



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: August 10, 2023
Time: After 8:30 a.m.*
Place: Los Angeles City Hall
200 North Spring Street, Room 340
Los Angeles, CA 90012

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

Public Hearing: June 13, 2023
Appeal Status: Density Bonus Off-Menu Incentives are not further appealable. Density Bonus On-Menu Incentives and Site Plan Review are appealable to the City Council.
Expiration Date: August 27, 2023
Multiple Approval: Yes

Case No.: CPC-2023-397-DB-SPR-HCA
CEQA No.: ENV-2023-398-CE
Council No.: 8 – Marqueece Harris-Dawson
Plan Area: South Los Angeles
Specific Plan: South Los Angeles Alcohol Sales
Community Plan Overlay: South Los Angeles Community Plan Implementation Overlay District
Certified NC: Empowerment Congress North Area
Zone: C2-1VL-O-CPIO
Land Use Designation: Neighborhood Commercial
Applicant: Amir Ohebsion, FAC
Adams Boulevard, LLC
Representative: Dana Sayles, Three6ty

PROJECT LOCATION: 1722-1734 West Adams Boulevard

PROPOSED PROJECT:

The project involves demolition of a single-story, multi-tenant commercial building, and the construction, use, and maintenance of a new five-story residential building, 60 feet in height, containing a total of 90 dwelling units with 10 units reserved for Very Low Income Households. The proposed development will contain 73,603 square feet of floor area, equating to a total floor area ratio (FAR) of approximately 3:1. The project will provide a total of 7,380 square feet of open space comprised of private balconies, a courtyard, terraces, a rec room, and a gym. The project will have one subterranean level that will contain a total of 51 vehicle parking stalls. The project will provide a total of 76 bicycle parking stalls including, 69 long-term, and seven (7) short-term parking stalls.

REQUESTED ACTIONS:

- 1) Pursuant to CEQA Guidelines, Section 15332 (Class 32), an Exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies; and
- 2) Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.25, a Density Bonus for a Housing Development containing a total of 90 dwelling units [with 10 units – 15 percent

of the base density set aside for Very Low Income Households], along with the following On- and Off-menu Incentives:

- a. an On-Menu Incentive to permit up to a maximum 20 percent reduction in the required amount of open space;
 - b. an Off-Menu Incentive to permit a Floor Area Ratio (FAR) of 3:1, in lieu of the otherwise permitted FAR of 1.5:1; and
 - c. an Off-Menu Incentive to permit a 15-foot increase in building height to 60 feet, in lieu of the otherwise permitted 45 feet; and
- 3) Pursuant to LAMC Section 16.05, Site Plan Review for the construction of a new residential development resulting in a net increase of 50 or more dwelling units.

RECOMMENDED ACTIONS:

- 1) **Determine**, that based on the whole of the administrative record, the project is exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
- 2) **Approve** a Density Bonus for a Housing Development containing a total of 90 dwelling units [with 10 units – 15 percent of the base density set aside for Very Low Income Households], along with the following On- and Off-menu Incentives:
 - a. an On-Menu Incentive to permit up to a maximum 20 percent reduction in the required amount of open space;
 - b. an Off-Menu Incentive to permit a Floor Area Ratio (FAR) of 3:1, in lieu of the otherwise permitted FAR of 1.5:1; and
 - c. an Off-Menu Incentive to permit a 15-foot increase in building height to 60 feet, in lieu of the otherwise permitted 45 feet; and
- 3) **Approve** Site Plan Review for the construction of a new residential development resulting in a net increase of 50 or more dwelling units;
- 4) **Adopt** the attached Conditions of Approval; and
- 5) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning



Heather Bleemers
Senior City Planner



Esther Ahn
City Planner



Trevor Martin
City Planning Associate

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

TABLE OF CONTENTS

Project Analysis	A-1
Project Summary	
Project Background	
Public Hearing	
Professional Volunteer Program	
Issues and Considerations	
Conclusion	
Conditions of Approval	C-1
Findings.....	F-1
Density Bonus	
Site Plan Review	
Public Hearing and Communications	P-1
Exhibits:	
Exhibit A – Site Plan, Floor Plans, Elevations, Landscape Plan, Renderings	
Exhibit B – Environmental Documents (ENV-2023-398-CE)	
Exhibit C – Los Angeles Housing Department (LAHD) SB 8 Replacement Unit Determination Letter	
Exhibit D – Vicinity Map, Radius Map, and ZIMAS Map	
Exhibit E – Index Map and Site Photos	
Exhibit F – South Los Angeles CPIO Geographic Project Planning Referral Form	
Exhibit G – Public Correspondence	

PROJECT ANALYSIS

PROJECT SUMMARY

The A+N Apartments Project is located at 1722-1734 West Adams Boulevard within the South Los Angeles Community Plan area. The project involves the demolition of a single-story, multi-tenant commercial building, and the construction, use, and maintenance of a new five-story residential building, 60 feet in height, containing a total of 90 dwelling units with 10 units reserved for Very Low Income Households, as shown in **Figure 1** below. The proposed development will contain 73,603 square feet of floor area, equating to a total floor area ratio (FAR) of approximately 3:1. The project will provide a total of 7,380 square feet of open space comprised of private balconies, a courtyard, terraces, a rec room, and a gym. The project will have one (1) subterranean level that will contain a total of 51 vehicle parking stalls. Additionally, the project will provide a total of 76 bicycle parking stalls including, 69 long-term, and seven (7) short-term parking stalls.



Figure 1. Rendering of the proposed residential building facing southeast from Adams Boulevard.

In order to facilitate the development of the proposed project, the applicant is requesting the following discretionary actions: 1) a Density Bonus for a Housing Development containing a total of 90 dwelling units [with 10 units – 15 percent of the base density (66 units) set aside for Very Low Income Households], along with the following On- and Off-menu Incentives: a) an On-Menu Incentive to permit up to a maximum 20 percent reduction in the required amount of open space; b) an Off-Menu Incentive to permit a Floor Area Ratio (FAR) of 3:1, in lieu of the otherwise permitted FAR of 1.5:1; and c) an Off-Menu Incentive to permit a 15-foot increase in building height to 60 feet, in lieu of the otherwise permitted 45 feet; and 2) Site Plan Review for the construction of a new residential development resulting in a net increase of 50 or more dwelling units.

PROJECT BACKGROUND

Project Site

The subject property is located at the southeast corner of Adams Boulevard and Brighton Avenue, several blocks south of the Interstate 10 Freeway. The project site is a level, rectangular-shaped parcel of land comprised of three (3) contiguous lots, encompassing 24,534 square feet (approximately 0.56 acres) of lot area. The subject property has 175 feet of street frontage along the south side of Adams Boulevard, and 140 feet of street frontage along the east side of Brighton Avenue. A public alley adjoins the project site to the south.

The subject property had previously been developed with a single-story, multi-tenant commercial building and surface parking lot. The site has been vacant for several years and the commercial building has been partially demolished as shown in **Figures 2** and **3** below. There are no trees or vegetation on the project site. The subject property does, however, have a total of four (4) existing street trees along its street frontages: three (3) along Adams Boulevard and one (1) along Brighton Avenue.

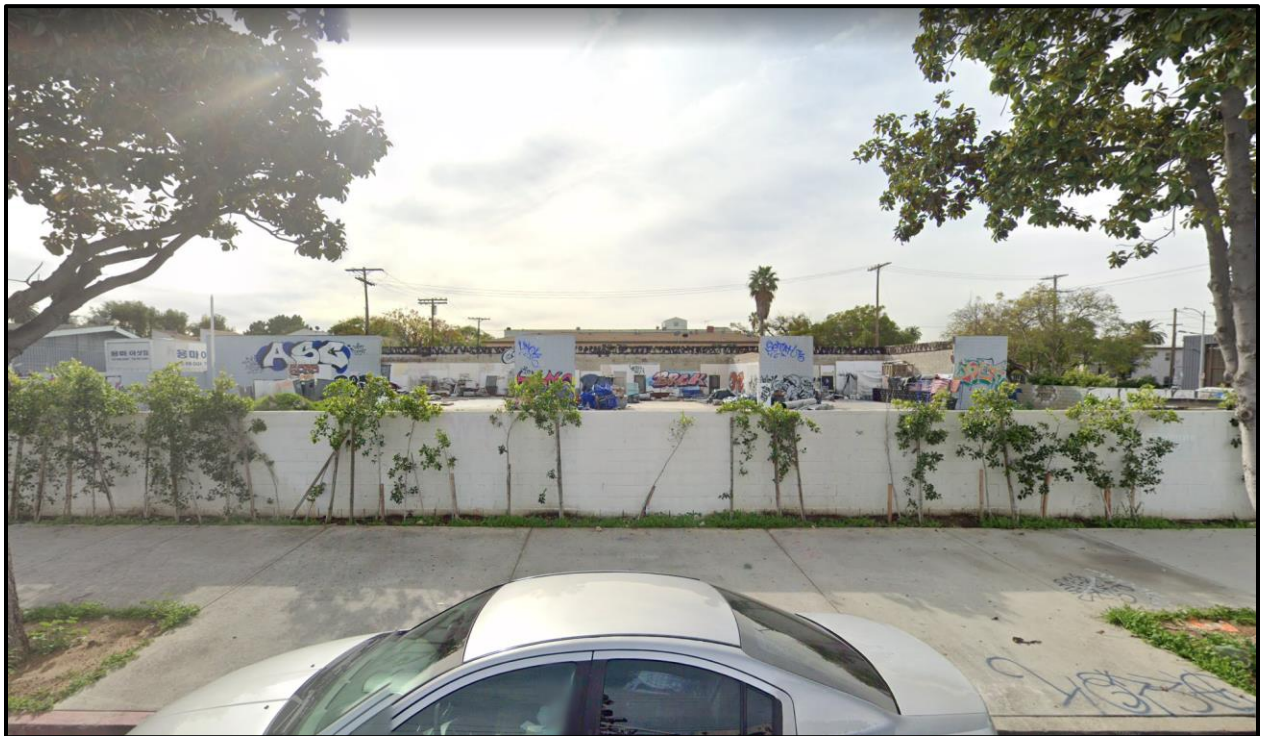


Figure 2. View of the subject property from Adams Boulevard facing south.

Surrounding Properties

Properties within the vicinity of the project site are zoned C2-1VL-O-CPIO, R3-1VL-O-CPIO, and RD1.5-O-CPIO, and are designated for Neighborhood Commercial, Medium Residential, and Low Medium II Residential land uses. The surrounding properties are developed with a variety of commercial, multi-family residential, and institutional uses. The buildings range from one to three stories in height. Properties abutting the project site to the north, across Adams Boulevard, are zoned C2-1VL-O-CPIO and are developed with a two-story single-family residence, three-story small lot homes, and a single-story warehouse building. Adjoining the subject site to the east is a C2-1VL-O-CPIO zoned property developed with a gas station (Adams Fuel Inc.) Properties to the south, across a public alley, are zoned RD1.5-1-O-CPIO and R3-1VL-O-CPIO and are developed with two-story apartment buildings. Properties abutting the project site to the southwest, across

Brighton Avenue, are zoned RD1.5-1-O-CPIO and are developed with two-story apartment buildings. Abutting the subject property to the west are parcels zoned C2-1VL-O-CPIO, that are improved with a two-story, multi-tenant commercial building.



Figure 3. Aerial view of the project site and the surrounding properties.

General Plan Land Use Designation and Zoning

As shown in **Figure 4** below, the project site is zoned C2-1VL-O-CPIO and is located within the South Los Angeles Community Plan area. The Community Plan Area Map designates the subject property for Neighborhood Commercial land uses, corresponding to the CR, C1, C1.5, C2, C4, RAS3, and R3 zones. The project site is located within the South Los Angeles Community Plan Implementation Overlay (CPIO) (ZI-2484), the South Los Angeles Alcohol Sales Specific Plan (ZI-1231), a Los Angeles State Enterprise Zone (ZI-2374), a Transit Priority Area in the City of Los Angeles (ZI-2452), a Tier 1 Transit Oriented Communities area, and an Urban Agriculture Incentive Zone. The property is not located within the boundaries of or subject to any other specific plan, community design overlay, or interim control ordinance.

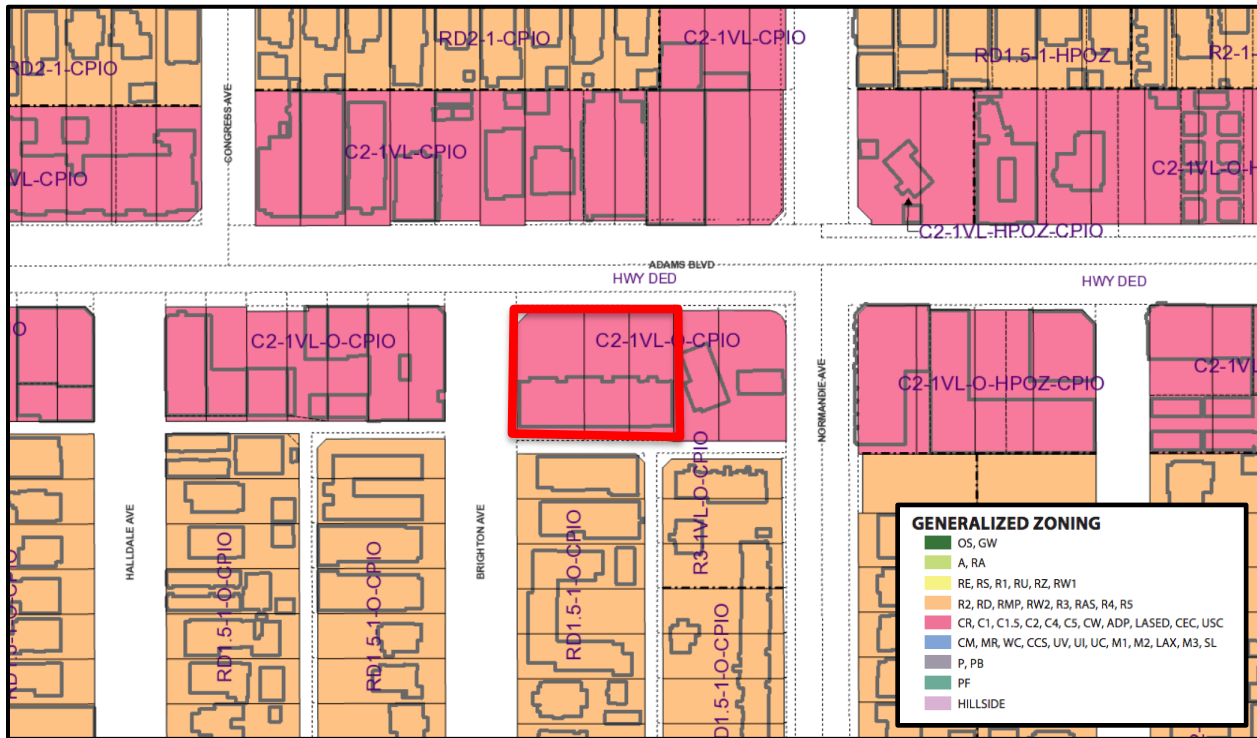


Figure 4. Zoning of the subject property.

Streets and Public Transit

Adams Boulevard, adjoining the subject property to the north, is a designated Avenue I, dedicated to a varying right-of-way width of 90 to 100 feet, and is improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Brighton Avenue, adjoining the subject property to the west, is a Local Street – Standard, dedicated to a right-of-way width of 80 feet, and is improved with asphalt roadway, concrete curb, gutter, and sidewalk.

A public alley adjoins the subject property to the south and is dedicated to a right-of-way width of 20 feet.

The project site is served by the Metro Local 37 and 206 bus lines, whose bus stops are located east of the project site at the intersection of Adams Boulevard and Normandie Avenue.

Proposed Improvements

The project would redevelop the subject site by removing a vacant single-story, multi-tenant commercial building and surface parking lot and constructing a new five-story residential building, with one subterranean level, containing a total of 90 dwelling units with 10 units reserved for Very Low Income Households. The proposed development will contain 73,603 square feet of floor area equating to a floor area ratio (FAR) of approximately 3:1, reaching a maximum height of 60 feet. The project will provide a total of 7,380 square feet of open space comprised of private balconies, a courtyard, terraces, a rec room, and a gym. The pedestrian entrance to the residential lobby is located at the northwest corner of the building with access from sidewalks along Adams Boulevard and Brighton Avenue. Ground floor amenities include, a residential lobby, a central courtyard, gym, bike room, conference room, and rec rooms along the outer corridors of the building.

Additionally, the project will provide two (2) terraces at the fifth floor of the building that will contain seating and landscaping.

Vehicular access to the project's subterranean parking level is provided by a single two-way driveway located at the southwest corner of the building adjoining a public alley to the south. The project will not have any ground level parking. The subterranean parking level will contain a total of 51 vehicle parking stalls. Of the 51 proposed parking stalls, six (6) will be designated for Electric Vehicle (EV) parking. The project will provide a total of 76 bicycle parking stalls including, 69 long-term, and seven (7) short-term parking stalls. Long-term bicycle parking will be housed in a bike room on the ground floor at the north end of the building facing Adams Boulevard. Short-term bicycle parking will be located within the parkway along Adams Boulevard.

Sustainability

The project will allocate a minimum of 15 percent (approximately 2,912 square feet) of its total roof area for future solar use. The project will comply with the applicable provisions of the Los Angeles Green Building Code and California Green Building Standards Code in addition to providing EV charging stations and 76 bicycle parking stalls to encourage alternative modes for transportation. Additionally, the project will utilize drought tolerant landscaping throughout the project site, and white roof and paving materials will be used to reduce surface temperatures.

Landscaping

As shown in **Figure 5** below, the project will provide a total of approximately 1,727 square feet of landscaped area throughout the interior and along the perimeter of the subject property. Areas not used for buildings, driveways, or amenities will consist of landscaping. The planting palette consists of a variety of shrubs, perennials, and trees that are intended to provide shading where needed, reduce surface temperatures, as well as maintain compatibility with adjacent commercial and residential uses.

The subject property does not currently contain any trees on site. There are currently three (3) street trees along the property's frontage on Adams Boulevard and one (1) street tree along Brighton Avenue. The project will maintain the four (4) existing street trees and provide a total of 23 new trees, including three (3) new street trees. Street trees will be planted in accordance with the Bureau of Street Services, Urban Forestry Division.

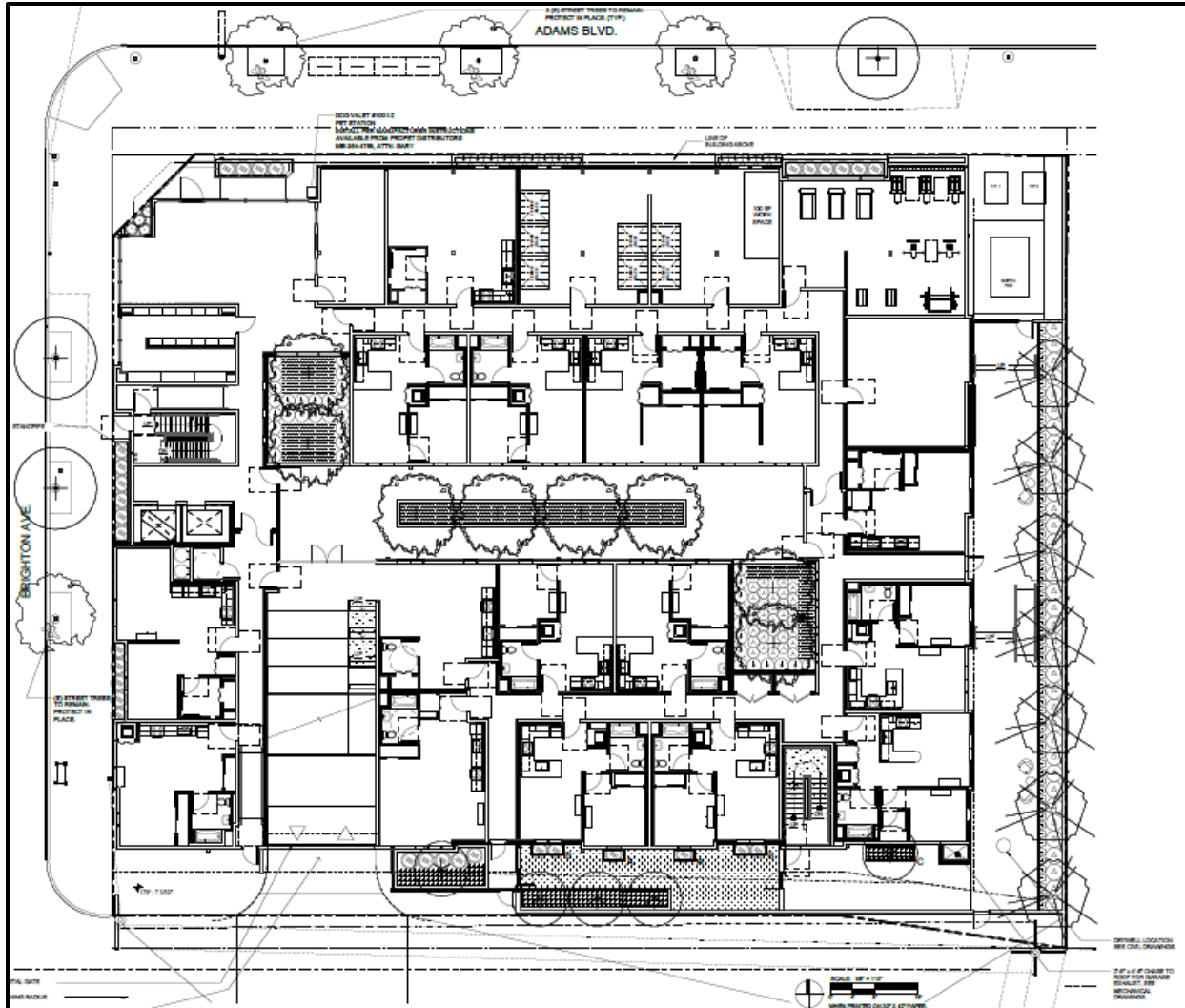


Figure 5. Proposed landscape plan for ground level.

Previous Cases, Affidavits, Permits, and Orders on the Subject Property

Order to Comply No. A-5320073 – On June 4, 2020, the Department of Building and Safety issued an order to comply to: cut and remove the overgrown vegetation and weeds from the premises; and to maintain the exterior of all privately owned buildings and fences free from graffiti where such graffiti is visible from a public street or alley.

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

There are no relevant cases within 1,500 feet of the project site.

Density Bonus / Affordable Housing Incentive Program

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

Density

The subject property is zoned C2-1VL-O-CPIO, which permits residential density at a ratio of one dwelling unit per 400 square feet of lot area. The subject property has a lot area of 24,534 square feet. For purposes of calculating density, one-half the area of the adjacent alley (approximately 1,746 square feet) is added to the lot area, for a total of 26,281 square feet. As such, the permitted base density on the project site is 66 dwelling units.

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. In exchange for being granted a maximum 35 percent density bonus, a project shall provide either 20 percent of the base density number of units for Low Income households or 11 percent of the base density number of units for Very Low Income households. The project proposes a total of 90 residential units, equal to a density bonus of 35 percent over the base density of 66 units. As the project will also provide a minimum of 10 units, equal to 15 percent of the base density, for Very Low Income households, it meets the affordability requirement for being granted a density bonus of up to 35 percent.

Automobile Parking

State Density Bonus law allows for a reduction in the required amount of residential vehicle parking for eligible housing development projects with affordable units. However, Assembly Bill (AB) 2097 (2021-2022) specifies that jurisdictions may not impose any minimum vehicle parking requirements for certain development projects in certain areas, based on proximity to public transit. The project herein qualifies for vehicle parking reductions under AB 2097 and is thus not subject to any minimum vehicle parking requirements; nonetheless, the applicant proposes to voluntarily provide up to 51 vehicle parking spaces.

