenue). ARG, March 5, 2024.



View northwest toward the Project Site from 6903 De Longpre Avenue. ARG, March 5, 2024.



Primary view of 7022 De Longpre Avenue, facing south. ARG, March 5, 2024.



View north toward the Project Site from 7022 De Longpre Avenue. ARG, March 5, 2024.



Primary view of 7030 De Longpre Avenue, facing south. ARG, March 5, 2024.



View north toward the Project Site from 7030 De Longpre Avenue. ARG, March 5, 2024.



Primary view of 7036 De Longpre Avenue, facing south. ARG, March 5, 2024.



View north/northeast toward the Project Site from 7036 De Longpre Avenue. ARG, March 5, 2024.

### E – PROJECT DESIGN FEATURES (PDFS)

# **PROJECT DESIGN FEATURES: 7022 SUNSET PROJECT**

## **PROJECT DESIGN FEATURES**

### Noise and Vibration

**PDF NV-1:** Amplified Music: Operation of permanently wired amplified sound systems at the rooftop terraces shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. and shall not exceed a volume of 80 dBA measured at 3 feet from any speaker. In addition, all speakers shall be designed and installed to direct sound toward the center of the Project terraces.

### Transportation

### PDF TRAF-1: Construction Management Plan

The contractor would develop a Construction Management Plan as a mandatory part of the Project and submit it to the City of Los Angeles for approval to reduce the effects of Project construction. The Construction Management Plan would include the following:

- Coordinate with the City to ensure adequate access to the Project Site and land uses in proximity of the Project Site is maintained.
- Pick-ups, deliveries, and exports of construction materials should be scheduled during off-peak hours to the extent possible.
- Reduce the potential of trucks waiting for extended periods to load or unload.
- Determine the number and location of flag personnel required during traffic rerouting and deliveries.
- Contractor to post construction notices/hotlines at several locations on the Project Site.
- Establish requirements for storage of materials and loading/unloading on the Project Site.
- Worksite traffic control plans approved by the City of Los Angeles should be implemented to route vehicles, bicyclist and pedestrians around the area during any parking, travel lane or sidewalk closures.
- Coordination with Hollywood High School administrators regarding the Project's construction schedule, points of contact, and identification of measures to avoid disruption of school activities. These activities include but not limited to, pick-up/drop-off by vehicles and foot, use of the school parking lot, outdoor breaks and recreation, noise beyond codified limits (though none is being proposed), and any construction activities that have potential to create airborne particulates from grading.

- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the Hollywood High School. Haul route trucks shall not be routed past Hollywood High School during periods when school is in session especially when students are arriving or departing from the campus.
- The crosswalk at the North Sycamore Avenue and Sunset Boulevard intersection identified in the Hollywood High School Safe Routes to School (SRTS) plan would be maintained during construction or an alternative pedestrian access route would be provided per the standards of the SRTS.¹

¹ LADOT Livable Streets. "LADOT Livable Streets," n.d. https://ladotlivablestreets.org/projects/Hollywood-SRTS-Plan.