Incentives

Pursuant to the LAMC Section 12.22 A.25 and California Government Code Section 65915, a project which reserves a minimum of 15 percent of the base density for Very Low Income Households is entitled to three (3) Incentives. The proposed project will set aside 15 percent of the base density number of units (66 units) for Very Low Income Households which results in 10 units to be designated as restricted affordable units. Accordingly, the project has requested the following Incentives:

- a. **Open Space (On-Menu Incentive)** – The proposed building's residential units will comprise 82 one-bedroom units and eight (8) two-bedroom units, which would require a total of 9,200 square feet of open space per LAMC. Pursuant to LAMC Section 12.22 A.25(g)(2), the project is permitted an incentive to allow up to a maximum 20 percent reduction in required open space. As such, the project will provide a total of 7,380 square feet of open space that will comprise of private balconies, a courtyard, terraces, a rec room, and a gym.
- b. **Floor Area Ratio (Off-Menu Incentive)** – The subject property is zoned C2-1VL-O-CPIO which limits the FAR to 1.5:1. The project proposes a total of 73,603 square feet of floor area, equating to a total floor area ratio (FAR) of 3:1. Accordingly, the applicant is requesting an Off-menu Incentive for an increase in FAR to a maximum of 3:1.
- c. **Height (Off-Menu Incentive)** – The subject property is zoned C2-1VL-O-CPIO, with Height District 1VL limiting the maximum building height to 45 feet. Pursuant to LAMC Section 12.22 A.25(g)(2), the project is requesting an Incentive to permit a height of 60 feet in lieu of the otherwise permitted 45 feet.

Housing Replacement

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

The subject property is currently developed with a single-story, multi-tenant commercial building. The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner has not applied for a Demolition Permit or a Building Permit Application. The Los Angeles Housing Department (LAHD) SB 8 Replacement Unit Determination (RUD) Letter dated December 5, 2022, determined that since at least July 2017, the subject property has been used as a multi-unit commercial plaza. As such, the proposed housing development does not require the demolition of any prohibited types of housing. Further, the provisions of SB 330 do not apply to commercial properties, therefore no SB 330 replacement affordable units are required. The project will further comply with any additional applicable requirements of the Los Angeles Housing Department (LAHD).

PUBLIC HEARING

A public hearing on this matter was held with the Hearing Officer on Tuesday, June 13, 2023, via Zoom teleconference. More information on the public hearing can be found in the Public Hearing and Communications section, on Page P-1.

PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Urban Design Studio’s Professional Volunteer Program (PVP) on April 18, 2023. The resulting comments and suggestions detailed in the following section, Issues and Considerations, focus primarily on site layout, building design, and landscaping.

ISSUES AND CONSIDERATIONS

These were either identified during Urban Design Studio’s Office Hours, the design review process by PVP, or in discussions with the applicant before, during, or after the public hearing held on June 13, 2023.

Site Layout

Planning requested that the project consider a design that promotes ground floor activation. The applicant responded to staff’s comments by relocating the proposed gym to project’s frontage along Adams Boulevard, which will allow for more storefront glazing and better pedestrian engagement with and activation of the Primary Frontage. The applicant has also incorporated more planters and landscaping along the street-facing façades.

Planning Staff requested that applicant consider relocating the short-term bike rack at the northwest corner at the northwest corner of the building. The applicant placed the short-term bike rack in the public right-of-way along Adams Boulevard as suggested by Planning Staff.

Planning Staff requested that the applicant consider relocating the transformer from the northeast corner of the project site to the southwest corner of the site, adjoining the public alley, in order to minimize its impact on the public realm. The applicant responded stating that the LADWP

generally does not allow pad mounted transformer staging in such close proximity to overhead wires, and that the proposed location of the transformer at the northeast corner of the site has been preliminarily vetted by LADWP.

Building Design

UDS Staff suggested using an alternative glazing material to the glass block proposed along the ground floor façade along Adams Boulevard that promotes a more active and welcoming ground floor. The applicant responded stating that the proposed glass block façade is being used to meet the 50 percent glazing requirement for ground floor primary frontage per the South Los Angeles CPIO development standards. The applicant also contended that there is ample architectural precedent in using glass block material to create a warm and inviting façade, as well as visual interest. Additionally, the applicant noted that the Empowerment Congress North Area Neighborhood Council praised the use of glass block and its reminiscence to other local historical buildings in the area.

UDS Staff pointed out that the project's elevations are relatively flat and suggested incorporating more variation throughout the building façades. Staff also highlighted the treatment of the northwest corner of the building, pointing out that the solid, right notch between the two panels of the storefront of the ground floor is slightly awkward, and should be reconsidered. The applicant responded stating that the proposed building utilizes three distinct materials at the primary facade; these materials are utilized to break down the massing and are differentiated in plane from each other. Additionally, the applicant noted that all of the windows facing public streets are recessed into the wall planes. The applicant further argued that the planters, storefront, wood detailing, and cantilevered balconies resolve the northwest corner lot cut and create visual interest at the pedestrian entrance.

UDS Staff commented that the upper terraces are helpful in opening up the courtyard to admit more light and air but the courtyard should be carefully programmed and detailed to attract residents to use it. It was also suggested that courtyard be opened to the street. The applicant responded stating that the courtyard is open to the residential lobby along Adams via glazing to provide a visual connection and that the internal courtyard provides for a contained internal environment that does not impact surrounding properties or neighbors.

UDS Staff suggested adding elements that respond to solar orientation such as overhangs, awnings, brise-soleil elements etc., to the project's south and west elevations. The applicant stated they would explore these options, and further noted that the project will meet all Title 24 requirements.

Landscaping

Staff requested that the applicant ensure that all planters have adequate soil volume to support the growth and longevity of the required trees. It was also noted by staff that the depth of the courtyard forms a vertical canyon and requested that the applicant utilize tree species that are able to grow and thrive under these constraints. The applicant stated they would work with their landscape architect to incorporate a tree species that is appropriate for the light conditions. The applicant will provide a total of eight (8) Saratoga Ginkgo trees within the central courtyard. UDS Staff asked the applicant to clarify the project's LID-compliance strategy, including identification of planters for LID. The applicant responded stating that the project is proposing a dry well system for infiltration and is not proposing LID planters. It was also suggested by Planning Staff that the project incorporate vine pockets to its ground floor treatment, in order to soften the building's ground floor design. The applicant responded stating that planters are being provided along Adams Boulevard to create green space that creates visual interest and engagement with the public realm.

CONCLUSION

Based on evaluation of the project and information submitted, and the proposed project's compliance with the South Los Angeles Community Plan and the South Los Angeles Community Plan Implementation Overlay (with proposed amendments), the Department of City Planning recommends the City Planning Commission approve the Density Bonus incentives and Site Plan Review.

Approval of the requests herein will enable the construction of a new five-story residential building, 60 feet in height, containing a total of 90 dwelling units with 10 units reserved for Very Low Income Households.

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:

Development Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans, submitted by the applicant, stamped "Exhibit A," and attached to the subject case file.
2. **Residential Density.** The project shall be limited to a maximum density of 90 dwelling units, including the restricted affordable units.
3. **On-Site Restricted Affordable Units.**
 - a. A minimum of 15 percent of the base density (10 units), shall be reserved as Very Low Income units, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2).
 - b. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,25.
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 15 percent of the total density (10 units) available to Very Low Income Households, for sale or rental as determined to be affordable to such Households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22-A,25, to the satisfaction of LAHD. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination for more information.
5. **Incentives.**
 - a. **Open Space.** The project shall be permitted a maximum 20 percent reduction in the required amount of open space.
 - b. **Floor Area Ratio (FAR).** The project shall be permitted a maximum Floor Area Ratio (FAR) of 3:1 in lieu of the otherwise permitted 1.5:1.
 - c. **Height.** The project shall be permitted a maximum building height of 60 feet in lieu of the otherwise permitted 45 feet.

6. Parking.

- a. **Residential Parking.** Automobile parking shall be provided consistent with the LAMC and/or Assembly Bill (AB) 2097. A greater number than the minimum required may be provided at the applicant's discretion. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of vehicle parking spaces shall be re-calculated consistent with LAMC Section 12.22 A.25.
- b. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by LAHD.
- c. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16.

Site Plan Review**7. Landscaping.**

- a. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
- b. All planters containing trees shall have a minimum depth of 48 inches.
- c. Planting of required trees within the public right-of-way shall obtain approval from the Urban Forestry Division prior to obtaining clearance from the Department of City Planning. In the event that a required tree cannot be planted within the public right-of-way, those trees shall be planted on-site.

8. Sustainability

- a. **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 the LAMC.

In addition to those EVCS parking spaces required in Sections 99.04.106 and 99.05.106 of the LAMC, all parking provided in excess of the minimum required shall be EVCS.

- b. **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.

9. **Parking / Driveway Plan.** Prior to the issuance of any building permit, the applicant shall submit a parking and driveway plan to the Department of Transportation for approval.

10. **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 night skies.
11. **Signage.** On-site signs shall comply with the Municipal Code. Signage entitlements have not been granted as a part of this approval.
12. **Trash and Recycling.** All trash collection and storage areas shall be located on-site and shall not be visible from the public right-of-way.
13. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in any street-facing yard, shall be screened with landscaping consistent with LADWP access requirements.
14. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
15. **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.

Administrative Conditions

16. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
17. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
18. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
19. **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.
20. **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.

21. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
22. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
23. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
24. **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.
25. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
26. **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.
27. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
28. **Indemnification and Reimbursement of Litigation Costs**

Applicant shall do all of the following:

 - a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the

entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Density Bonus/Affordable Housing Incentives Compliance Findings

1. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, the Commission shall approve 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 Director to make a finding that the requested incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

In exchange for reserving at least 15 percent of the base density for Very Low Income households, the applicant is entitled to three Incentives under both Government Code Section 65915 and the LAMC. The project proposes to reserve at least 15 percent of the base density of 66 units for Very Low Income households; accordingly, the project is entitled to the three requested On- and Off-menu Incentives for reduction in open space requirements, increased FAR, and increased height. These requested Incentives provide cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project, which facilitates the creation of more affordable housing units.

Open Space

The proposed building's residential units will comprise of 82 one-bedroom units and eight (8) two-bedroom units. Based on the number and typology of residential units proposed, the project would be required to provide of 9,200 square feet of open space. The project proposes to provide approximately 7,380 square feet of open space that can be counted towards zoning requirements, and accordingly is requesting an On-Menu Incentive for up to a maximum 20 percent reduction in the required amount of open space.

The requested open space incentive, allowing for a maximum 20 percent reduction of the open space requirement, is expressed in the Menu of Incentives under the Density Bonus Affordable Housing Incentive Program which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. The requested incentive allows the developer to reduce open space requirements so that affordable housing units reserved for Very Low Income Households can be constructed and the overall space dedicated to residential uses is increased. The incentive further supports the applicant's decision to reserve 10 dwelling units for Very Low Income Households, and facilitates the creation of affordable housing units.

Floor Area Ratio

The subject property is zoned C2-1VL-O-CPIO which limits the FAR to 1.5:1. The lot area of the subject property is 24,534 square feet, therefore the maximum floor area permitted would be 36,801 square feet. The proposed project will contain 73,603 square feet of floor area, equating to an FAR of 3:1. As such, the applicant is requesting an Off-Menu incentive to permit an increase in FAR to 3:1 in lieu of the otherwise permitted FAR of 1.5:1.

The requested increase in FAR will allow for the construction of affordable units in addition to larger-sized dwelling units. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of affordable one- and two-bedroom units. This Incentive supports the applicant's decision to set aside a minimum of 10 dwelling units for Very Low Income Households for period of 55 years.

Height

The subject property is zoned C2-1VL-O-CPIO. Height District 1VL limits the maximum building height to 45 feet. Pursuant to LAMC Section 12.22 A.25(g)(2), the project is requesting an Incentive to permit a height of 60 feet in lieu of the otherwise permitted 45 feet.

Granting the subject request for the increase in height by 15 feet will allow for an expanded building envelope, and the provision of additional market-rate units, which will offset the cost of the inclusion of restricted affordable units. Additionally, the increase in height would allow for design efficiencies in the placement of corridors, vertical circulation elements and amenities, which would be a shared cost for the development of the project. Without the increase, the project would be reduced by two (2) full stories and would severely limit the number of restricted affordable units that could be provided.

- b. **The incentives would have a specific adverse impact upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low-income 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)(B) and 65589.5(d)).**

There is no evidence that the proposed density bonus incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A,25(b)).

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. While the project is located within a Methane Zone, the project will be required to comply with all applicable regulations for development. There is no evidence

in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

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

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

Site Plan Review Findings

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

The subject property is located within the South Los Angeles Community Plan area which is one of the 35 Community Plans that make up the Land Use Element of the General Plan. The South Los Angeles Community Plan Area Map designates the subject property for Neighborhood Commercial land uses corresponding to the CR, C1, C1.5, C2, C4, RAS3, and R3 zones. The subject property's C2 zoning is thus consistent with the General Plan's land use designation for the site. Additionally, the project site is located within and subject to the South Los Angeles Community Plan Implementation Overlay (CPIO), and the South Los Angeles Alcohol Sales Specific Plan. The property is not located within the boundaries of or subject to any other specific plan, community design overlay, or interim control ordinance.

The proposed project is consistent with and meets the goals and policies of the **South Los Angeles Community Plan**:

Goal LU1.1: Safe, secure, healthy and high-quality residential environments that provide housing for all economic levels, ages, physical abilities and ethnicities.

Policy LU1.11: **Mixed-Income Communities.** Encourage additional mixed-income neighborhoods by promoting affordable housing and reducing residential segregation and concentrations of poverty.

Goal LU4: Distinct multi-family neighborhoods that preserve physical assets and foster neighborhood character and identity.

Policy LU4.1: **Architectural Compatibility.** Seek a high degree of architectural compatibility and landscaping for new infill development to protect the historical and architectural character and scale of existing residential neighborhoods, including front yard fence location, design, and materials.

Policy LU4.2: **On-site Amenities.** Encourage new multi-family developments to provide amenities for residents such as on-site recreational facilities, community meeting spaces and usable private and/or public open space.

Policy LU4.3: **Compliance with Design Guidelines.** New multi-family residential development should be designed in accordance with established design guidelines to ensure high-quality design.

Goal LU5: Adequate housing units are promoted and provided for all segments of the community regardless of income, age, physical ability, or ethnic background.

Policy LU5.1: **Address Diverse Resident Needs.** Provide for the preservation of existing housing stock and for the development of new housing to meet the diverse economic and physical needs of existing residents and the projected population of the Community Plan Area to the year 2035.

Policy LU5.2: **Diverse and Affordable Housing.** Prioritize housing that is affordable to a broad cross-section of income levels, that provides a range of residential product types, and that supports the ability to live near work.

The proposed residential development will result in a net increase of 90 dwelling units on the subject property, adding new desirable multi-family housing to the region and contribute to the City's affordable housing stock. The project makes a both practical and efficient use of the subject property by locating new, higher density residential development near transit lines and neighborhood services. The resulting development will thus be located in a manner that has the potential to reduce vehicular trips. The project will also provide a mix of market rate and affordable units, thereby promoting the provision of adequate housing for all persons relative to income. The project meets all applicable design guidelines and standards, and is a residential development with an appropriate, context-sensitive scale. The project will be conditioned and designed to contribute towards a pedestrian-friendly environment that is safe for all modes of transportation. Furthermore, the project is located within 150 feet of the intersection of Adams Boulevard and Normandie Avenue where the Metro 37 and 206 bus lines provide intersecting service at peak headways of 15 minutes or less. The provision of well-designed multi-family housing, which includes restricted affordable units, ensures a project that will complement the existing neighborhood while also providing valuable housing stock to current and future residents.

The proposed project is consistent with the objectives, and policies, of the **General Plan's Housing Element 2021 – 2029** adopted in November 2021 as described below:

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

Policy 1.2-1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing

Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

Policy 1.3-1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

The project will redevelop a presently underutilized site consisting of a vacant commercial plaza and surface parking, with a new five-story residential building, 60 feet in height, containing a total of 90 dwelling units with 10 units reserved for Very Low Income Households. In addition, the residential development would accommodate a variety of household sizes with a mix of one- and two-bedroom units. The project has primary frontage along Adams Boulevard, a busy commercial thoroughfare, that contains a mix of residential uses and supports a wide variety of commercial activity. In addition, the project is located within 150 feet of the intersection of Adams Boulevard and Normandie Avenue where the Metro 37 and 206 bus lines provide intersecting service at peak headways of 15 minutes or less. Furthermore, the project site is located several blocks south of the 10 Freeway. The project's proximity to public transit would allow individuals to connect to essential services and centers, including employment centers, schools, and grocery markets. As such, the proposed project would complement the surrounding community while expanding housing opportunities along a transit-rich, high opportunity area.

The proposed project is also consistent with the policies, of the **General Plan's Mobility Element**, also known as Mobility Plan 2035, which seek to meet the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

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

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

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

The project site is located within a Tier 1 Transit Oriented Communities area, located within 150 feet of the intersection of Adams Boulevard and Normandie Avenue where the Metro 37 and 206 bus lines provide intersecting service at peak headways of 15 minutes or less. In addition, the project will provide a total of 76 bicycle parking stalls including, 69 long-term, and seven (7) short-term parking stalls. Bicycle parking will be located in areas that are easily accessible by both residents and visitors. The project's proximity to multiple public transit lines and ample provision of bicycle parking provides residents access to various modes of transportation. The nearby public transit lines and provision of bicycle parking enable residents to access work centers, destinations, and other neighborhood services across Los Angeles. The project will also provide six (6) EV parking stalls, which will further support and encourage the adoption of low and zero emission vehicles. Therefore, the project supports the reduction of VMT per capita, connecting individuals to public transportation infrastructure, and encourages the adoption of low and zero emission fuel sources.

South Los Angeles Community Plan Implementation Overlay District (CPIO)

The South Los Angeles CPIO District is a zoning tool intended to provide supplemental development and use regulations tailored to the Community Plan Area. It targets individual neighborhoods and corridors, and is intended to address concerns about the scale, size, and character of development based on a community's specific needs.

The South Los Angeles CPIO District is comprised of different CPIO subareas and the project site is located within the Neighborhood-Serving Corridor Subarea which allows for more multi-family housing and a refined range of commercial uses that serve the needs of the surrounding neighborhood. Development standards promote neighborhood activity and facilitate a more pedestrian-oriented environment.

In terms of its program and design, the project is currently in alignment with these Subarea goals of the South Los Angeles CPIO, as evidenced by the Geographic Project Planning Referral Form dated December 5, 2022, and approved by Planning Staff (Exhibit F).

As detailed above, the proposed project is in substantial conformance with the purposes, intent and provisions of the South Los Angeles Community Plan and General Plan. The project is consistent with the applicable general plan designation and policies as well as with applicable zoning designation and regulations.

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

The arrangement of the proposed development is consistent and compatible with existing and future development within the surrounding properties. The subject property is located within the South Los Angeles Community Plan area, with primary street frontage along Adams Boulevard. The project site is situated between Brighton Avenue to the west and Normandie Avenue to the east. The subject property is bound by a south-adjointing public alley.

The project would redevelop the subject site by removing a vacant single-story, multi-tenant commercial building and surface parking lot and constructing a new five-story residential building, with one subterranean level, containing a total of 90 dwelling units with 10 units reserved for Very Low Income Households.

The surrounding properties are developed with a variety of commercial, multi-family residential, and institutional uses. The buildings range from one to three stories in height. Properties abutting the project site to the north, across Adams Boulevard, are developed with a two-story single-family residence, three-story small lot homes, and a single-story warehouse building. Adjoining the subject site to the east is a gas station (Adams Fuel Inc.) Properties to the south, across a public alley are developed with two-story apartment buildings. Properties abutting the project site to the southwest, across Brighton Avenue, are developed with two-story apartment buildings. Abutting the subject property to the west are parcels that are improved with a two-story, multi-tenant commercial building. The proposed project, reaching a maximum height of 60 feet, containing five stories, and one level of subterranean parking, is within relative scale of the existing surrounding buildings, particularly those fronting along Adams Boulevard, a busy commercial thoroughfare. In addition, all vehicle parking will be located underground and will not be visible to the public right-of-way. Furthermore, the project meets minimum required setbacks, and provides a sufficient number of trees and landscaping that will help to maintain compatibility with neighboring properties.

Arrangement of Buildings (Height, Bulk, Setbacks)

The subject property is zoned C2-1VL-O-CPIO and is designated for Neighborhood Commercial land uses. The subject site's 1VL Height District allows for a maximum building height of 45 feet within three stories. The project, however, is requesting an Off-Menu Incentive to permit a 15-foot increase in building height to 60 feet, in lieu of the otherwise permitted 45 feet.

For all CPIO Affordable Housing Projects, Density Bonus Projects and TOC Projects, that are either abutting or across an alley from a property in the RD1.5 or more restrictive zone, the required height transition applies only to the first 25 feet of depth as measured from the property line of the lot in the more restrictive zone. The project site is separated by a public alley from the abutting RD1.5 zoned properties to the south that are improved with two-story apartment buildings. The proposed building is located 12 feet from the southerly property line that adjoins the 20-foot-wide alley. As such, the project is in compliance with the transitional height development standard of the South Los Angeles CPIO.

The C2-1VL zoning of the site typically allows for a maximum Floor Area Ratio (FAR) of 1.5:1; however, as permitted through the Density Bonus program and LAMC Section 12.22 A.25, Housing Developments may qualify for a FAR increase in exchange for setting aside a portion of the proposed residential units toward affordable housing. The project is therefore requesting an Off-Menu Incentive to permit a FAR of 3:1, in lieu of the otherwise permitted FAR of 1.5:1. The project proposes an FAR of 3:1, equating to a total floor area of 73,603 square feet.

The project will meet all minimum setback requirements of the subject site's underlying C2-1VL zoning. The project will observe a zero-foot westerly front yard setback along Brighton Avenue, a zero-foot northerly side yard setback along Adams Boulevard, a southerly side yard setback of 8 feet along the south-adjointing alley, and an easterly rear yard setback of 17 feet. The project site is located within Subarea A (Neighborhood-Serving Corridor) of the South Los Angeles Community Plan Implementation Overlay (CPIO). Under the South Los Angeles CPIO, projects that consist exclusively of residential dwelling units with no Active Floor Area, any street facing frontage shall be set back at least six (6) feet and not more than ten (10) feet from the property line. The project, however, provides active ground floor area along both street frontages on Adams Boulevard and Brighton Avenue in the form of residential amenities including, a residential lobby, conference and recreation rooms, a bike room, and a gym. As such, the project is permitted zero-foot setbacks along Brighton Avenue and Adams Boulevard. The project is not seeking any incentives or waivers in development standards for deviations in required setbacks.

To minimize the bulk and massing of the proposed building, the project includes variations in building materials and the exterior walls of the building are also articulated, incorporating street-facing balconies and windows. The ground floor consists of a variation in wall treatments, including storefront bays, glass block, wood panels, and stucco integrated into the overall architectural style of the building. In addition, landscaping is utilized to create an attractive buffer between the exterior wall and the public right-of-way. The project design employs various architecture methods to establish a distinguishable and attractive building design. A variety of building materials and finishes, as well as landscape and hardscape materials, will result in a design that is complementary to the neighborhood. Furthermore, the project proposes a central courtyard and two internal terraces located at the fifth level, that will minimize noise impacts, as well as maintain privacy for adjacent residences.

Off-Street Parking Facilities

The project proposes a total of 51 vehicle parking stalls and a total of 76 bicycle parking stalls including, 69 long-term, and seven (7) short-term parking stalls. Vehicle parking will be located within a single subterranean parking level and will not be visible from the public right-of-way or adjacent properties. Vehicular access to the project's subterranean parking level is provided by a single two-way driveway located at the southwest corner of the building adjoining a public alley to the south. The project would reduce the number of curb cuts at the site, by removing one existing driveway on Adams Boulevard and one existing driveway on Brighton Avenue. By consolidating the two existing driveways into a single driveway at the south-adjoining alley, the project will help to create a more pedestrian-friendly environment. The long-term bicycle parking will be housed in a bike room on the ground floor at the north end of the building facing Adams Boulevard. Short-term bicycle parking will be located within the parkway along Adams Boulevard. The proposed locations of the bicycle parking will ensure easy bike access for residents and visitors and support alternative modes of transportation. Therefore, for the reasons stated above, the off-street parking facilities will be compatible with the existing and future developments in the neighborhood.

Landscaping

The project will provide 1,727 square feet of landscaped area throughout the interior and along the perimeter of the subject property. Additionally, the project's two terraces at the fifth floor will contain landscaping. The planting palette consists of a variety of shrubs, perennials, and trees that are intended to provide shading where needed, reduce surface temperatures, as well as maintain compatibility with adjacent commercial and residential uses. In addition, the project will maintain the four (4) existing street trees and provide a total of 23 new trees, including three (3) new street trees. Street trees will be planted in accordance with the Bureau of Street Services, Urban Forestry Division. Furthermore, the project has been conditioned to require that all areas not used for buildings, driveways, or amenities will consist of landscaping. Therefore, as designed and conditioned, the on-site landscaping of the proposed project will be compatible with the existing and future developments in the neighborhood.

Lighting

Outdoor lighting for the proposed project has been conditioned to be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from the skies above. Therefore, lighting will be compatible with the existing and future developments in the neighborhood.

Trash Collection

The project will include centralized on-site trash collection for both refuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. Additionally, all trash and recycling areas are conditioned to be enclosed and not visible to the public. Trash collection will occur within trash rooms at the basement level. The trash rooms are not visible from the public right-of-way. Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

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

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

The project will provide a total of 7,380 square feet of open space comprised of private balconies, a central courtyard, terraces, rec rooms, and a gym. The project proposes two terraces that will be located on the fifth floor and will be accessible by all residents. Additionally, the project will have a conference room located at the ground floor providing residents with a convenient workspace. These amenities would provide residents with spaces for gathering, socialization, recreation, and relaxation. The project will provide 1,727 square feet of landscaped area throughout the interior and along the perimeter of the subject property. All of the outdoor spaces will be landscaped and planted with a variety of trees and other plants, which will provide shade and greenery for residents, enhance the physical environment, reduce surface temperatures, and reduce potential impacts on adjacent properties. Lastly, the project will provide a total of 76 bicycle parking stalls that will be conveniently housed in a bike room on the ground floor along the project's primary frontage along Adams Boulevard. Short-term bicycle parking will be located along the sidewalk adjoining Adams Boulevard. Therefore, the project provides many different recreational and service amenities which will improve habitability for residents and will minimize impacts on neighboring properties.

Environmental 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 as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document 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. Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone B, areas between limits of the 100-year flood and 500-year flood.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing for Case No. CPC-2023-397-DB-SPR-HCA was held on Tuesday, June 13, 2023 via Zoom teleconference. The purpose of the hearing was to receive public testimony on behalf of the City Planning Commission as the decision maker on the case.

1. Attendees

The hearing was attended by four individuals, including the applicant's representatives, and two members of the public.

No representatives from Council District 8 or the Empowerment Congress North Area Neighborhood Council were in attendance at the public hearing.

2. Applicant Testimony

Ms. Dana Sayles, the applicant's representative, presented the proposed project via PowerPoint and discussed the following:

- The existing site conditions of the subject property.
- The zoning of the subject property.
- The applicant has opted to use the State Density Bonus program as opposed to the Transit Oriented Communities (TOC) Affordable Housing Program, due to the FAR floor area ratio (FAR) limitation.
- There are no existing residential uses on the subject property. The project site had previously been improved with a single-story multi-tenant commercial building and surface parking lot.
- The requested entitlements: a Density Bonus for a Housing Development containing a total of 90 dwelling units, reserving 10 units for Very Low Income Households, along with the following On- and Off-menu Incentives: an On-Menu Incentive to permit up to a maximum 20 percent reduction in the required amount of open space; an Off-Menu Incentive to permit a FAR of 3:1, in lieu of the otherwise permitted FAR of 1.5:1; and an Off-Menu Incentive to permit a 15-foot increase in building height to 60 feet, in lieu of 45 feet otherwise permitted; and Site Plan review for construction of a new residential development resulting in a net increase of 50 or more dwelling units.
- The requested height incentive is to accommodate the ground floor height clearance requirement per South Los Angeles CPIO development standards.
- Vehicular access to the building is taken from the south-adjointing alley.
- The project's fifth floor terraces may be accessed by all residents of the building.
- Sustainability features of the building include, solar energy infrastructure and the provision of EV parking.
- The project will maintain and protect existing street trees while providing new ones along Brighton Avenue and Adams Boulevard
- The project will utilize drought tolerant landscaping throughout the project site.
- White roof and paving materials will be utilized to reduce surface temperatures.

3. Public Testimony

- No members of the public spoke during the hearing.
- No representatives of Council District 8 or identified members of the Empowerment Congress North Area Neighborhood Council spoke at the public hearing.

4. Applicant Response

There was no follow-up response from the applicant's representative, as there were no comments made from the public during the public testimony period.

5. Closing Comments

The Hearing Officer did not have any questions for the applicant's team. At the public hearing's closing, the Hearing Officer announced that case is scheduled to go to the City Planning Commission Hearing on August 10, 2023.

Additional Communications

Planning Staff received a Letter of Support dated May 9, 2023, from the Empowerment Congress North Area Neighborhood Development Council (NANDC) for the proposed project. At its General Board meeting held on May 4, 2023, the NANDC voted to support the project. The letter states that the NANDC requests five (5) additional affordable units, at the developer's discretion. The Letter clarifies that this is a request to the developer and not a condition of approval. The Board praised the design and quality materials on the façade and entry way, the interior courtyard amenity for residents, and the provision of underground parking. A copy of the Letter can be found in "Exhibit G."

Planning staff received two (2) comment letters from attorneys representing the Southwest Mountain States Regional Council of Carpenters (SWMSRCC). The first letter dated April 14, 2023, requests that the City of Los Angeles provide any and all notices referring or related to the proposed project. The second letter received by Planning Staff expresses concerns over the Class 32 Categorical Exemption for infill development as the project's environmental clearance. On July 17, 2023, the applicant provided Planning with responses to the written testimony provided by the Southwest Mountain States Regional Council of Carpenters (SWMSRCC). No other communications were received prior to finalization of the staff report.

Response to Comments

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

Exhibit A:
Site Plan, Floor Plans, Elevations, Landscape Plan,
Renderings

A+N APARTMENTS

PROPERTY ADDRESSES

1722 W Adams Blvd, Los Angeles, CA 90018
 1724 W Adams Blvd, Los Angeles, CA 90018
 1726 W Adams Blvd, Los Angeles, CA 90018
 1728 W Adams Blvd, Los Angeles, CA 90018
 1730 W Adams Blvd, Los Angeles, CA 90018
 1732 W Adams Blvd, Los Angeles, CA 90018
 1734 W Adams Blvd, Los Angeles, CA 90018

LEGAL DESCRIPTION

LOT FR 3-5 OF TRACT PRUDENTIAL IMPROVEMENT COMPANY'S SUBDIVISION NO. 1, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA PER MAP RECORDED IN BOOK 1, PAGE 32 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

Site Address: 1724 W ADAMS BLVD, LOS ANGELES CA
 APN: 5053-035-029 Lot: FR 3-5 Block: NONE Arb: NONE
 Tract: tr 668
 Lot/Parcel Area: 22,801 SF

Community Plan Area: SOUTH LOS ANGELES
 Council District: CD8 - MARQUEECE HARRIS-DAWSON



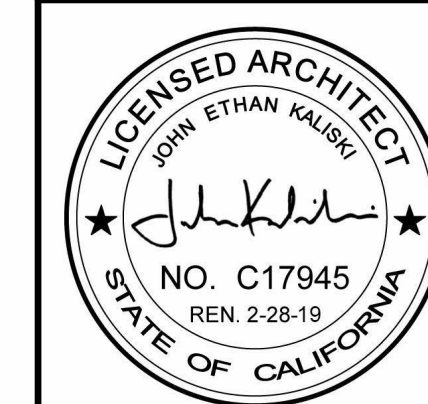
JOHN KALISKI ARCHITECTS
 3780 WILSHIRE BOULEVARD SUITE 500
 LOS ANGELES CA 90010.COM
 JOHN KALISKI, FAIA C17945



COVER SHEET

A+N APARTMENTS

1724 W Adams Blvd,
 Los Angeles, CA 90018



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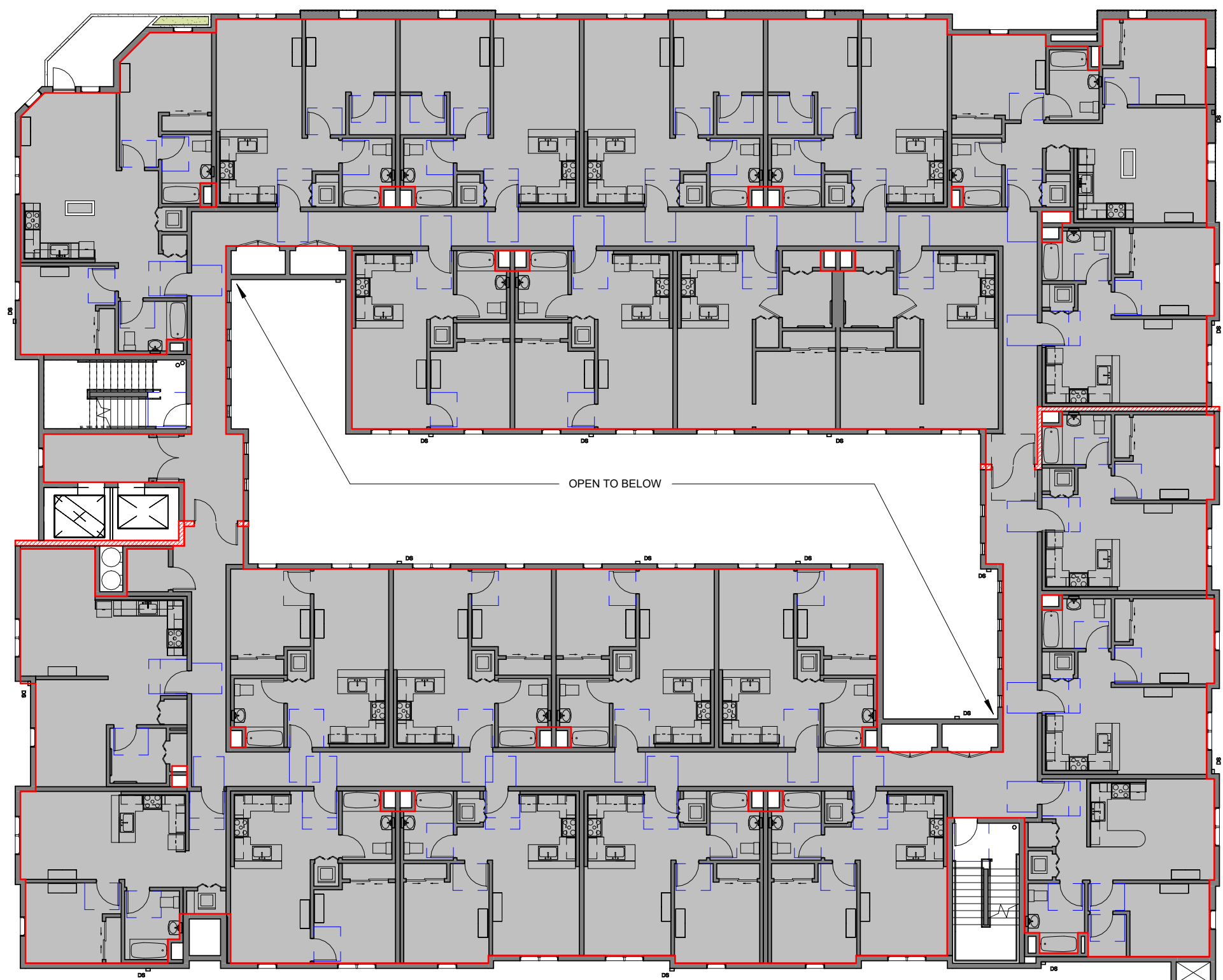
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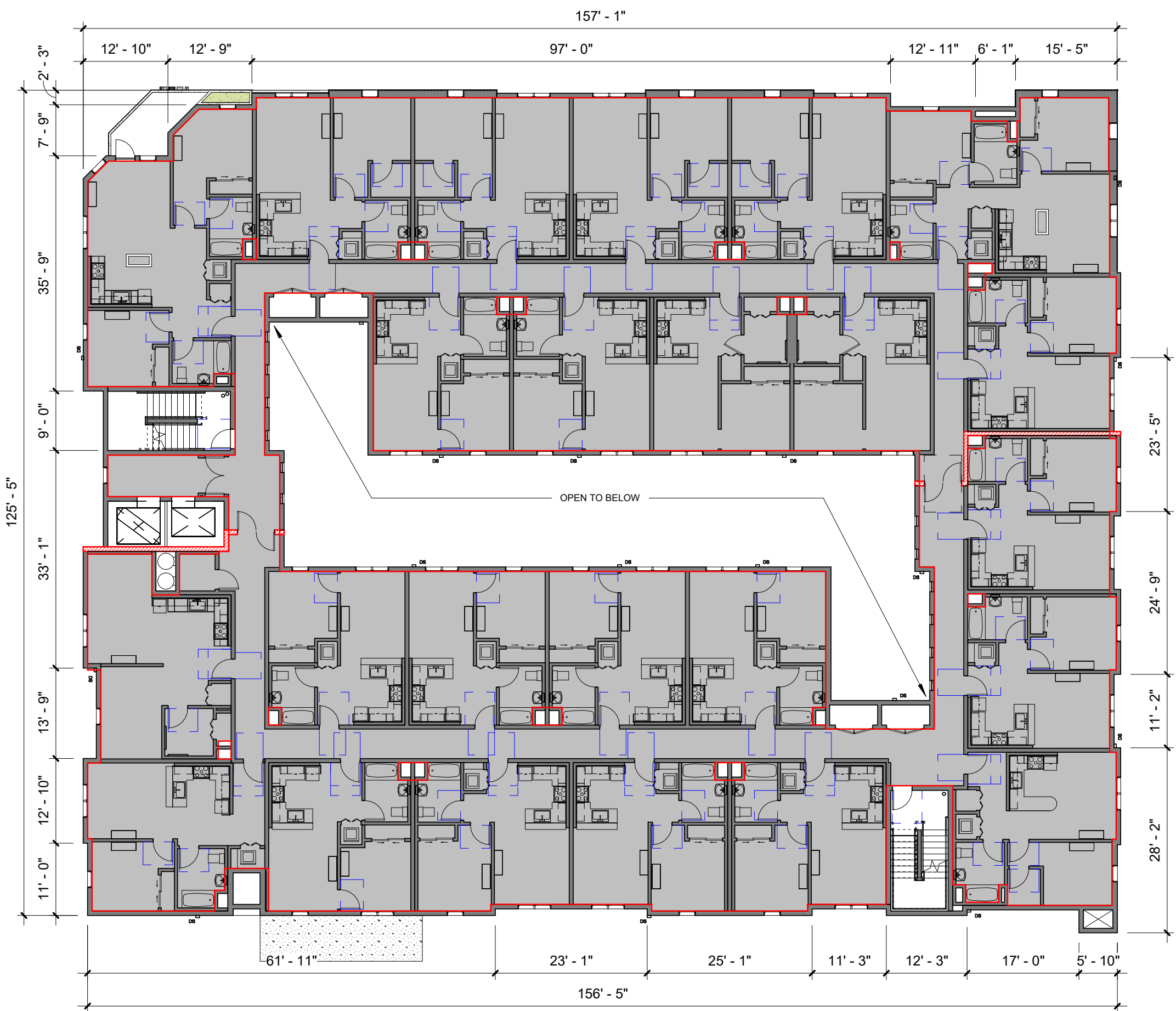
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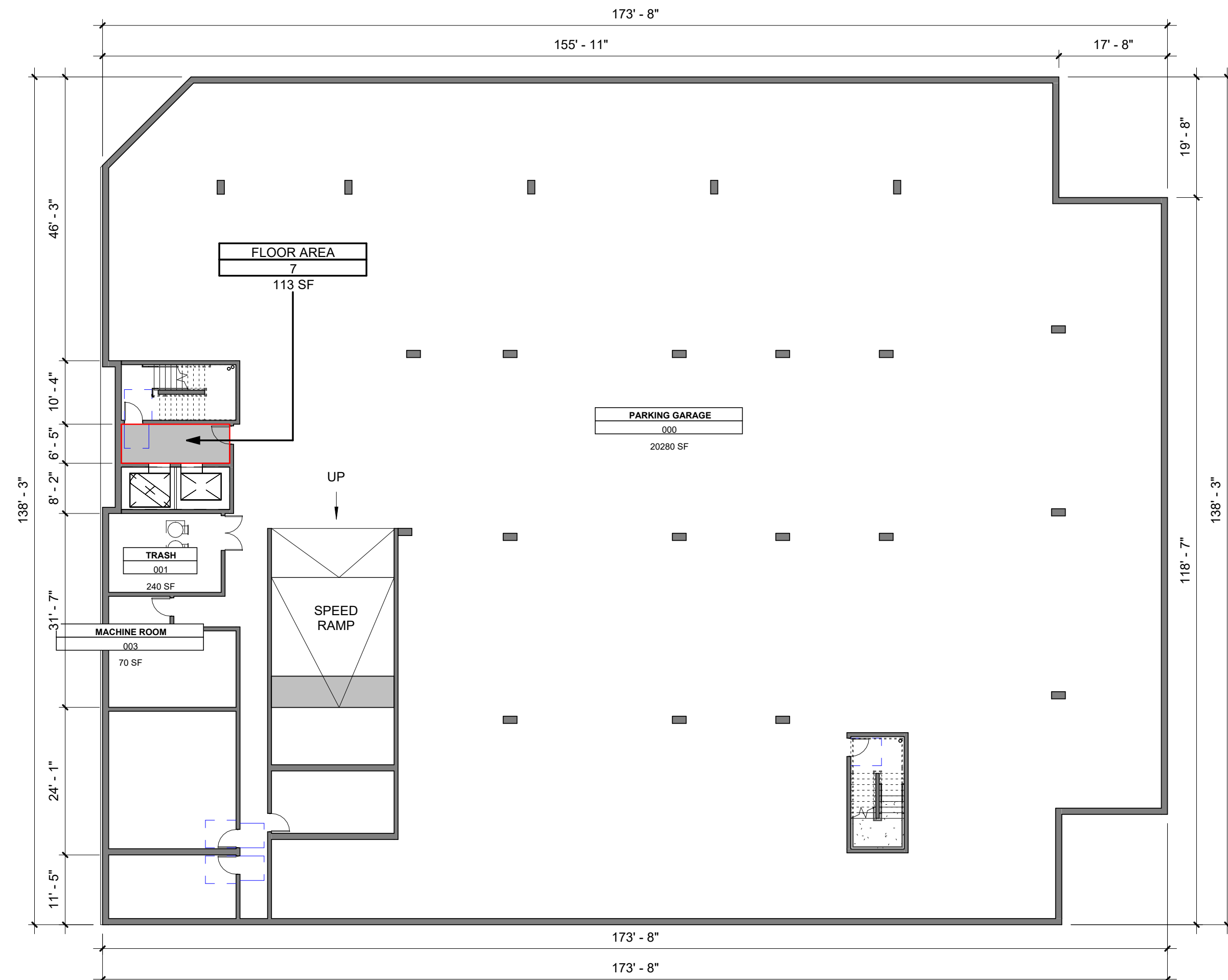
FOURTH FLOOR
FLOOR AREA PER LAMC 12.03 15,496 SF

04 FOURTH FLOOR FAR
1/16" = 1'-0" 5

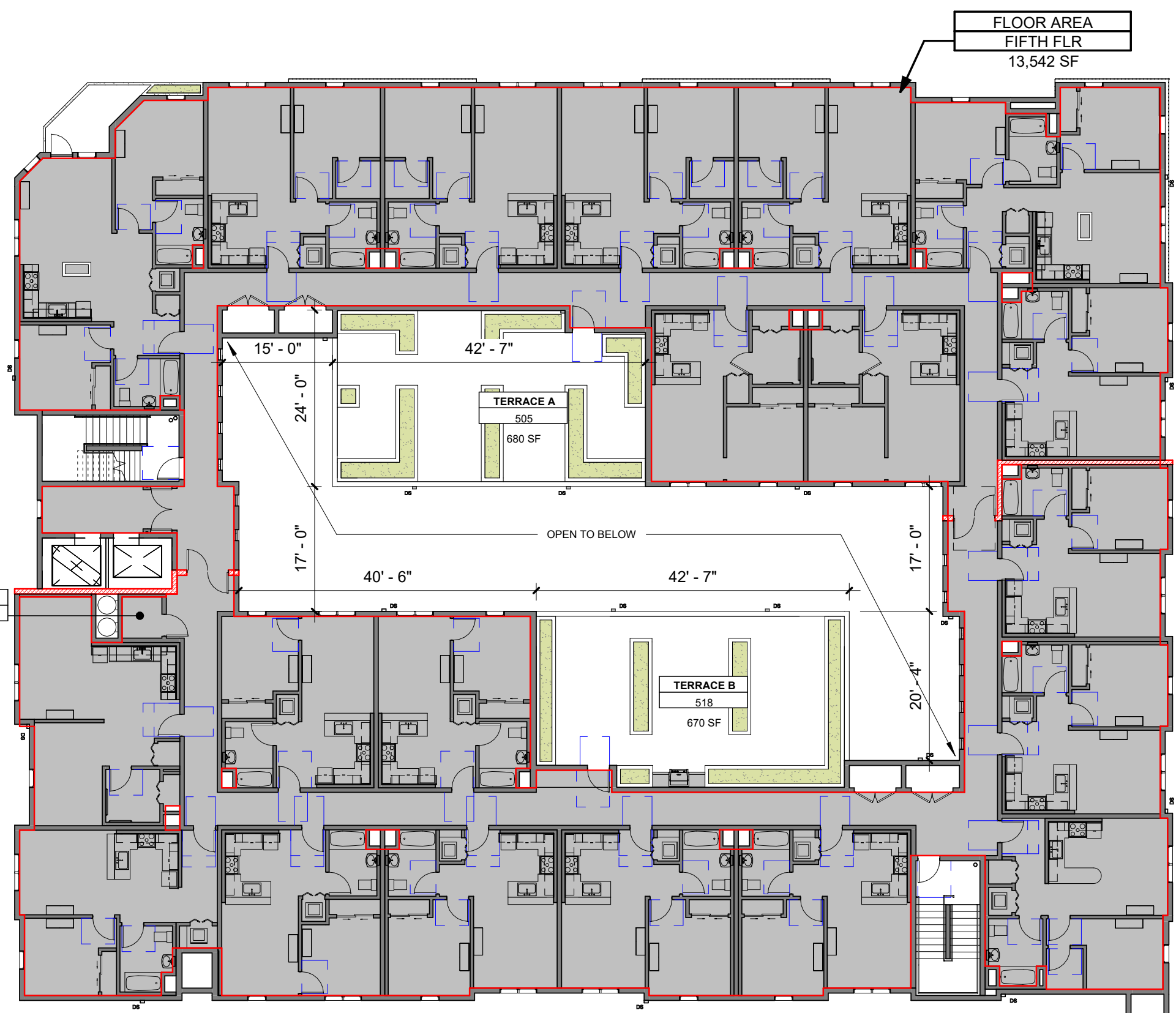


SECOND FLOOR
FLOOR AREA PER LAMC 12.03 15,496 SF

02 SECOND FLOOR FAR
1/16" = 1'-0" 3

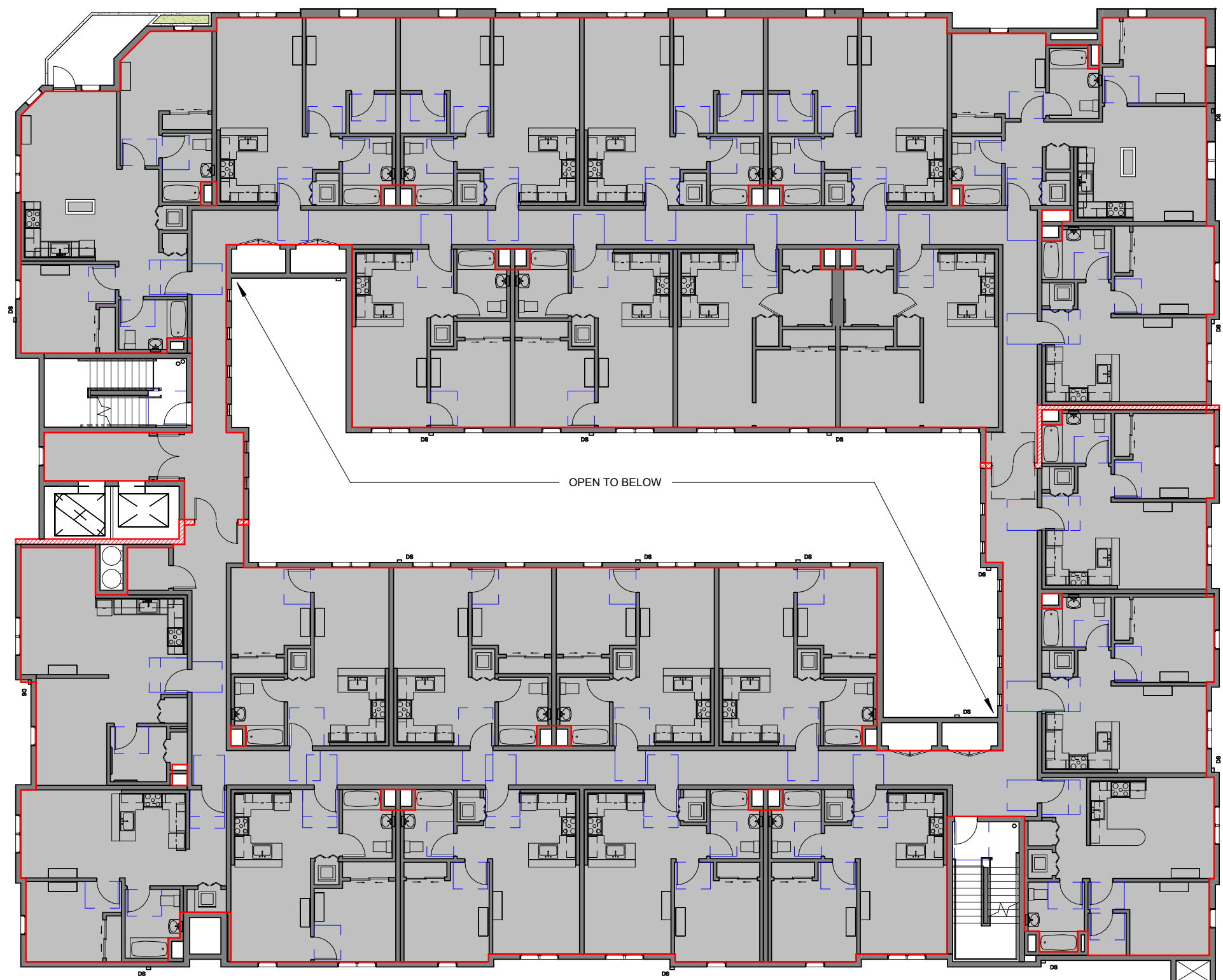


BASEMENT
FLOOR AREA PER LAMC 12.03 113 SF
BASEMENT 78 SF
00 BASEMENT FLOOR FAR
1/16" = 1'-0" 2



FIFTH FLOOR
FLOOR AREA PER LAMC 12.03 13,542 SF

05 FIFTH FLOOR FAR
1/16" = 1'-0" 6



THIRD FLOOR
FLOOR AREA PER LAMC 12.03 15,496 SF

03 THIRD FLOOR FAR
1/16" = 1'-0" 4



FIRST FLOOR
FLOOR AREA PER LAMC 12.03 13,383 SF

01 FIRST FLOOR FAR
1/16" = 1'-0" 1

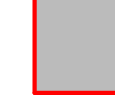
From Los Angeles Municipal Code, Chapter 1, Article 2, Section 12.03 Definitions:

FLOOR AREA (Amended by Ord. No. 182,386, Eff. 3/13/13.) 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, 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.

FLOOR AREA RATIO (FAR) A ratio establishing relationship between a property and the amount of development permitted for that property, and is expressed as a percentage or a ratio of the Buildable Area or Lot size (example: "3 times the Buildable Area" or "3:1"). (Added by Ord. No. 181,624, Eff. 5/9/11.)

FLOOR AREA PER LAMC 12.03



FLOOR AREA SUMMARY		
Level	Area	FAR = Area/Lot Area
BASEMENT	191 SF	0.008
FIRST FLOOR	13,383 SF	0.545
SECOND FLOOR	15,496 SF	0.632
THIRD FLOOR	15,496 SF	0.632
FOURTH FLOOR	15,496 SF	0.632
FIFTH FLOOR	13,542 SF	0.552
TOTAL FLOOR AREA	73,603 SF	3.000

FLOOR AREA TOTAL				
ALLOWABLE FAR FOR C2 ZONE IS 1.5:1 WITH AFFORDABLE HOUSING DENSITY BONUS FAR INCREASE INCENTIVE IS 3:1				
PROPOSED FAR ≤ MAX FAR THEREFORE THE FAR IS COMPLIANT.				
Lot Area	Max Allowable FAR	Total Allowable Floor Area per LAMC 12.03	Proposed Building Area	Proposed Building FAR
24,524.40 SF	3:1	73,603 SF	73,603 SF	3.000

FAR CALCULATIONS PER LAMC NTS B

FAR CODE DEFINITION NTS D

LEGEND - FAR NTS C

STAMP AREA NTS A

ISSUE DATES	
DATE	DESCRIPTION

JOHN KALISKI ARCHITECTS
3780 WILSHIRE BOULEVARD SUITE 500
LOS ANGELES, CA 90010-1000
JOHN.KALISKI@JKA.A
JOHN.KALISKI@JKA.CA

FAR DIAGRAMS & CALCULATIONS

A+N APARTMENTS
1724 W Adams Blvd.
Los Angeles, CA 90018

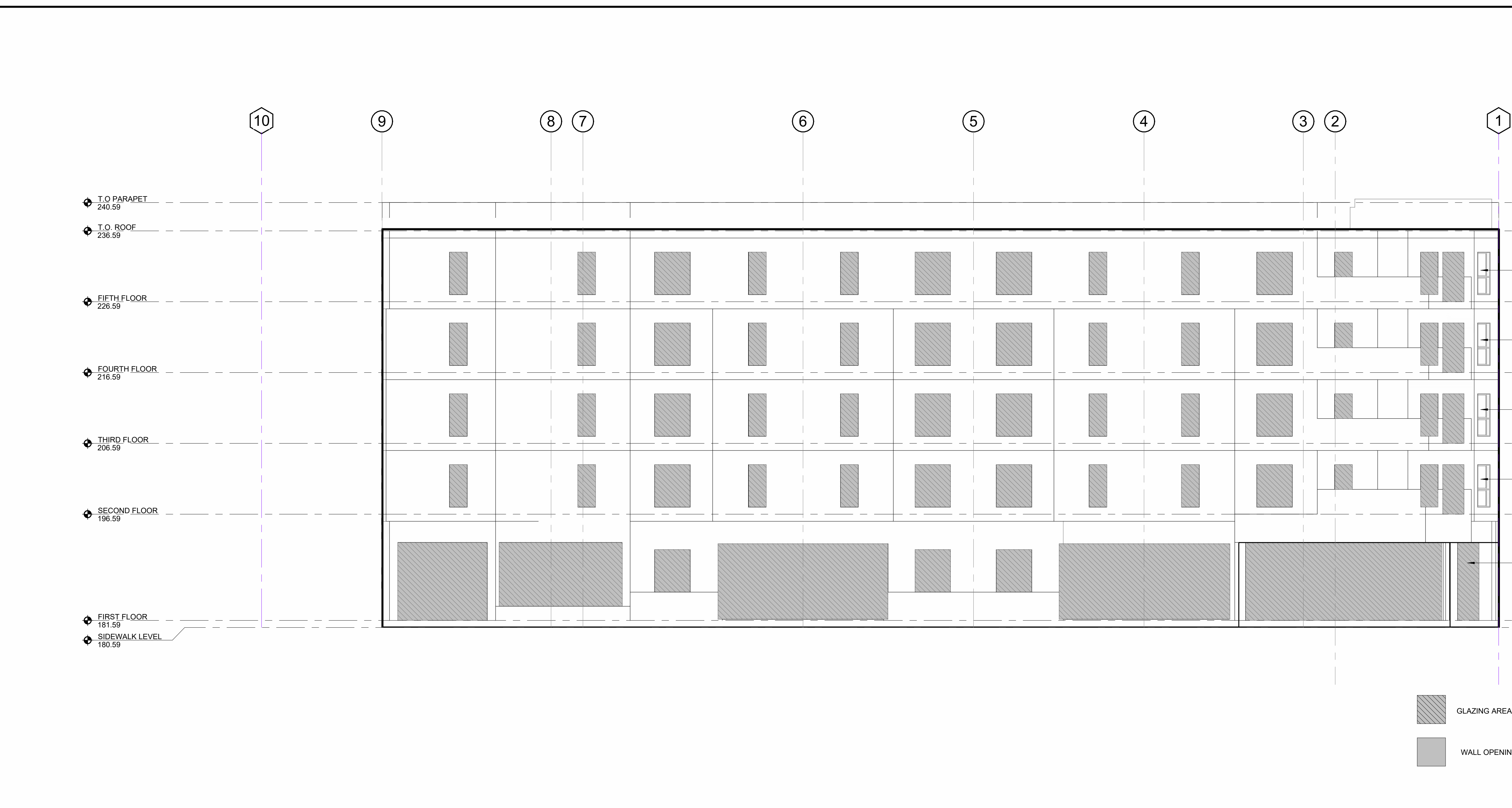


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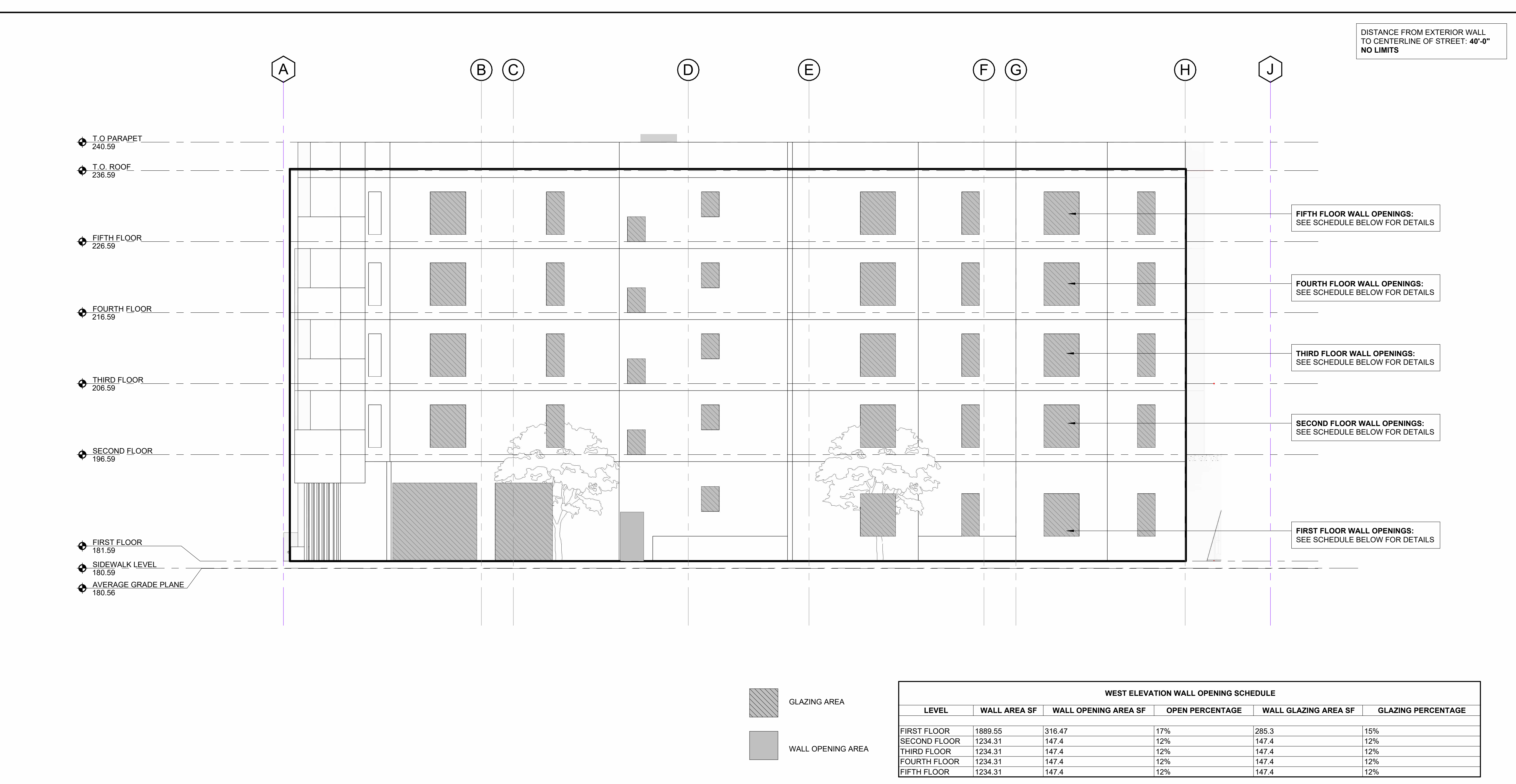
DISTANCE FROM EXTERIOR WALL TO CENTERLINE OF STREET: 60'-0" NO LIMITS

FIFTH FLOOR WALL OPENINGS: SEE SCHEDULE BELOW FOR DETAILS	10'-0"
FOURTH FLOOR WALL OPENINGS: SEE SCHEDULE BELOW FOR DETAILS	10'-0"
THIRD FLOOR WALL OPENINGS: SEE SCHEDULE BELOW FOR DETAILS	10'-0"
SECOND FLOOR WALL OPENINGS: SEE SCHEDULE BELOW FOR DETAILS	10'-0"
FIRST FLOOR WALL OPENINGS: SEE SCHEDULE BELOW FOR DETAILS	15'-0"

GLAZING AREA
 WALL OPENING AREA

LEVEL	WALL AREA SF	WALL OPENING AREA SF	OPEN PERCENTAGE	WALL GLAZING AREA SF	GLAZING PERCENTAGE
FIRST FLOOR	2364.18	1210.01	51%	1210.01	51%
SECOND FLOOR	1549.85	254.75	16%	254.75	16%
THIRD FLOOR	1549.85	254.75	16%	254.75	16%
FOURTH FLOOR	1549.85	254.75	16%	254.75	16%
FIFTH FLOOR	1549.85	254.75	16%	254.75	16%

NORTH ELEVATION WALL OPENING
1/8" = 1'-0" 1



DISTANCE FROM EXTERIOR WALL TO CENTERLINE OF STREET: 40'-0" NO LIMITS

FIFTH FLOOR WALL OPENINGS: SEE SCHEDULE BELOW FOR DETAILS	
FOURTH FLOOR WALL OPENINGS: SEE SCHEDULE BELOW FOR DETAILS	
THIRD FLOOR WALL OPENINGS: SEE SCHEDULE BELOW FOR DETAILS	
SECOND FLOOR WALL OPENINGS: SEE SCHEDULE BELOW FOR DETAILS	
FIRST FLOOR WALL OPENINGS: SEE SCHEDULE BELOW FOR DETAILS	

GLAZING AREA
 WALL OPENING AREA

LEVEL	WALL AREA SF	WALL OPENING AREA SF	OPEN PERCENTAGE	WALL GLAZING AREA SF	GLAZING PERCENTAGE
FIRST FLOOR	1889.55	316.47	17%	285.3	15%
SECOND FLOOR	1234.31	147.4	12%	147.4	12%
THIRD FLOOR	1234.31	147.4	12%	147.4	12%
FOURTH FLOOR	1234.31	147.4	12%	147.4	12%
FIFTH FLOOR	1234.31	147.4	12%	147.4	12%

WEST ELEVATION WALL OPENING
1/8" = 1'-0" 2

MAXIMUM AREA OF EXTERIOR WALL OPENINGS
BASED ON FIRE SEPARATION DISTANCE AND DEGREE OF OPENING PROTECTION

FIRE SEPARATION DISTANCE (FEET)	DEGREE OF OPENING PROTECTION	ALLOWABLE AREA ^a
0 TO LESS THAN 3	UNPROTECTED, SPRINKLERED (UP/S)	NOT PERMITTED
3 TO LESS THAN 5		15%
5 TO LESS THAN 10		25%
10 TO LESS THAN 15 ^g		45%
15 TO LESS THAN 20 ^g		75%
20 OR GREATER ^g		NO LIMIT

a. Values indicated are the percentage of the area of the exterior wall, per story.
 g. The area of openings in an open parking structure with a fire separation distance of 10 feet or greater shall not be limited.

2019 CBC TABLE 705.8 NTS A

1. BALCONIES WILL BE SPRINKLERED.
2. ALL EXTERIOR WALLS AND HORIZONTAL ASSEMBLIES TO BE 1 HOUR RATED.

WALL OPENING NOTES NTS B

A	DATE	DESCRIPTION

JOHN KALISKI ARCHITECTS
 3780 WILSHIRE BOULEVARD SUITE 500
 LOS ANGELES CA 90010.COM
 JOHN KALISKI, FAIA C17945

EXTERIOR WALL OPENING DIAGRAMS

A+N APARTMENTS
 1724 W Adams Blvd.
 Los Angeles, CA 90018



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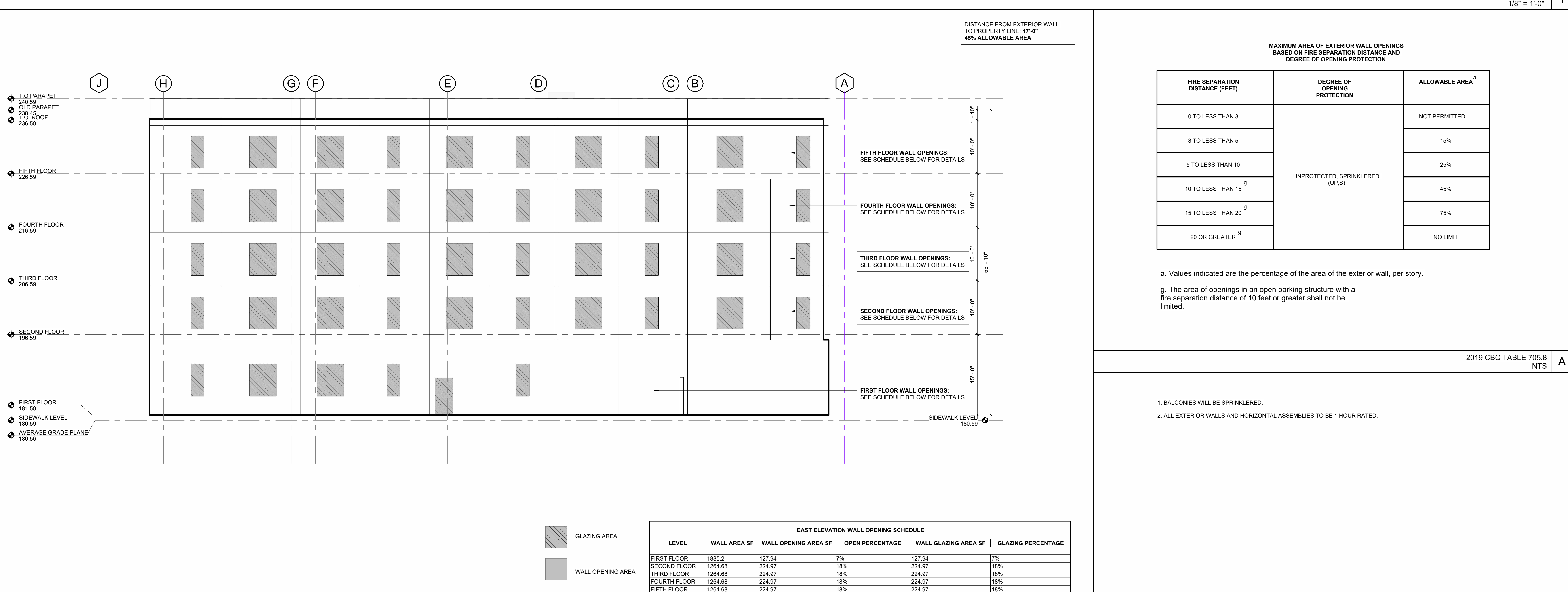


DISTANCE FROM EXTERIOR WALL TO CENTERLINE OF ALLEY: 12'-0" 45% ALLOWABLE AREA

GLAZING AREA
WALL OPENING AREA

LEVEL	WALL AREA SF	WALL OPENING AREA SF	OPEN PERCENTAGE	WALL GLAZING AREA SF	GLAZING PERCENTAGE
FIRST FLOOR	2364.18	384.21	16%	150	6%
SECOND FLOOR	1549.85	195	13%	195	13%
THIRD FLOOR	1549.85	195	13%	195	13%
FOURTH FLOOR	1549.85	195	13%	195	13%
FIFTH FLOOR	1549.85	195	13%	195	13%

SOUTH ELEVATION WALL OPENING
1/8" = 1'-0" 1



DISTANCE FROM EXTERIOR WALL TO PROPERTY LINE: 17'-0" 45% ALLOWABLE AREA

GLAZING AREA
WALL OPENING AREA

LEVEL	WALL AREA SF	WALL OPENING AREA SF	OPEN PERCENTAGE	WALL GLAZING AREA SF	GLAZING PERCENTAGE
FIRST FLOOR	1885.2	127.94	7%	127.94	7%
SECOND FLOOR	1264.68	224.97	18%	224.97	18%
THIRD FLOOR	1264.68	224.97	18%	224.97	18%
FOURTH FLOOR	1264.68	224.97	18%	224.97	18%
FIFTH FLOOR	1264.68	224.97	18%	224.97	18%

EAST ELEVATION WALL OPENING
1/8" = 1'-0" 2

2019 CBC TABLE 705.8
NTS A

FIRE SEPARATION DISTANCE (FEET)	DEGREE OF OPENING PROTECTION	ALLOWABLE AREA ^a
0 TO LESS THAN 3	UNPROTECTED, SPRINKLERED (UP.S)	NOT PERMITTED
3 TO LESS THAN 5		15%
5 TO LESS THAN 10		25%
10 TO LESS THAN 15 ^g		45%
15 TO LESS THAN 20 ^g		75%
20 OR GREATER ^g		NO LIMIT

a. Values indicated are the percentage of the area of the exterior wall, per story.
g. The area of openings in an open parking structure with a fire separation distance of 10 feet or greater shall not be limited.

- 1. BALCONIES WILL BE SPRINKLERED.
- 2. ALL EXTERIOR WALLS AND HORIZONTAL ASSEMBLIES TO BE 1 HOUR RATED.

WALL OPENING NOTES
NTS B

DATE DESCRIPTION

JOHN KALISKI ARCHITECTS
3780 WILSHIRE BOULEVARD SUITE 500
LOS ANGELES CA 90010-5000
JOHN.KALISKI@JKA.A
JOHN KALISKI, FAIA C17945

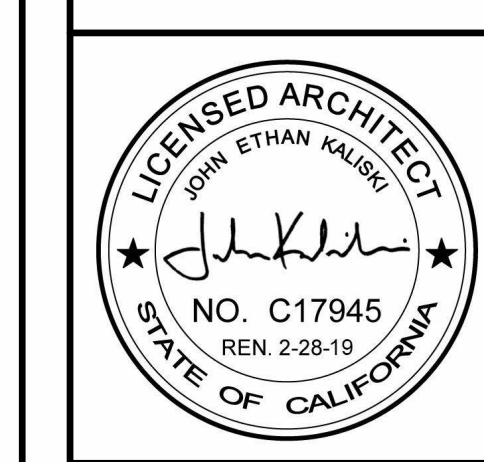
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EXTERIOR WALL OPENING DIAGRAMS

A+N APARTMENTS
1724 W Adams Blvd.
Los Angeles, CA 90018

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WEST COURTYARD ELEVATION WALL OPENING SCHEDULE

LEVEL	WALL AREA SF	WALL OPENING AREA SF	OPEN PERCENTAGE	WALL GLAZING AREA SF	GLAZING PERCENTAGE
FIRST FLOOR	559.47	53.5	10%	21	4%
SECOND FLOOR	366.76	53.5	15%	0	0%
THIRD FLOOR	366.76	53.5	15%	0	0%
FOURTH FLOOR	366.76	53.5	15%	0	0%
FIFTH FLOOR	366.76	53.5	15%	0	0%

GLAZING AREA
WALL OPENING AREA

WEST COURTYARD ELEVATION WALL OPENING SCHEDULE
1/8" = 1'-0" 4

NORTH COURTYARD ELEVATION WALL OPENING SCHEDULE

LEVEL	WALL AREA SF	WALL OPENING AREA SF	OPEN PERCENTAGE	WALL GLAZING AREA SF	GLAZING PERCENTAGE
FIRST FLOOR	1252.48	301.86	24%	301.86	24%
SECOND FLOOR	820.84	180	22%	180	22%
THIRD FLOOR	820.84	180	22%	180	22%
FOURTH FLOOR	820.84	180	22%	180	22%
FIFTH FLOOR	820.84	113.78	14%	90	11%

GLAZING AREA
WALL OPENING AREA

NORTH COURTYARD ELEVATION WALL OPENING SCHEDULE
1/8" = 1'-0" 2

EAST COURTYARD ELEVATION WALL OPENING SCHEDULE

LEVEL	WALL AREA SF	WALL OPENING AREA SF	OPEN PERCENTAGE	WALL GLAZING AREA SF	GLAZING PERCENTAGE
FIRST FLOOR	558.44	39.47	7%	39.47	7%
SECOND FLOOR	366.09	53.29	15%	53.29	15%
THIRD FLOOR	366.09	53.29	15%	53.29	15%
FOURTH FLOOR	366.09	53.29	15%	53.29	15%
FIFTH FLOOR	366.09	53.29	15%	53.29	15%

GLAZING AREA
WALL OPENING AREA

EAST COURTYARD ELEVATION WALL OPENING SCHEDULE
1/8" = 1'-0" 1

SOUTH COURTYARD ELEVATION WALL OPENING SCHEDULE

LEVEL	WALL AREA SF	WALL OPENING AREA SF	OPEN PERCENTAGE	WALL GLAZING AREA SF	GLAZING PERCENTAGE
FIRST FLOOR	1252.75	229.51	18%	229.51	18%
SECOND FLOOR	821.84	180	22%	180	22%
THIRD FLOOR	821.84	180	22%	180	22%
FOURTH FLOOR	821.84	180	22%	180	22%
FIFTH FLOOR	821.84	113.84	14%	90	11%

GLAZING AREA
WALL OPENING AREA

SOUTH COURTYARD ELEVATION WALL OPENING SCHEDULE
1/8" = 1'-0" 3

MAXIMUM AREA OF EXTERIOR WALL OPENINGS BASED ON FIRE SEPARATION DISTANCE AND DEGREE OF OPENING PROTECTION

FIRE SEPARATION DISTANCE (FEET)	DEGREE OF OPENING PROTECTION	ALLOWABLE AREA ^a
0 TO LESS THAN 3	UNPROTECTED, SPRINKLERED (UP, S)	NOT PERMITTED
3 TO LESS THAN 5		15%
5 TO LESS THAN 10		25%
10 TO LESS THAN 15 ^g		45%
15 TO LESS THAN 20 ^g		75%
20 OR GREATER ^g		NO LIMIT

a. Values indicated are the percentage of the area of the exterior wall, per story.
g. The area of openings in an open parking structure with a fire separation distance of 10 feet or greater shall not be limited.

2019 CBC TABLE 705.8
NTS A

1. BALCONIES WILL BE SPRINKLERED.
2. ALL EXTERIOR WALLS AND HORIZONTAL ASSEMBLIES TO BE 1 HOUR RATED.

WALL OPENING NOTES
NTS B

A DATE DESCRIPTION

JOHN KALISKI ARCHITECTS
3780 WILSHIRE BOULEVARD SUITE 500
LOS ANGELES CA 90010-1008
JOHN KALISKI, FAIA C17945

JK A

EXTERIOR WALL OPENING DIAGRAMS

A+N APARTMENTS
1724 W Adams Blvd.
Los Angeles, CA 90018

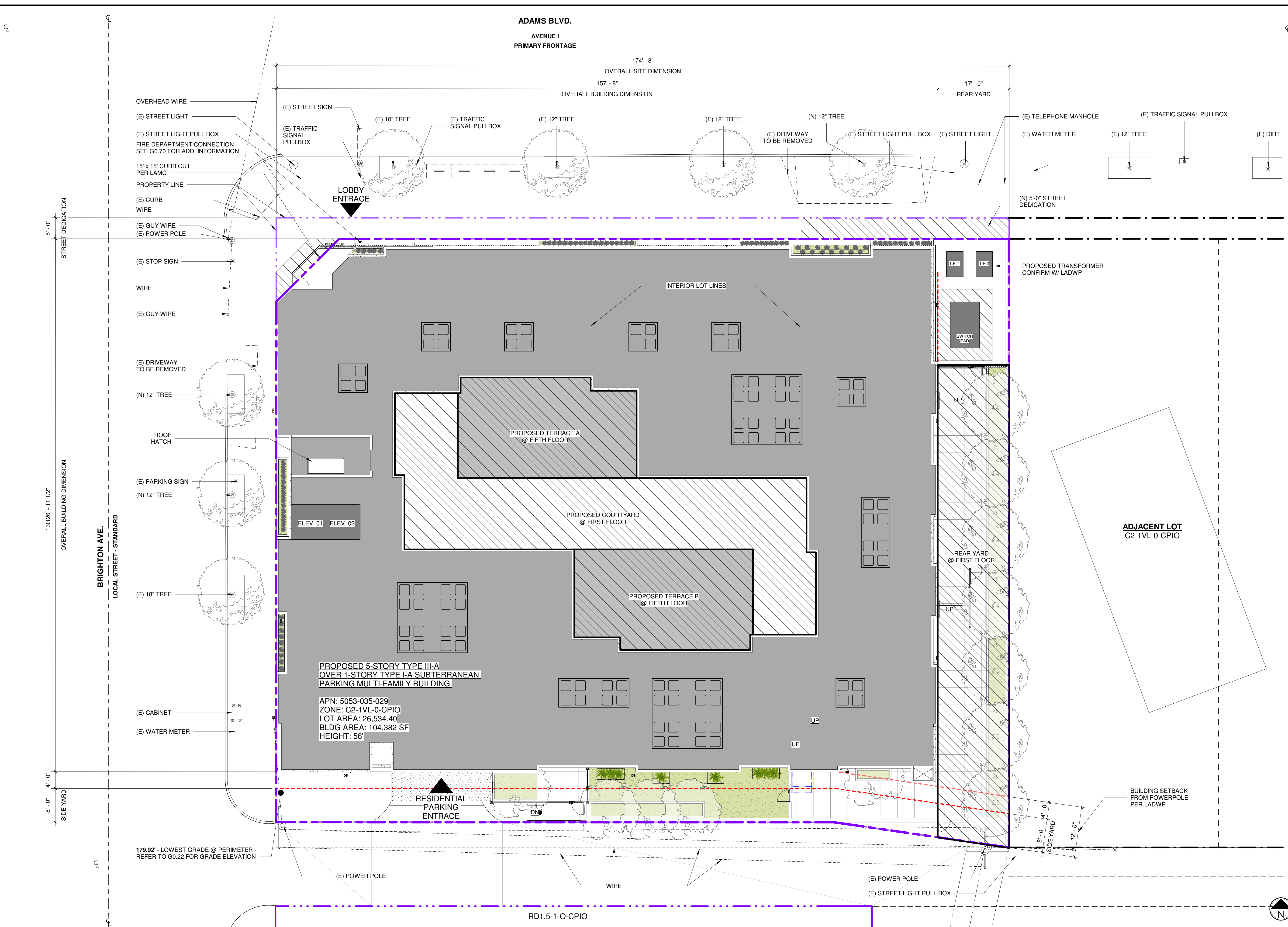
LICENSED ARCHITECT
JOHN KALISKI
NO. C17945
REN. 2-28-19
STATE OF CALIFORNIA

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LEGAL DESCRIPTION

LOT FR 3-5 OF TRACT PRUDENTIAL IMPROVEMENT COMPANY'S SUBDIVISION NO. 1, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA PER MAP RECORDED IN BOOK 1, PAGE 32 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

Site Address: 1724 W ADAMS BLVD, LOS ANGELES CA
 APN: 5053-035-029 | Lot: FR 3-5 | Block: NONE | Arb: NONE
 Tract: tr 668
 Lot/Parcel Area: 22,801 SF

Community Plan Area: SOUTH LOS ANGELES
 Council District: CD8 - MARQUEECE HARRIS-DAWSON

PROPERTY ADDRESSES

1722 W Adams Blvd, Los Angeles, CA 90018
 1724 W Adams Blvd, Los Angeles, CA 90018
 1726 W Adams Blvd, Los Angeles, CA 90018
 1728 W Adams Blvd, Los Angeles, CA 90018
 1730 W Adams Blvd, Los Angeles, CA 90018
 1732 W Adams Blvd, Los Angeles, CA 90018
 1734 W Adams Blvd, Los Angeles, CA 90018

ZONING SUMMARY

Designation	Reference	Required/Allowable	Proposed
Zoning	PER ZIMAS	C2-1VL-O-CPIO	C2-1VL-O-CPIO
Occupancy (Use)	LAMC 12.12.2.A	R4 (Apartments) S2 (Garage)	R4 (Apartments) S2 (Garage)
General Plan Designation	PER ZIMAS	Neighborhood Commercial	
Community Plan Overlay	PER ZIMAS	South Los Angeles	
Sub-Area	CPIO FIG. II-1	Neighborhood - Serving Corridor(A)	
Transit Oriented Communities	PER ZIMAS	Tier-2	
500 ft. School Zone	PER ZIMAS	N/A	
Lot Area	PER ZIMAS	24,534.40 SF (w/ 1/2 Alley = 26,280.7 SF)	24,534.4 SF (26,280.7 SF for Density Only)
Buildable Area	LAMC 12.14.C	= Lot Area per C2 Zoning	24,535.40 SF
Base Dwelling Units	LAMC 12.09.A.3(b)	66 DUs (26,280.7 SF / 400 SF/DU = 65.7 DU)	
Density Bonus	LAMC 12.22.C & 12.22.A.25(c)	90 =DUs (66*1.35 = 90)	90 DU
Affordable Units	SB 1818	11% VLI Units (90*0.11 = 9.9)	VLI Units = 10 DU
FAR †	LAMC 12.22.A.25 (f)(4)(ii)	3:1	3.0 73,603 SF / 24,534.4 SF
Floor Area †	LAMC 12.03	24,534.4 (Lot Area) * 3 (FAR) = 73,603 SF (Max Floor Area)	73,603 SF
Height (w/ AHDB) †	LAMC 12.22.A.25 (f)(5)	45'(Base) + 11' = 56'-0"	60'-0"
Stories	-	Unlimited (For 100% Residential)	5
Front Yard Setback	LAMC 12.14.C	None required in C2 lot	0'-0"
Side Yard Setback	LAMC 12.14.C & 12.22.A.25(f)(1)	8'-0" (5'+1' per story above 2 per R4)	8'-0" @ Alley 0'-0" @ Adams (Primary Frontage)§
Rear Yard Setback	LAMC 12.14.C	17'-0" (15'+1' per story above 3 per R4)	17'-0"
Street Dedication (Adams Blvd)†		5'-0"	5'-0"
Open Space, Landscape, and Required Trees	LAMC 12.22.G	See Open Space Summary (this sheet) and Diagrams and Calculations on sheet G0.55	
Automobile Parking	LAMC 12.21.A(4)(a) AB 2345	See Parking Calculations (this sheet)	

† Affordable Housing Density Bonus (AHDB) - Incentives



PROJECT INFORMATION

PROJECT INFORMATION NTS A

PLOT PLAN 3/32" = 1'-0" 2

Additional Project Information

STREET DEDICATION REQUIREMENT(S):
 Adams Blvd: 5 ft
 Corner cut-off: 15' x 15' radius

COMMERCIAL CORNER DEVELOPMENT: No

LOT COVERAGE PERCENTAGES:
 Building footprint: (24,534.40 sf) - %
 Paving/hardscape: (- sf) - %
 Landscaping: (1,320 sf) - %

LIGHTING: Adequate lighting will be provided to access the front entry from sidewalk, along the driveway, side yards, and rear yard

RECREATIONAL FACILITIES: Common open space courtyard, common recreation room, common open space terrace

CIRCULATION: (Arterial road types and freeways within 1,000 feet of project)
 Adams Blvd (Avenue I) - project property located along this street
 Normandie Ave. (Modified Avenue II) - approximately 155 feet away

FIRE SPRINKLERS: Project will include fire sprinklers

FLOORS	# OF UNITS		OPEN SPACE			AUTO PARKING				BIKE PARKING		AREA (FAR)	
	1BR	2 BR	COMMON (50% MIN)	PRIVATE	TOTAL	RESIDENTIAL	ADA	EV	COMPACT	RESIDENTIAL	REQ'D		PROVIDED
BASEMENT	0	0	0 SF	0 SF	0 SF								191 SF
1ST FLOOR	10	0	5,380 SF	0 SF	5,380 SF	STANDARD				SHORT TERM	7	7	13,383 SF
2ND FLOOR	19	2	0 SF	50 SF (1)	50 SF	38	2	6	5	LONG TERM	69	69	15,496 SF
3RD FLOOR	19	2	0 SF	50 SF (1)	50 SF								15,496 SF
4TH FLOOR	19	2	0 SF	50 SF (1)	50 SF								15,496 SF
5TH FLOOR	15	2	1,800	50 SF (1)	1,850 SF								13,542 SF
ROOF			0 SF	0 SF	0 SF								
PROPOSED TOTAL UNITS	82	8	7,380 SF	200 SF	7,380 SF	38	2	6	5	76	76	76	73,603 SF TOTAL FLOOR AREA
													FAR = 3.0
LANDSCAPE AREA REQUIRED			REQ'D	PROVIDED									
REQUIRED (25% OF REQ. COMMON OPEN SPACE):			1,380	1,735									
24" BOX TREES [PROVIDE (1) FOR EVERY (4) DWELLING UNITS]*			23	27									

AFFORDABLE HOUSING DENSITY BONUS INCENTIVES SUMMARY

AFFORDABLE HOUSING DENSITY BONUS INCENTIVES SUMMARY NTS B

OFF-MENU AFFORDABLE DENSITY HOUSING BONUS LAMC 12.22.A.25(f)

INCENTIVES TAKEN: 1
 OFF-MENU REQUESTS: 1

- OPEN SPACE REDUCTION** - UP TO 20% DECREASE FROM AN OPEN SPACE REQUIREMENT, PROVIDED THAT THE LANDSCAPE FOR THE HOUSING DEVELOPMENT PROJECT IS SUFFICIENT TO QUALIFY FOR THE NUMBER OF LANDSCAPE POINTS EQUIVALENT TO 10% MORE THAN OTHERWISE REQUIRED BY SECTION 12.40 OF THIS CODE AND LANDSCAPE ORDINANCE GUIDELINES "O"
- HEIGHT** - REQUESTING 60'-0"

DATE DESCRIPTION

JOHN KALISKI ARCHITECTS
 3780 WILSHIRE BOULEVARD SUITE 500
 LOS ANGELES CA 90010
 JOHN.KALISKI@JKA.COM
 JOHN KALISKI, FAIA C17945

J K A

PLOT PLAN

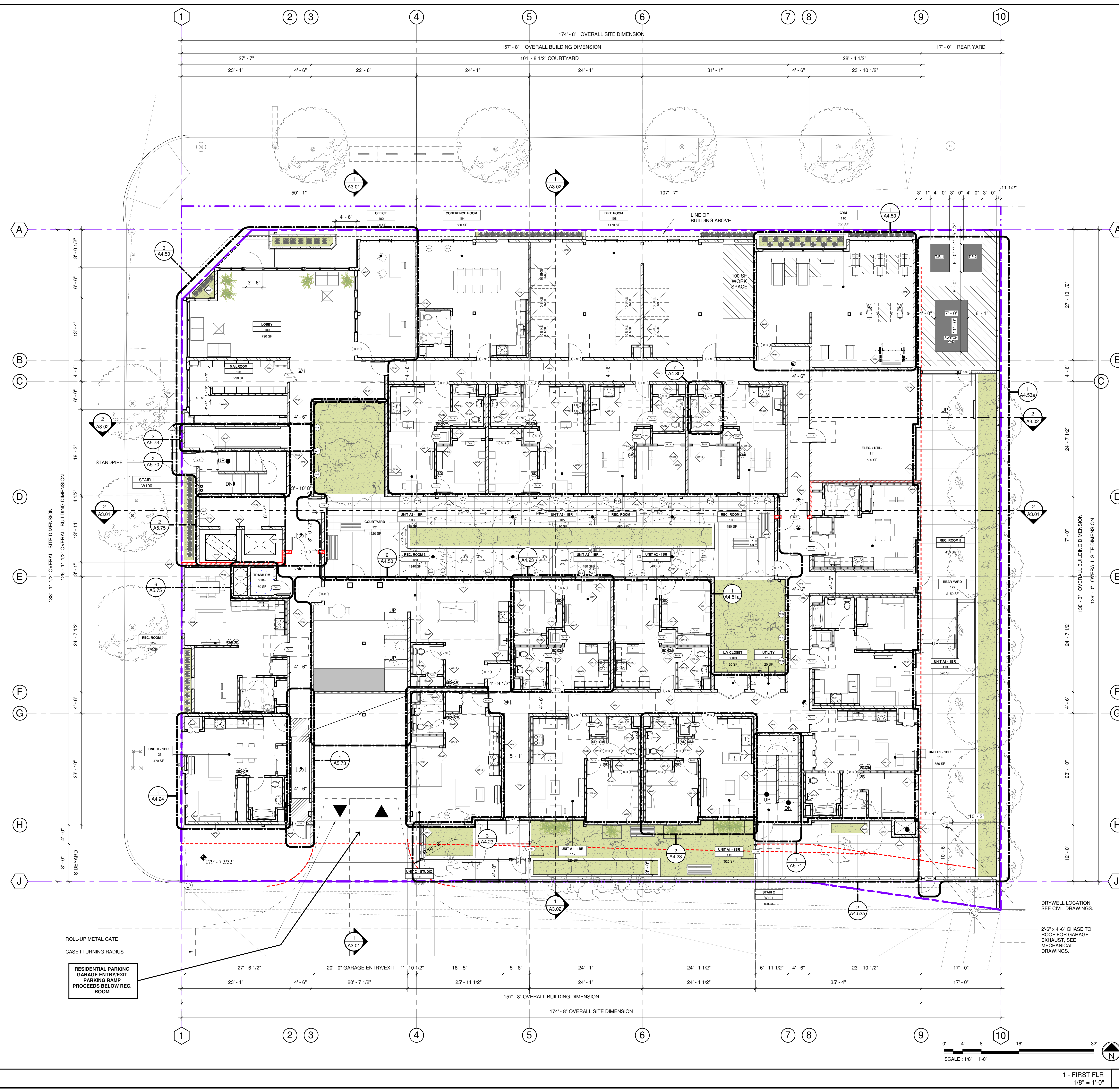
A+N APARTMENTS
 1724 W Adams Blvd.
 Los Angeles, CA 90018

LICENSED ARCHITECT
 JOHN ETRIAN KALISKI
 NO. C17945
 REN. 2-28-19
 STATE OF CALIFORNIA

Date: 7/24/2023 11:59:32 AM
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OCCUPANT LOAD SUMMARY - GROUND FLOOR						
#	Name	Level	Area (SF)	Use	Occ. Factor	Occ.
100	LOBBY	FIRST FLOOR	789	ASSEMBLY	200 SF	4
101	MAILROOM	FIRST FLOOR	286	STORAGE	300 SF	1
102	OFFICE	FIRST FLOOR	299	BUSINESS	150 SF	2
103	UNIT A2 - 1BR	FIRST FLOOR	483	RESIDENTIAL	200 SF	3
104	CONFERENCE ROOM	FIRST FLOOR	576	BUSINESS	150 SF	4
105	UNIT A2 - 1BR	FIRST FLOOR	483	RESIDENTIAL	200 SF	3
107	REC. ROOM 1	FIRST FLOOR	483	ASSEMBLY	15 SF	33
108	BIKE ROOM	FIRST FLOOR	1,168	STORAGE	300 SF	4
109	REC. ROOM 2	FIRST FLOOR	483	ASSEMBLY	15 SF	33
110	GYM	FIRST FLOOR	789	BUSINESS	50 SF	16
111	ELEC. UTIL.	FIRST FLOOR	517	UTILITY	300 SF	2
112	REC. ROOM 5	FIRST FLOOR	407	ASSEMBLY	15 SF	28
113	UNIT A1 - 1BR	FIRST FLOOR	518	RESIDENTIAL	200 SF	3
114	UNIT B2 - 1BR	FIRST FLOOR	553	RESIDENTIAL	200 SF	3
115	UNIT A1 - 1BR	FIRST FLOOR	518	RESIDENTIAL	200 SF	3
116	UNIT A2 - 1BR	FIRST FLOOR	483	RESIDENTIAL	200 SF	3
117	UNIT A1 - 1BR	FIRST FLOOR	518	RESIDENTIAL	200 SF	3
118	UNIT A2 - 1BR	FIRST FLOOR	483	RESIDENTIAL	200 SF	3
119	UNIT C - STUDIO	FIRST FLOOR	506	RESIDENTIAL	200 SF	3
120	REC. ROOM 3	FIRST FLOOR	1,136	ASSEMBLY	15 SF	76
121	COURTYARD	FIRST FLOOR	1,625	BUSINESS	150 SF	11
122	REAR YARD	FIRST FLOOR	2,148	BUSINESS	150 SF	15
123	UNIT D - 1BR	FIRST FLOOR	472	RESIDENTIAL	200 SF	3
124	REC. ROOM 4	FIRST FLOOR	573	ASSEMBLY	15 SF	39
W100	STAIR 1	FIRST FLOOR	168	EGRESS	0 SF	
W101	STAIR 2	FIRST FLOOR	160	EGRESS	0 SF	
Y104	TRASH RM	FIRST FLOOR	55	STORAGE	300 SF	1
GROUND FLOOR OCCUPANT TOTAL						299

OCCUPANT LOAD SUMMARY		ROOM SCHEDULE	
NTS	F	NTS	E

EXTERIOR		INTERIOR	
WAO	3-HOUR, SEE 1/A5.00	WAS	2-HOUR, STC 55-59, SEE 6/A5.00
WA1	2-HOUR, SEE 2/A5.00	WAB	2-HOUR, STC 65-69, SEE 7/A5.00
WA2	1-HOUR, SEE 3/A5.00	WAT	1-HOUR, STC 54, SEE 8/A5.00
WA3	1-HOUR, SEE 4/A5.00	WAS	1-HOUR, STC 50-54, SEE 9-10/A5.00
WA4	1-HOUR, SEE 5/A5.00	WAD	1-HOUR, STC 50, SEE 11/A5.00
		WATD	1-HOUR, STC 35-39, SEE 12/A5.00
		WA1T	NON-RATED, SEE 13-14/A5.00
		WA12	1-HOUR, STC 50, SEE 15/A5.00

LEGEND - FIRE & SOUND RATING			
NTS			
[Symbol]	CONCRETE	[Symbol]	2X4 METAL FRAMING
[Symbol]	2X6 WOOD FRAMING	[Symbol]	EXTERIOR FINISH
[Symbol]	2X4 WOOD FRAMING	[Symbol]	EXIT SIGN
[Symbol]	DOUBLE WALL WOOD FRAMING (2X4 + PLUMBING WALL)	[Symbol]	FIRE EXTINGUISHER
[Symbol]	DOUBLE WALL WOOD FRAMING (2X6 + PLUMBING WALL)	[Symbol]	FACEP
[Symbol]	2X6 METAL FRAMING	[Symbol]	ANNUNCIATOR PANEL
[Symbol]	3-HR RATED FIREWALL	[Symbol]	DOOR WITH PANIC HARDWARE, SEE A0.30 DOOR SCHEDULE
		[Symbol]	CLASS I STANDPIPE

LEGEND - FLOOR PLAN	
NTS	

1. All Egress doors to have panic hardware where required. See A6-0 for Door Schedule and Notes.
 2.

GENERAL AND KEY NOTES	
NTS	

ISSUE DATES

A	DATE	DESCRIPTION

JOHN KALISKI ARCHITECTS
 3780 WILSHIRE BOULEVARD SUITE 500
 LOS ANGELES CA 90010
 JOHN KALISKI, FAIA C17945

JK A

GROUND FLOOR PLAN

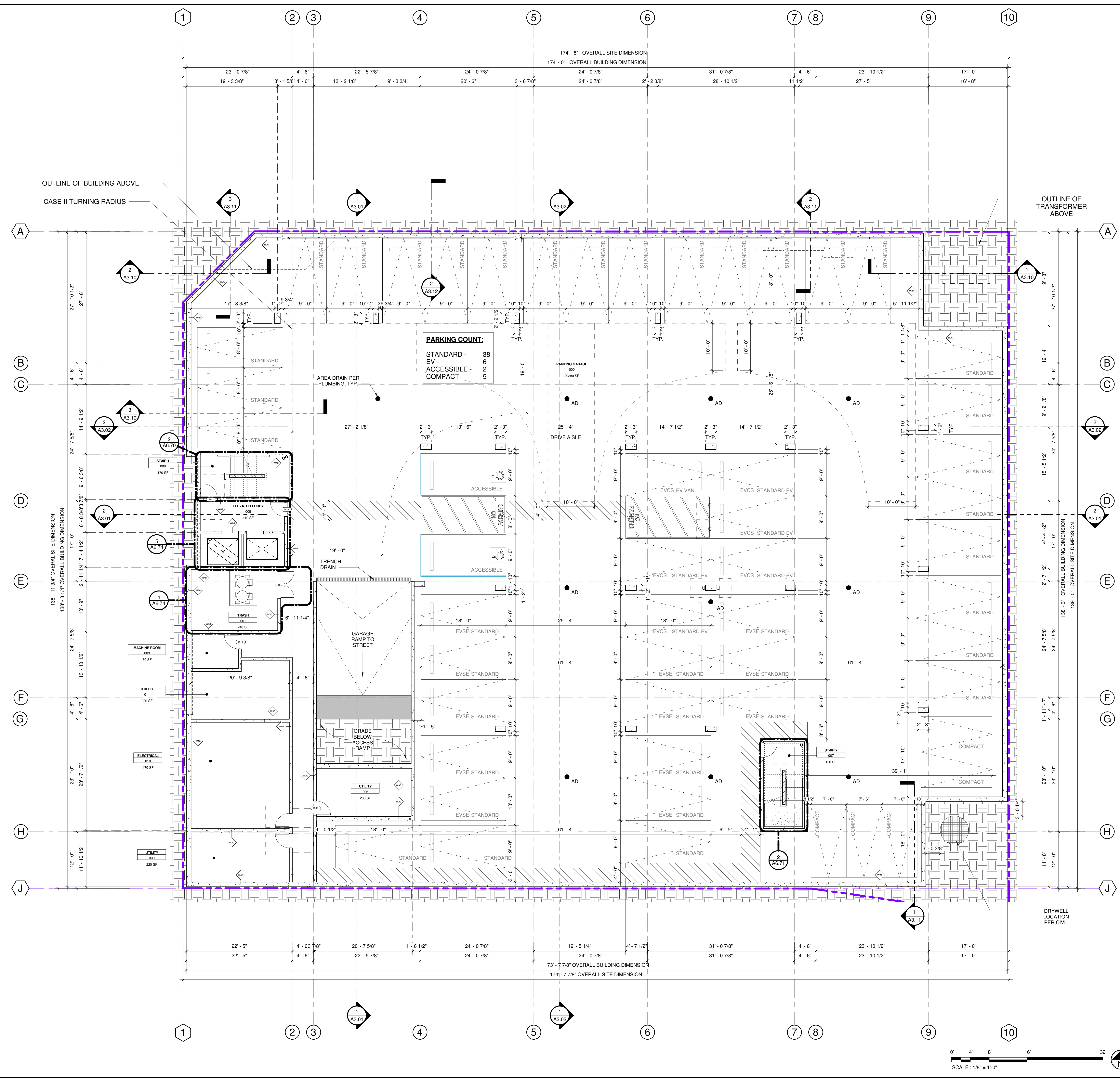
A+N APARTMENTS
 1724 W Adams Blvd.
 Los Angeles, CA 90018

LICENSED ARCHITECT
 JOHN ETIHAH KALISKI
 No. C17945
 REN. 2-28-19
 STATE OF CALIFORNIA

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 Job Number: 2124
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PARKING COUNT	
STANDARD - EV	38
ACCESSIBLE - COMPACT	5
STANDARD - COMPACT	6

OCCUPANT LOAD SUMMARY - BASEMENT					
#	Name	Area (SF)	USE	Occ. Factor	Occ.
001	TRASH	236 SF	UTILITY	300 SF	1
003	MACHINE ROOM	74 SF	UTILITY	300 SF	2
005	ELEVATOR LOBBY	113 SF	BUILDING	15 SF	8
006	UTILITY	204 SF	UTILITY	300 SF	1
007	STAIR 2	160 SF			
008	STAIR 1	169 SF			
009	UTILITY	216 SF	UTILITY	300 SF	1
010	ELECTRICAL	466 SF	UTILITY	300 SF	1
011	UTILITY	234 SF	UTILITY	300 SF	2
BASEMENT OCCUPANT TOTAL					

AUTO PARKING		
Description	Dimensions	Count
ACCESSIBLE STALLS	9'0" x 18'0"	2
COMPACT STALLS	7'6" x 15'0"	5
STANDARD	9'6" x 15'0"	3
STANDARD	9'0" x 18'0"	23
STANDARD EV	9'0" x 18'0"	6
STANDARD EVSE	9'0" x 18'0"	12
TOTAL PARKING SPACES		51

OCCUPANT LOAD SUMMARY NTS		PARKING SCHEDULE NTS	
F		E	

EXTERIOR		INTERIOR	
WAO	3-HOUR, SEE 1/A5.00	WAS	2-HOUR, STC 55-59, SEE 6/A5.00
WA1	2-HOUR, SEE 2/A5.00	WAB	2-HOUR, STC 65-69, SEE 7/A5.00
WA2	1-HOUR, SEE 3/A5.00	WA7	1-HOUR, STC 54, SEE 8/A5.00
WA3	1-HOUR, SEE 4/A5.00	WAB	1-HOUR, STC 50-54, SEE 9-10/A5.00
WA4	1-HOUR, SEE 5/A5.00	WAS	1-HOUR, STC 50, SEE 11/A5.00
		WA10	1-HOUR, STC 35-39, SEE 12/A5.00
		WA11	NON-RATED, SEE 13-14/A5.00
		WA12	1-HOUR, STC 50, SEE 15/A5.00

LEGEND - FIRE & SOUND RATING NTS			
[Symbol]	CONCRETE	[Symbol]	2X4 METAL FRAMING
[Symbol]	2X6 WOOD FRAMING	[Symbol]	EXTERIOR FINISH
[Symbol]	2X4 WOOD FRAMING	[Symbol]	EXIT SIGN
[Symbol]	DOUBLE WALL WOOD FRAMING (2X4 + PLUMBING WALL)	[Symbol]	FIRE EXTINGUISHER
[Symbol]	DOUBLE WALL WOOD FRAMING (2X6 + PLUMBING WALL)	[Symbol]	FACP
[Symbol]	2X6 METAL FRAMING	[Symbol]	ANNUNCIATOR PANEL
[Symbol]	3-HR RATED FIREWALL	[Symbol]	DOOR WITH PANIC HARDWARE, SEE A0.30 DOOR SCHEDULE
		[Symbol]	CLASS I STANDPIPE

LEGEND - FLOOR PLAN NTS

1. All Egress doors to have panic hardware where required. See A6-0 for Door Schedule and Notes.
2.

PROVIDE PARKING SIGNAGE @ ACCESSIBLE PARKING STALLS PER LADBS INFORMATION BULLETIN P18C 2017-084. SEE SHEET A9.11

THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.

THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.

FE#1 PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2-A OR 2-A10BC LOCATED WITHIN 75 FEET TO ALL PORTIONS OF THE BUILDING ON EACH FLOOR; ALSO DURING CONSTRUCTION. (LAMC 57.140)

FE#2 PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 10BC LOCATED WITHIN ELECTRICAL ROOM, MECHANICAL ROOM, OR PARKING GARAGE. (LAMC 57.140)

GENERAL AND KEY NOTES NTS

00 PROPOSED BASEMENT
1/8" = 1'-0" 1

STAMP AREA
NTS A

ISSUE DATES	
A	DESCRIPTION

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JK A

BASEMENT FLOOR PLAN

A+N APARTMENTS

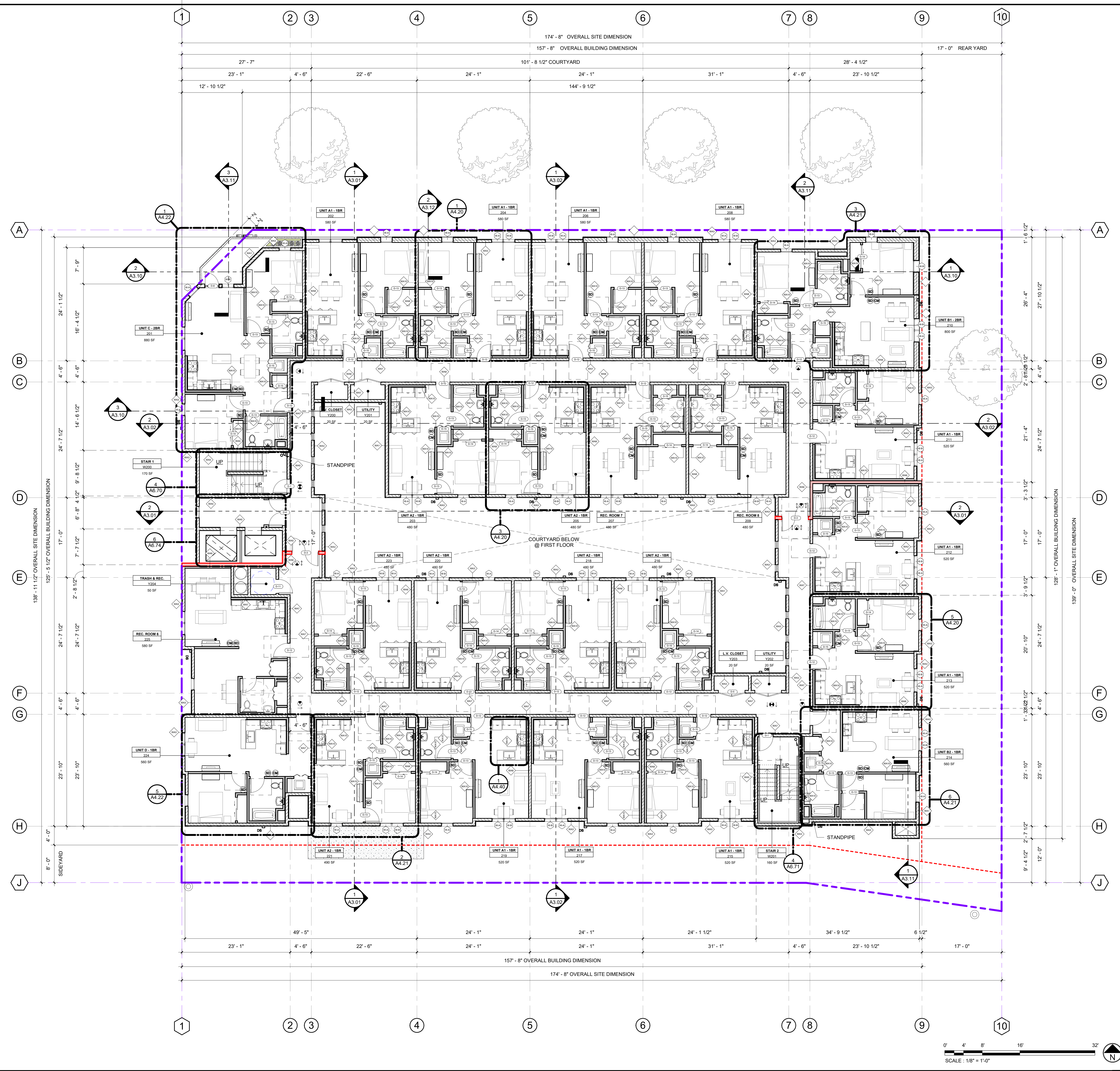
1724 W Adams Blvd.
Los Angeles, CA 90018

LICENSED ARCHITECT
JOHN KALISKI
NO. C17945
REN. 2-28-19
STATE OF CALIFORNIA

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OCCUPANT LOAD SUMMARY - SECOND FLOOR						
#	Name	Level	Area (SF)	Use	Occ. Factor	Occ.
201	UNIT C - 2BR	SECOND FLOOR	877 SF	RESIDENTIAL	200 SF	5
202	UNIT A1 - 1BR	SECOND FLOOR	576 SF	RESIDENTIAL	200 SF	3
203	UNIT A2 - 1BR	SECOND FLOOR	483 SF	RESIDENTIAL	200 SF	3
204	UNIT A1 - 1BR	SECOND FLOOR	576 SF	RESIDENTIAL	200 SF	3
205	UNIT A2 - 1BR	SECOND FLOOR	483 SF	RESIDENTIAL	200 SF	3
206	UNIT A1 - 1BR	SECOND FLOOR	576 SF	RESIDENTIAL	200 SF	3
207	REC. ROOM 7	SECOND FLOOR	483 SF	ASSEMBLY	15 SF	33
208	UNIT A1 - 1BR	SECOND FLOOR	576 SF	RESIDENTIAL	200 SF	3
209	REC. ROOM 8	SECOND FLOOR	483 SF	ASSEMBLY	15 SF	33
210	UNIT B1 - 2BR	SECOND FLOOR	803 SF	RESIDENTIAL	200 SF	5
211	UNIT A1 - 1BR	SECOND FLOOR	517 SF	RESIDENTIAL	200 SF	3
212	UNIT A1 - 1BR	SECOND FLOOR	517 SF	RESIDENTIAL	200 SF	3
213	UNIT A1 - 1BR	SECOND FLOOR	517 SF	RESIDENTIAL	200 SF	3
214	UNIT B2 - 1BR	SECOND FLOOR	560 SF	RESIDENTIAL	200 SF	3
215	UNIT A1 - 1BR	SECOND FLOOR	517 SF	RESIDENTIAL	200 SF	3
216	UNIT A2 - 1BR	SECOND FLOOR	483 SF	RESIDENTIAL	200 SF	3
217	UNIT A1 - 1BR	SECOND FLOOR	517 SF	RESIDENTIAL	200 SF	3
218	UNIT A2 - 1BR	SECOND FLOOR	483 SF	RESIDENTIAL	200 SF	3
219	UNIT A1 - 1BR	SECOND FLOOR	517 SF	RESIDENTIAL	200 SF	3
220	UNIT A2 - 1BR	SECOND FLOOR	483 SF	RESIDENTIAL	200 SF	3
221	UNIT A2 - 1BR	SECOND FLOOR	486 SF	RESIDENTIAL	200 SF	3
222	UNIT A2 - 1BR	SECOND FLOOR	483 SF	RESIDENTIAL	200 SF	3
223	UNIT A2 - 1BR	SECOND FLOOR	483 SF	RESIDENTIAL	200 SF	3
224	UNIT D - 1BR	SECOND FLOOR	560 SF	RESIDENTIAL	200 SF	3
225	REC. ROOM 6	SECOND FLOOR	578 SF	ASSEMBLY	15 SF	39
W200	STAIR 1	SECOND FLOOR	168 SF	EGRESS		
W201	STAIR 2	SECOND FLOOR	160 SF	EGRESS		
Y204	TRASH & REC.	SECOND FLOOR	54 SF	STORAGE	300 SF	1
SECOND FLOOR OCCUPANT TOTAL						173

OCCUPANT LOAD SUMMARY		ROOM SCHEDULE	
NTS	F	NTS	E

EXTERIOR		INTERIOR	
WAO	3-HOUR, SEE 1/A5.00	WAS	2-HOUR, STC 55-59, SEE 6/A5.00
WAO1	2-HOUR, SEE 2/A5.00	WAD	2-HOUR, STC 65-69, SEE 7/A5.00
WAO2	1-HOUR, SEE 3/A5.00	WAT	1-HOUR, STC 54, SEE 8/A5.00
WAO3	1-HOUR, SEE 4/A5.00	WAS	1-HOUR, STC 50-54, SEE 9-10/A5.00
WAO4	1-HOUR, SEE 5/A5.00	WAD	1-HOUR, STC 50, SEE 11/A5.00
		WAO10	1-HOUR, STC 35-39, SEE 12/A5.00
		WAO11	NON-RATED, SEE 13-14/A5.00
		WAO12	1-HOUR, STC 50, SEE 15/A5.00

LEGEND - FIRE & SOUND RATING			
NTS			
	CONCRETE		2X4 METAL FRAMING
	2X6 WOOD FRAMING		EXTERIOR FINISH
	2X4 WOOD FRAMING		EXIT SIGN
	DOUBLE WALL WOOD FRAMING (2X4 + PLUMBING WALL)		FIRE EXTINGUISHER
	DOUBLE WALL WOOD FRAMING (2X6 + PLUMBING WALL)		ANNUNCIATOR PANEL
	2X6 METAL FRAMING		DOOR WITH PANIC HARDWARE. SEE A0.30 DOOR SCHEDULE
	3-HR RATED FIREWALL		CLASS I STANDPIPE

LEGEND - FLOOR PLAN	
NTS	
1. All Egress doors to have panic hardware where required. See A6-0 for Door Schedule and Notes.	
2.	

GENERAL AND KEY NOTES	
NTS	
B	

ISSUE DATES	
A	DESCRIPTION

JK A

SECOND FLOOR PLAN

A+N APARTMENTS

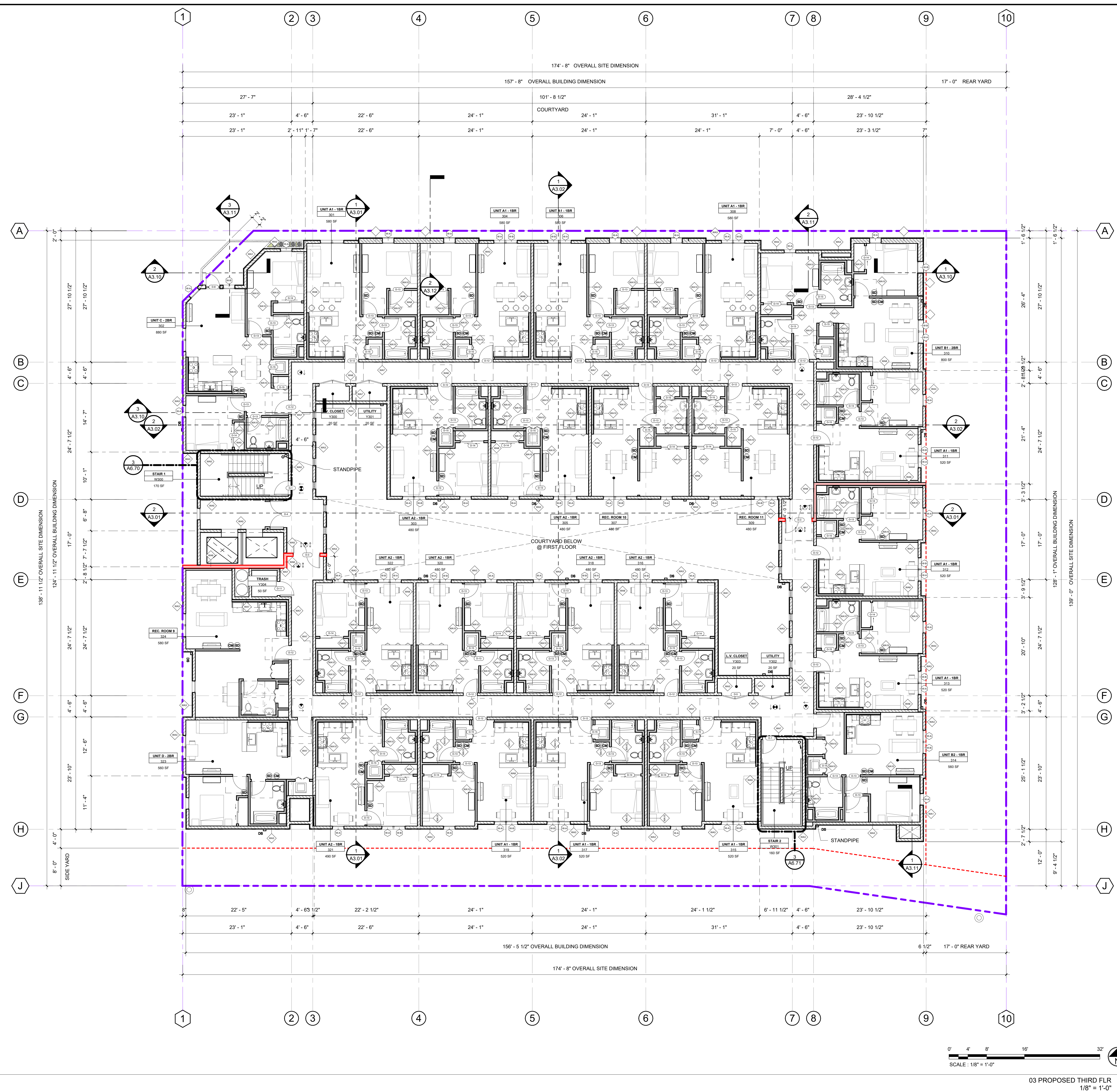
1724 W Adams Blvd.
Los Angeles, CA 90018

John Kaliski
No. C17945
Ren. 2-28-19
STATE OF CALIFORNIA

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OCCUPANT LOAD SUMMARY - THIRD FLOOR						
#	Name	Level	Area (SF)	Use	Occ. Factor	Occ.
301	UNIT A1-1BR	THIRD FLOOR	576 SF	RESIDENTIAL	200 SF	3
302	UNIT C-2BR	THIRD FLOOR	877 SF	RESIDENTIAL	200 SF	5
303	UNIT A2-1BR	THIRD FLOOR	483 SF	RESIDENTIAL	200 SF	3
304	UNIT A1-1BR	THIRD FLOOR	576 SF	RESIDENTIAL	200 SF	3
305	UNIT A2-1BR	THIRD FLOOR	483 SF	RESIDENTIAL	200 SF	3
306	UNIT A1-1BR	THIRD FLOOR	576 SF	RESIDENTIAL	200 SF	3
307	REC. ROOM 10	THIRD FLOOR	483 SF	ASSEMBLY	15 SF	33
308	UNIT A1-1BR	THIRD FLOOR	576 SF	RESIDENTIAL	200 SF	3
309	REC. ROOM 11	THIRD FLOOR	483 SF	ASSEMBLY	15 SF	33
310	UNIT B1-2BR	THIRD FLOOR	803 SF	RESIDENTIAL	200 SF	5
311	UNIT A1-1BR	THIRD FLOOR	576 SF	RESIDENTIAL	200 SF	3
312	UNIT A1-1BR	THIRD FLOOR	576 SF	RESIDENTIAL	200 SF	3
313	UNIT A1-1BR	THIRD FLOOR	576 SF	RESIDENTIAL	200 SF	3
314	UNIT B2-1BR	THIRD FLOOR	560 SF	RESIDENTIAL	200 SF	3
315	UNIT A1-1BR	THIRD FLOOR	576 SF	RESIDENTIAL	200 SF	3
316	UNIT A2-1BR	THIRD FLOOR	483 SF	RESIDENTIAL	200 SF	3
317	UNIT A1-1BR	THIRD FLOOR	576 SF	RESIDENTIAL	200 SF	3
318	UNIT A2-1BR	THIRD FLOOR	483 SF	RESIDENTIAL	200 SF	3
319	UNIT A1-1BR	THIRD FLOOR	576 SF	RESIDENTIAL	200 SF	3
320	UNIT A2-1BR	THIRD FLOOR	483 SF	RESIDENTIAL	200 SF	3
321	UNIT A2-1BR	THIRD FLOOR	486 SF	RESIDENTIAL	200 SF	3
322	UNIT A2-1BR	THIRD FLOOR	483 SF	RESIDENTIAL	200 SF	3
323	UNIT D-2BR	THIRD FLOOR	560 SF	RESIDENTIAL	200 SF	3
324	REC. ROOM 9	THIRD FLOOR	578 SF	ASSEMBLY	15 SF	39
W300	STAIR 1	THIRD FLOOR	166 SF	EGRESS		
W301	STAIR 2	THIRD FLOOR	160 SF	EGRESS		
Y304	TRASH	THIRD FLOOR	54 SF	STORAGE	300 SF	57
THIRD FLOOR OCCUPANT TOTAL						172

OCCUPANT LOAD SUMMARY		ROOM SCHEDULE	
NTS	F	NTS	E

EXTERIOR		INTERIOR	
WAO	3-HOUR, SEE 1/A5.00	WAS	2-HOUR, STC 55-59, SEE 6/A5.00
WA1	2-HOUR, SEE 2/A5.00	WAB	2-HOUR, STC 65-69, SEE 7/A5.00
WA2	1-HOUR, SEE 3/A5.00	WAT	1-HOUR, STC 54, SEE 8/A5.00
WA3	1-HOUR, SEE 4/A5.00	WAS	1-HOUR, STC 50-54, SEE 9-10/A5.00
WA4	1-HOUR, SEE 5/A5.00	WAD	1-HOUR, STC 50, SEE 11/A5.00
		WATD	1-HOUR, STC 35-39, SEE 12/A5.00
		WA1D	NON-RATED, SEE 13-14/A5.00
		WA12	1-HOUR, STC 50, SEE 15/A5.00

LEGEND - FIRE & SOUND RATING	
NTS	
[Symbol]	CONCRETE
[Symbol]	2X6 WOOD FRAMING
[Symbol]	2X4 WOOD FRAMING
[Symbol]	DOUBLE WALL WOOD FRAMING (2X4 + PLUMBING WALL)
[Symbol]	DOUBLE WALL WOOD FRAMING (2X6 + PLUMBING WALL)
[Symbol]	2X6 METAL FRAMING
[Symbol]	3-HR RATED FIREWALL
[Symbol]	2X4 METAL FRAMING
[Symbol]	EXTERIOR FINISH
[Symbol]	EXIT SIGN
[Symbol]	FIRE EXTINGUISHER
[Symbol]	FACP
[Symbol]	ANNUNCIATOR PANEL
[Symbol]	* DOOR WITH PANIC HARDWARE SEE A0.30 DOOR SCHEDULE
[Symbol]	CLASS I STANDPIPE

LEGEND - FLOOR PLAN	
NTS	
1. All Egress doors to have panic hardware where required. See A6-0 for Door Schedule and Notes.	
2.	

GENERAL AND KEY NOTES	
NTS	
B	

03 PROPOSED THIRD FLR
1/8" = 1'-0"

STAMP AREA
NTS
A

ISSUE DATES

DATE	DESCRIPTION

JOHN KALISKI ARCHITECTS
3780 WILSHIRE BOULEVARD SUITE 500
LOS ANGELES CA 90010
JOHN KALISKI, FAIA CT1945

JK A

THIRD FLOOR PLAN

A+N APARTMENTS
1724 W Adams Blvd.
Los Angeles, CA 90018

LICENSED ARCHITECT
JOHN KALISKI
NO. C17945
REN. 2-28-19
STATE OF CALIFORNIA

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#	Name	Level	Area (SF)	Use	Occ. Factor	Occ.
401	UNIT C - 2BR	FOURTH FLOOR	877 SF	RESIDENTIAL	200 SF	5
402	UNIT A1 - 1BR	FOURTH FLOOR	576 SF	RESIDENTIAL	200 SF	3
403	UNIT A2 - 1BR	FOURTH FLOOR	483 SF	RESIDENTIAL	200 SF	3
404	UNIT A1 - 1BR	FOURTH FLOOR	576 SF	RESIDENTIAL	200 SF	3
405	UNIT A2 - 1BR	FOURTH FLOOR	483 SF	RESIDENTIAL	200 SF	3
406	UNIT A1 - 1BR	FOURTH FLOOR	576 SF	RESIDENTIAL	200 SF	3
407	REC. ROOM 13	FOURTH FLOOR	483 SF	ASSEMBLY	15 SF	33
408	UNIT A1 - 1BR	FOURTH FLOOR	576 SF	RESIDENTIAL	200 SF	3
409	REC. ROOM 14	FOURTH FLOOR	483 SF	ASSEMBLY	15 SF	33
410	UNIT B1 - 2BR	FOURTH FLOOR	803 SF	RESIDENTIAL	200 SF	5
411	UNIT A1 - 1BR	FOURTH FLOOR	517 SF	RESIDENTIAL	200 SF	3
412	UNIT A1 - 1BR	FOURTH FLOOR	517 SF	RESIDENTIAL	200 SF	3
413	UNIT A1 - 1BR	FOURTH FLOOR	517 SF	RESIDENTIAL	200 SF	3
414	UNIT B2 - 1BR	FOURTH FLOOR	560 SF	RESIDENTIAL	200 SF	3
415	UNIT A1 - 1BR	FOURTH FLOOR	517 SF	RESIDENTIAL	200 SF	3
416	UNIT A2 - 1BR	FOURTH FLOOR	483 SF	RESIDENTIAL	200 SF	3
417	UNIT A1 - 1BR	FOURTH FLOOR	517 SF	RESIDENTIAL	200 SF	3
418	UNIT A2 - 1BR	FOURTH FLOOR	483 SF	RESIDENTIAL	200 SF	3
419	UNIT A1 - 1BR	FOURTH FLOOR	517 SF	RESIDENTIAL	200 SF	3
420	UNIT A2 - 1BR	FOURTH FLOOR	483 SF	RESIDENTIAL	200 SF	3
421	UNIT A2 - 1BR	FOURTH FLOOR	486 SF	RESIDENTIAL	200 SF	3
422	UNIT A2 - 1BR	FOURTH FLOOR	483 SF	RESIDENTIAL	200 SF	3
423	UNIT D - 2BR	FOURTH FLOOR	560 SF	RESIDENTIAL	200 SF	3
424	REC. ROOM 12	FOURTH FLOOR	576 SF	ASSEMBLY	15 SF	39
W400	STAIR 1	FOURTH FLOOR	168 SF	EGRESS	0 SF	
W401	STAIR 2	FOURTH FLOOR	160 SF	EGRESS	0 SF	
Y404	TRASH	FOURTH FLOOR	54 SF	STORAGE	300 SF	1
FOURTH FLOOR OCCUPANT TOTAL						173

Dwelling Unit	Count	Area
FOURTH FLOOR		
UNIT A1 - 1BR	6	517 SF
UNIT A1 - 1BR	4	576 SF
UNIT A2 - 1BR	6	483 SF
UNIT A2 - 1BR	1	486 SF
UNIT B1 - 2BR	1	803 SF
UNIT B2 - 1BR	1	560 SF
UNIT C - 2BR	1	877 SF
UNIT D - 2BR	1	560 SF
Total Units:	21	

OCCUPANT LOAD SUMMARY	NTS	F
ROOM SCHEDULE	NTS	E

EXTERIOR		INTERIOR	
W400	3-HOUR, SEE 1/A5.00	WAS	2-HOUR, STC 55-59, SEE 6/A5.00
W401	2-HOUR, SEE 2/A5.00	W40	2-HOUR, STC 65-69, SEE 7/A5.00
W402	1-HOUR, SEE 3/A5.00	W4T	1-HOUR, STC 54, SEE 8/A5.00
W403	1-HOUR, SEE 4/A5.00	W4S	1-HOUR, STC 50-54, SEE 9-10/A5.00
W404	1-HOUR, SEE 5/A5.00	W4D	1-HOUR, STC 50, SEE 11/A5.00
		W4T0	1-HOUR, STC 35-39, SEE 12/A5.00
		W4T1	NON-RATED, SEE 13-14/A5.00
		W4T2	1-HOUR, STC 50, SEE 15/A5.00

LEGEND - FIRE & SOUND RATING	NTS	D
------------------------------	-----	---

	CONCRETE		2X4 METAL FRAMING
	2X6 WOOD FRAMING		EXTERIOR FINISH
	2X4 WOOD FRAMING		EXIT SIGN
	DOUBLE WALL WOOD FRAMING (2X4 + PLUMBING WALL)		FIRE EXTINGUISHER
	DOUBLE WALL WOOD FRAMING (2X6 + PLUMBING WALL)		ANNUNCIATOR PANEL
	2X6 METAL FRAMING		* DOOR WITH PANIC HARDWARE. SEE A0.30 DOOR SCHEDULE
	3-HR RATED FIREWALL		CLASS I STANDPIPE

LEGEND - FLOOR PLAN	NTS	C
---------------------	-----	---

- 1. All Egress doors to have panic hardware where required. See A6-0 for Door Schedule and Notes.
- 2.

GENERAL AND KEY NOTES	NTS	B
-----------------------	-----	---

ISSUE DATES		
A	DATE	DESCRIPTION

JOHN KALISKI ARCHITECTS
3780 WILSHIRE BOULEVARD SUITE 500
LOS ANGELES CA 90010
JOHN KALISKI, FAIA CT1945

JK A

FOURTH FLOOR PLAN

A+N APARTMENTS
1724 W Adams Blvd.
Los Angeles, CA 90018

LICENSED ARCHITECT
JOHN ETHAN KALISKI
NO. C17945
REN. 2-28-19
STATE OF CALIFORNIA

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Job Number: 2124
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A1.15



OCCUPANT LOAD SUMMARY - FIFTH FLOOR					
#	Name	Level	Area (SF)	Use	Occ. Factor
501	UNIT C-2BR	FIFTH FLOOR	877 SF	RESIDENTIAL	200 SF 5
502	UNIT A1-1BR	FIFTH FLOOR	576 SF	RESIDENTIAL	200 SF 3
504	UNIT A1-1BR	FIFTH FLOOR	576 SF	RESIDENTIAL	200 SF 3
505	TERRACE A	FIFTH FLOOR	679 SF	ASSEMBLY	15 SF 46
506	UNIT A1-1BR	FIFTH FLOOR	576 SF	RESIDENTIAL	200 SF 3
507	REC ROOM 16	FIFTH FLOOR	483 SF	ASSEMBLY	15 SF 33
508	UNIT A1-1BR	FIFTH FLOOR	576 SF	RESIDENTIAL	200 SF 3
509	REC ROOM 17	FIFTH FLOOR	483 SF	ASSEMBLY	15 SF 33
510	UNIT B1-2BR	FIFTH FLOOR	803 SF	RESIDENTIAL	200 SF 5
511	UNIT A1-1BR	FIFTH FLOOR	517 SF	RESIDENTIAL	200 SF 3
512	UNIT A1-1BR	FIFTH FLOOR	517 SF	RESIDENTIAL	200 SF 3
513	UNIT A1-1BR	FIFTH FLOOR	517 SF	RESIDENTIAL	200 SF 3
514	UNIT B2-1BR	FIFTH FLOOR	560 SF	RESIDENTIAL	200 SF 3
515	UNIT A1-1BR	FIFTH FLOOR	517 SF	RESIDENTIAL	200 SF 3
517	UNIT A1-1BR	FIFTH FLOOR	517 SF	RESIDENTIAL	200 SF 3
518	TERRACE B	FIFTH FLOOR	871 SF	ASSEMBLY	15 SF 45
519	UNIT A1-1BR	FIFTH FLOOR	517 SF	RESIDENTIAL	200 SF 3
520	UNIT A2-1BR	FIFTH FLOOR	486 SF	RESIDENTIAL	200 SF 3
521	UNIT A2-1BR	FIFTH FLOOR	486 SF	RESIDENTIAL	200 SF 3
522	UNIT A2-1BR	FIFTH FLOOR	483 SF	RESIDENTIAL	200 SF 3
523	UNIT D-2BR	FIFTH FLOOR	560 SF	RESIDENTIAL	200 SF 3
524	REC ROOM 15	FIFTH FLOOR	578 SF	ASSEMBLY	15 SF 39
W500	STAIR 1	FIFTH FLOOR	168 SF	EGRESS	0 SF
W501	STAIR 2	FIFTH FLOOR	160 SF	EGRESS	0 SF
W504	TRASH	FIFTH FLOOR	54 SF	STORAGE	300 SF 1
FIFTH FLOOR OCCUPANT TOTAL					252

ROOM SCHEDULE - 5TH FLOOR		
Dwelling Unit	Count	Area
FIFTH FLOOR		
UNIT A1-1BR	6	517 SF
UNIT A1-1BR	4	576 SF
UNIT A2-1BR	2	486 SF
UNIT B1-2BR	1	803 SF
UNIT B2-1BR	1	560 SF
UNIT C-2BR	1	877 SF
UNIT D-2BR	1	560 SF
Total Units:		17

OCCUPANT LOAD SUMMARY		ROOM SCHEDULE	
NTS	F	NTS	E
EXTERIOR		INTERIOR	
WAD	3-HOUR, SEE 1/A5.00	WAS	2-HOUR, STC 55-59, SEE 6/A5.00
WA1	2-HOUR, SEE 2/A5.00	WAB	2-HOUR, STC 65-69, SEE 7/A5.00
WA2	1-HOUR, SEE 3/A5.00	WAT	1-HOUR, STC 54, SEE 8/A5.00
WA3	1-HOUR, SEE 4/A5.00	WAS	1-HOUR, STC 50-54, SEE 9-10/A5.00
WA4	1-HOUR, SEE 5/A5.00	WAD	1-HOUR, STC 50, SEE 11/A5.00
		WA10	1-HOUR, STC 35-39, SEE 12/A5.00
		WA11	NON-RATED, SEE 13-14/A5.00
		WA12	1-HOUR, STC 50, SEE 15/A5.00

LEGEND - FIRE & SOUND RATING		NTS		D	
	CONCRETE		2X4 METAL FRAMING		2X6 WOOD FRAMING
	2X4 WOOD FRAMING		EXTERIOR FINISH		EXIT SIGN
	DOUBLE WALL WOOD FRAMING (2X4 + PLUMBING WALL)		FIRE EXTINGUISHER		ANNUNCIATOR PANEL
	DOUBLE WALL WOOD FRAMING (2X6 + PLUMBING WALL)		FACP		DOOR WITH PANIC HARDWARE. SEE A0.30 DOOR SCHEDULE
	2X6 METAL FRAMING		CLASS 1 STANDPIPE		
	3-HR RATED FIREWALL				

LEGEND - FLOOR PLAN NTS C

1. All Egress doors to have panic hardware where required. See A6-0 for Door Schedule and Notes.
 2.

GENERAL AND KEY NOTES B

ISSUE DATES	
A	DESCRIPTION

JOHN KALISKI ARCHITECTS
3780 WILSHIRE BOULEVARD SUITE 500
LOS ANGELES, CA 90010
JOHN KALISKI, FAIA CT1945

JK A

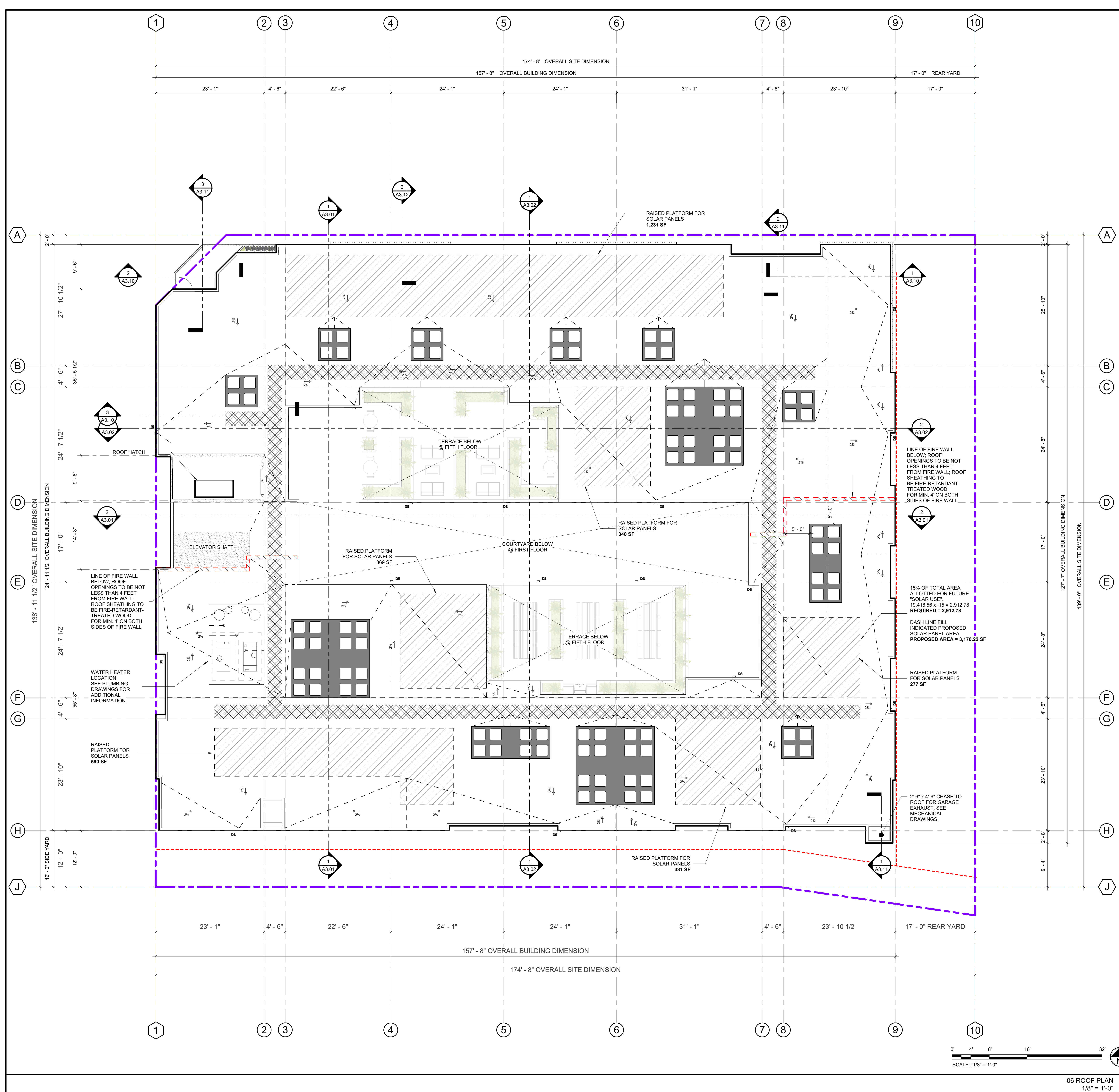
FIFTH FLOOR PLAN

A+N APARTMENTS
1724 W Adams Blvd.
Los Angeles, CA 90018

LICENSED ARCHITECT
JOHN ETRIAN KALISKI
NO. C17945
REN. 2-28-19
STATE OF CALIFORNIA

Date: 5/12/2023 4:48:41 PM
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Job Number: 2124
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LEGEND - FLOOR PLAN NTS		2	
[Pattern]	CONCRETE	[Symbol]	2X4 METAL FRAMING
[Pattern]	2X6 WOOD FRAMING	[Symbol]	EXTERIOR FINISH
[Pattern]	2X4 WOOD FRAMING	[Symbol]	EXIT SIGN
[Pattern]	DOUBLE WALL WOOD FRAMING (2X4 + PLUMBING WALL)	[Symbol]	FIRE EXTINGUISHER
[Pattern]	DOUBLE WALL WOOD FRAMING (2X6 + PLUMBING WALL)	[Symbol]	ANNUNCIATOR PANEL
[Pattern]	2X6 METAL FRAMING	[Symbol]	DOOR WITH PANIC HARDWARE, SEE A0.30 DOOR SCHEDULE
[Pattern]	3-HR RATED FIREWALL	[Symbol]	CLASS I STANDPIPE

LEGEND - FIRST FLOOR NTS		5	
<p>15% OF TOTAL AREA ALLOTTED FOR FUTURE "SOLAR USE" $19,418.56 \times 15 = 2,912.78$ REQUIRED = 2,912.78 DASH LINE FILL INDICATED PROPOSED SOLAR PANEL AREA PROPOSED AREA = 3,170.22 SF</p>			

NOTES NTS		6	
<p>PROVIDE PARKING SIGNAGE @ ACCESSIBLE PARKING STALLS PER LADBS INFORMATION BULLETIN PIBC 2017-084. SEE SHEET A0.11</p> <p>THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.</p> <p>THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.</p>			

06 ROOF PLAN		1	
1/8" = 1'-0"			

ISSUE DATES		
A	DATE	DESCRIPTION

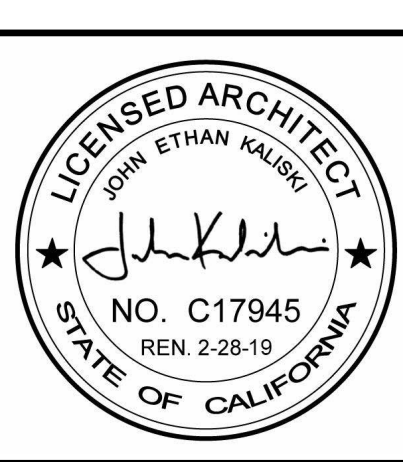
JOHN KALISKI ARCHITECTS
 3780 WILSHIRE BOULEVARD SUITE 500
 LOS ANGELES CA 90010
 JOHN KALISKI, FAIA CT17945

JK A

ROOF PLAN

A+N APARTMENTS

1724 W Adams Blvd.
 Los Angeles, CA 90018



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Job Number:	2124
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A1.17



NORTH ELEVATION
1/8" = 1'-0"

ABBREVIATIONS:
A.G.P. = AVERAGE GRADE PLANE (PER CBC)
A.G.L. = ADJACENT GROUND LEVEL (PER LAMC 12.03)

NOTES AND LEGEND
N.T.S. A

	PL-1 LA HABRA STUCCO COLOR: CRYSTAL WHITE FINISH: SANTA BARBARA SMOOTH FINISH		PL-2 LA HABRA STUCCO COLOR: TUXEDO FINISH: 16/20 SAND FLOAT FINISH
	MTL-1 PURE+FREEFORM SOFFIT/SIDING PANEL COLOR: PEARL WHITE OAK		GL-2 MILGUARD V200 STYLE LINE SERIES
	GL-1 ESSEX GLASS BLOCK DIMENSION: 3" x 8" x 8"		GL-3 ARCADIA STOREFRONT AFG451 SERIES
	CON-1 BOARD FORM CONCRETE		CMU-1 GREYSTONE PERCISION MEDIUM WEIGHT 6x8x16
	RAPID GRILLE SECURITY GRILLE MODEL 676		FEJOA SELLOWIANA / PINEAPPLE GUAVA
	MAGNOLIA GRANDIFLORA 'LITTLE GEM' / SOUTHERN MAGNOLIA		GEIGERIA PARVIFLORA / AUSTRALIAN WILLOW
	SYAGRUS ROMANZOFFIANA / QUEEN PALM		

NOTE: SEE FINISH SCHEDULE ON A6.30 FOR DETAILS

FINISH MATERIALS
N.T.S. B



WEST ELEVATION
1/8" = 1'-0"

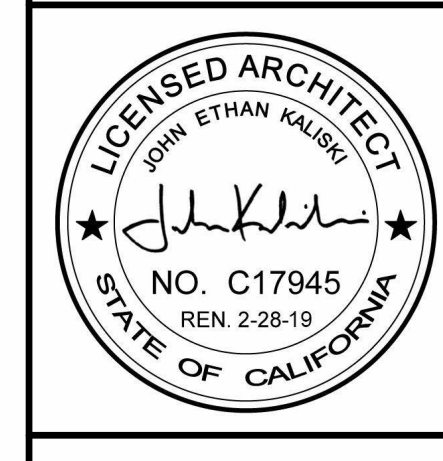
JOHN KALISKI ARCHITECTS
3780 WILSHIRE BOULEVARD SUITE 500
LOS ANGELES CA 90010.COM
JOHN KALISKI, FAIA CT1945



EXTERIOR ELEVATIONS

A+N APARTMENTS

1724 W Adams Blvd.
Los Angeles, CA 90018



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Job Number: 2124
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A2.01



SOUTH ELEVATION
1/8" = 1'-0" 2

ABBREVIATIONS:
A.G.P. = AVERAGE GRADE PLANE (PER CBC)
A.G.L. = ADJACENT GROUND LEVEL (PER LAMC 12.03)

NOTES AND LEGEND
N.T.S. A

	LA HABRA STUCCO COLOR: CRYSTAL WHITE FINISH: SANTA BARBARA SMOOTH FINISH		LA HABRA STUCCO COLOR: TUXEDO FINISH: 16/20 SAND FLOAT FINISH
	PURE+FREEFORM SOFFIT/SIDING PANEL COLOR: PEARL WHITE OAK		MILGUARD V250 STYLE LINE SERIES
	ESSEX GLASS BLOCK DIMENSION: 3" x 8" x 8"		ARCADIA STOREFRONT AFG451 SERIES
	BOARD FORM CONCRETE		GREYSTONE PERCISION MEDIUM WEIGHT 8x8x16
	RAPID GRILLE SECURITY GRILLE MODEL 676		FEUJA SELLOWIANA / PINEAPPLE GUAVA
	MAGNOLIA GRANDIFLORA 'LITTLE GEM' / SOUTHERN MAGNOLIA		GEIGERA PARVIFLORA / AUSTRALIAN WILLOW
	SYAGRUS ROMANOFFIANA / QUEEN PALM		

NOTE: SEE FINISH SCHEDULE ON A6.30 FOR DETAILS

FINISH MATERIALS
N.T.S. B



EAST ELEVATION
1/8" = 1'-0" 1

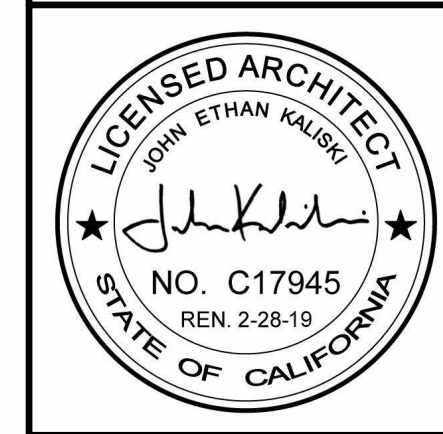
JOHN KALISKI ARCHITECTS
3780 WILSHIRE BOULEVARD SUITE 500
LOS ANGELES CA 90010.COM
JOHN KALISKI, FAIA C17945



EXTERIOR ELEVATIONS

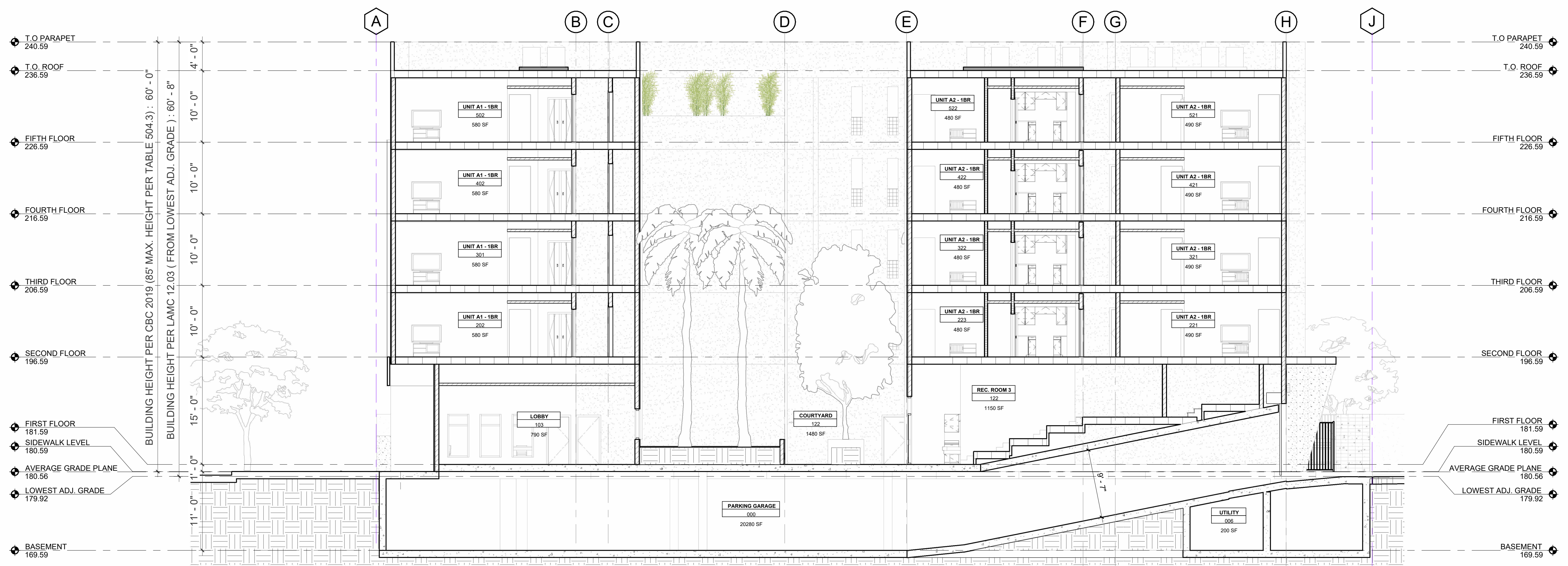
A+N APARTMENTS

1724 W Adams Blvd.
Los Angeles, CA 90018



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A2.02



NORTH - SOUTH SECTION 1
1/8" = 1'-0" 1



EAST - WEST SECTION 1
1/8" = 1'-0" 2

A	DATE	DESCRIPTION

JOHN KALISKI ARCHITECTS
3780 WILSHIRE BOULEVARD SUITE 500
LOS ANGELES CA 90010.COM
JOHN KALISKI, FAIA C17945



BUILDING SECTIONS

A+N APARTMENTS

1724 W Adams Blvd.
Los Angeles, CA 90018



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Job Number: 2124

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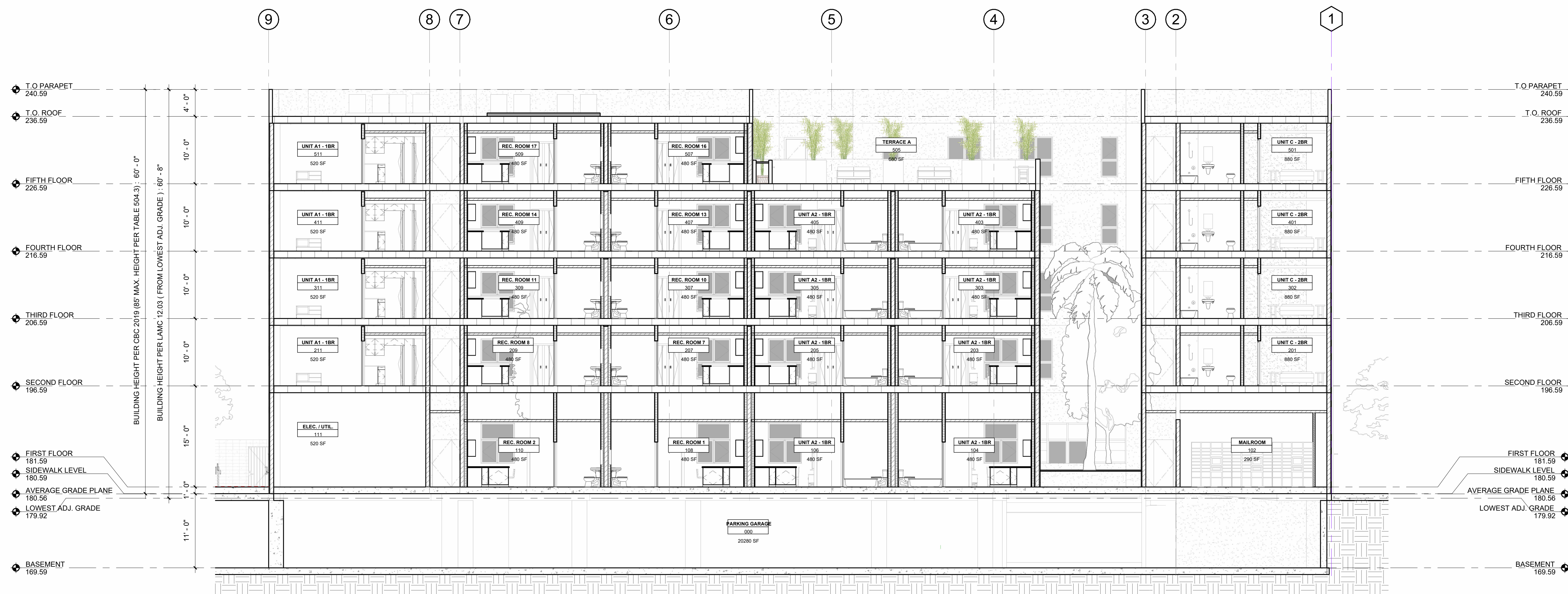
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EAST - WEST SECTION 2
1/8" = 1'-0" 1



NORTH - SOUTH SECTION 2
1/8" = 1'-0" 2

ISSUE DATES	
DATE	DESCRIPTION

JOHN KALISKI ARCHITECTS
3780 WILSHIRE BOULEVARD SUITE 500
LOS ANGELES CA 90010
213.383.7980 | JKA-LA.COM
JOHN KALISKI, FAIA C17945



BUILDING SECTIONS

A+N APARTMENTS

1724 W Adams Blvd.
Los Angeles, CA 90018



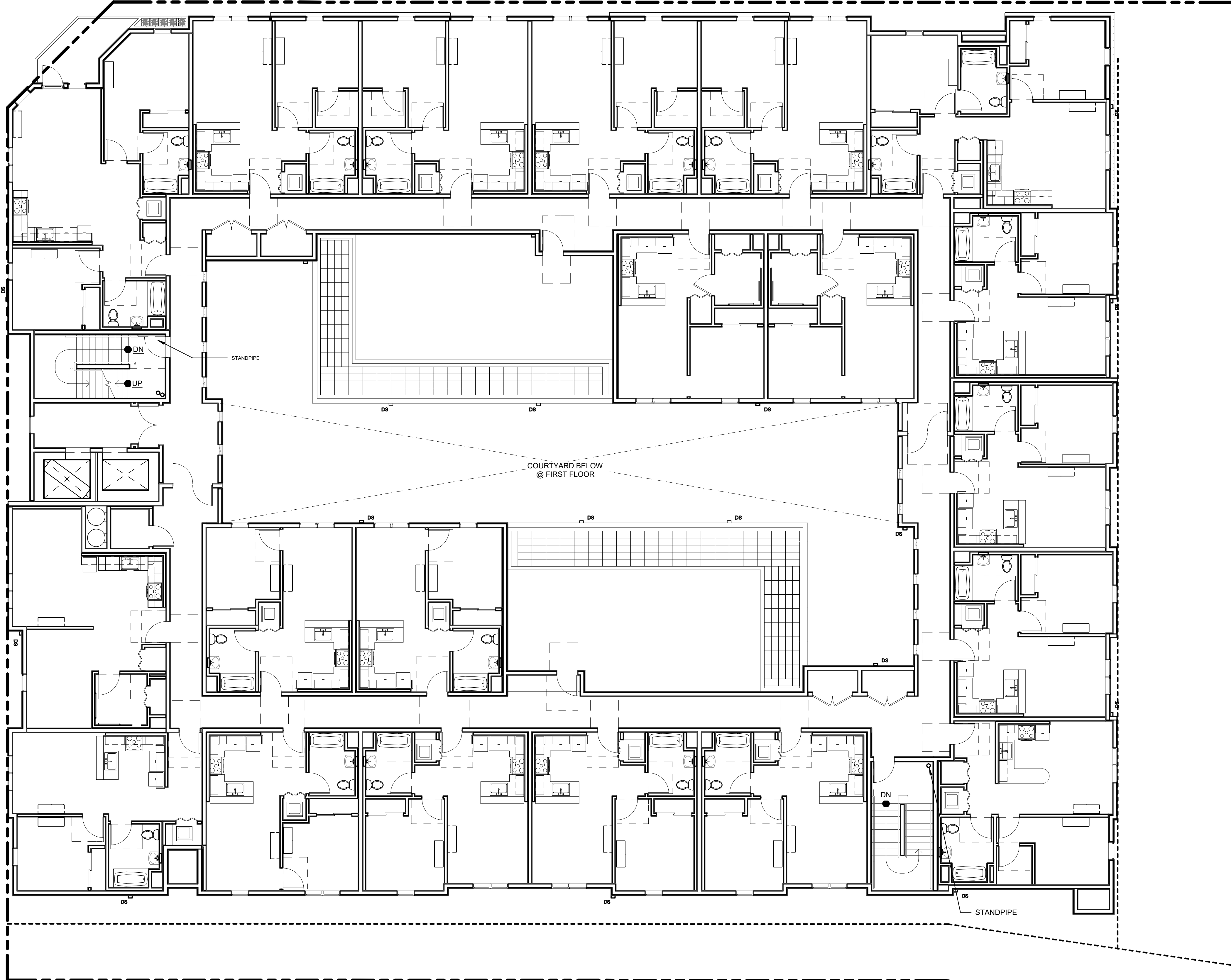
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A3.02

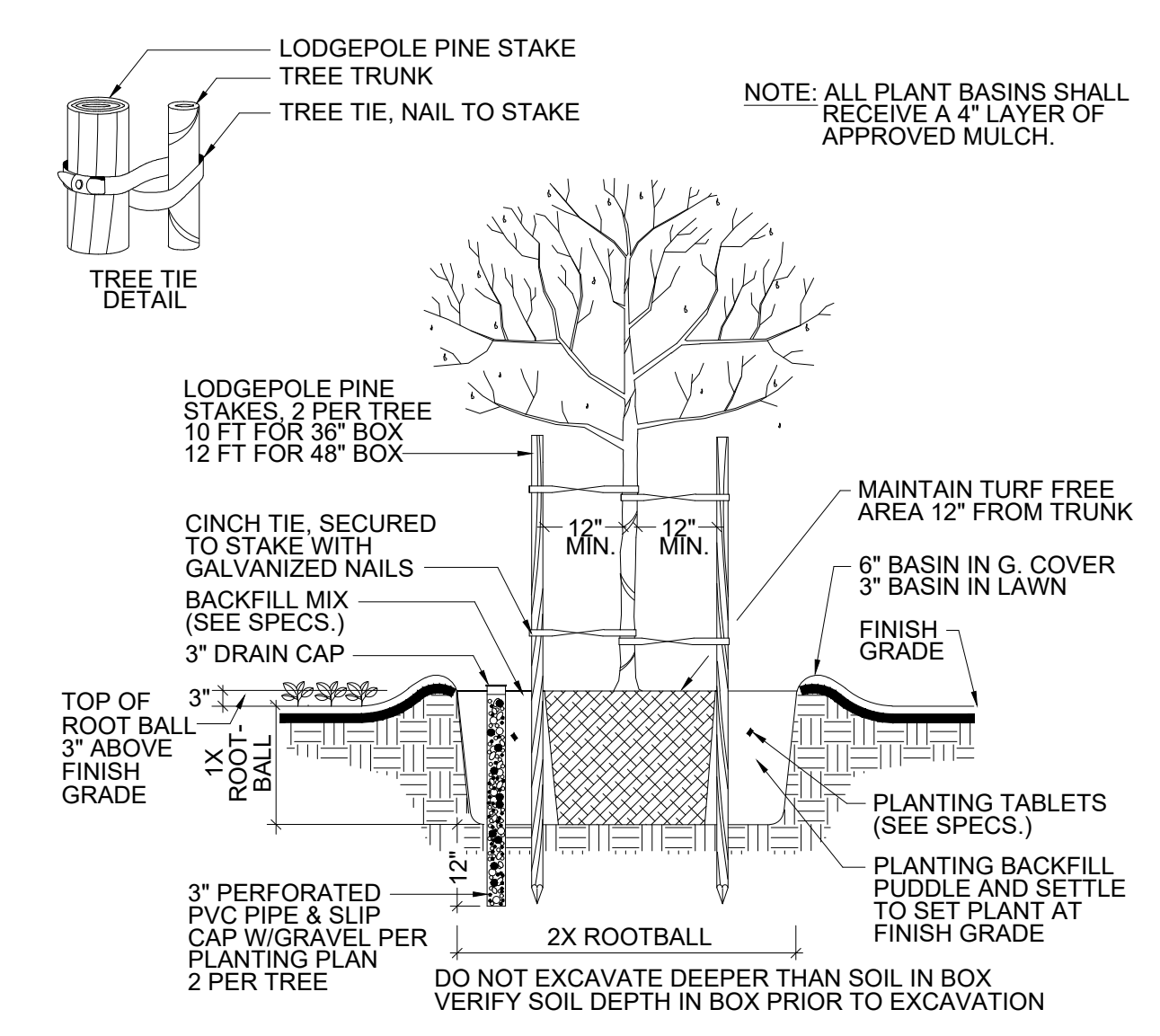
GREEN ROOF

Symbol	Botanical Name/Common Name	Quantity	Size	Remarks
	Green Living Roof mix to include: Achillea millefolium / L Asclepias fascicularis / L Carex praegracilis / M Chondropetalum tectorum / L Festuca glauca / L Phormium dwarf var. 'Jack Spratt' / M Sesleria autumnalis / M Sesleria caerulea / M	517 sf	6" deep trays	contract grown by Green Living Roof 760-250-0357 contact: Santiago Rosales www.greenlivingroof.com

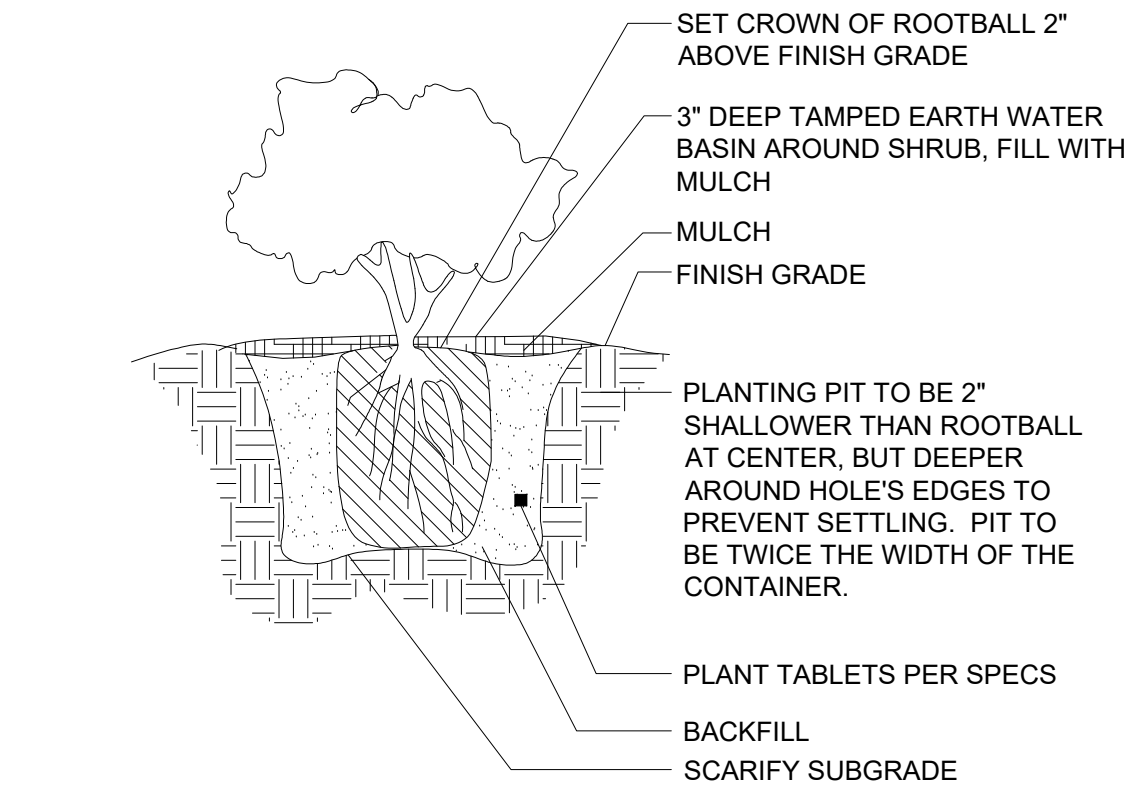
NOTE: CIVIL ENGINEER AND ARCHITECT TO CONFIRM GREEN ROOF TRAYS. DO NOT DRAIN ACROSS COMMON OPEN ACTIVITY AREA OR COMMON WALKWAY ACCESS



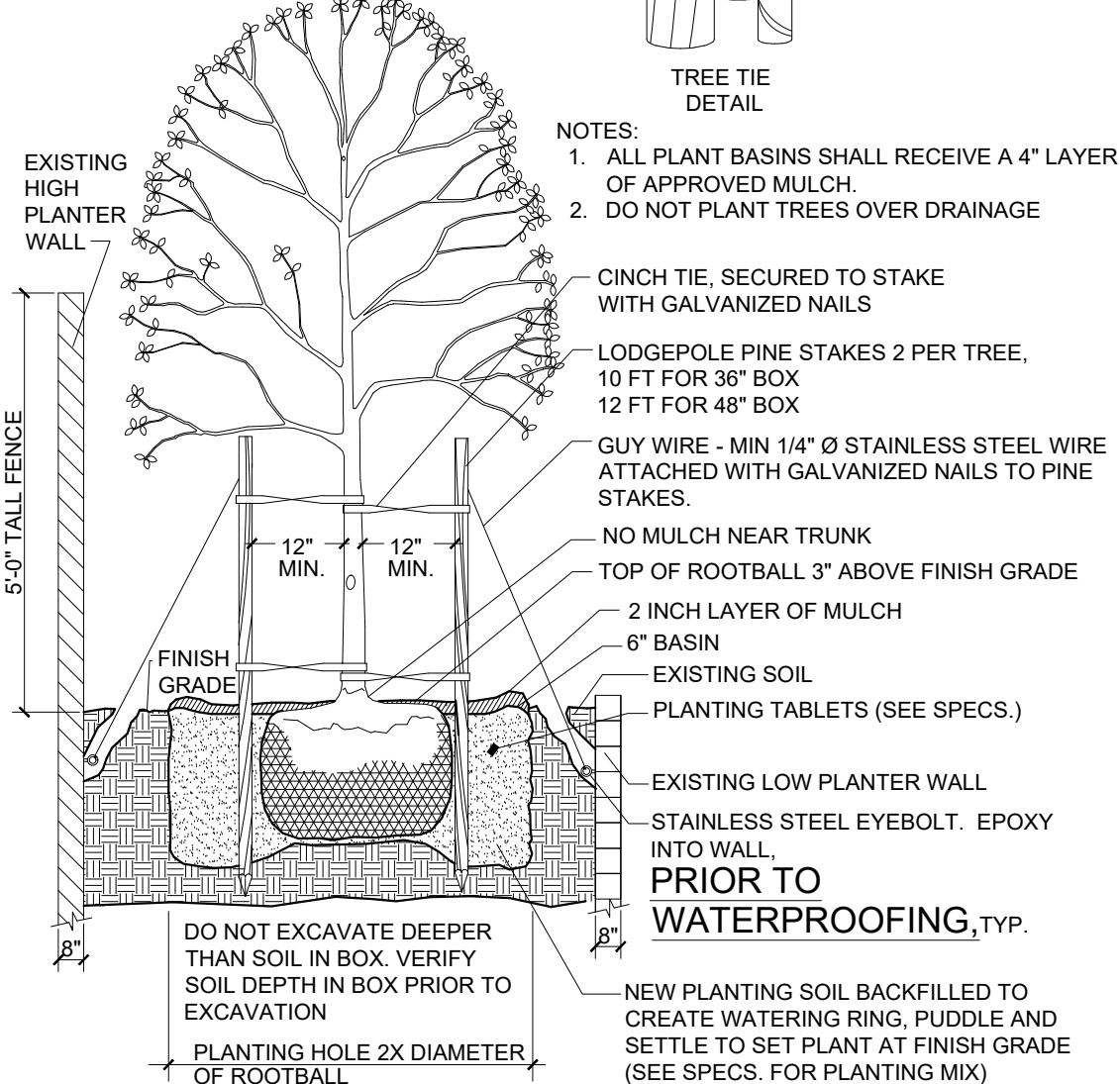
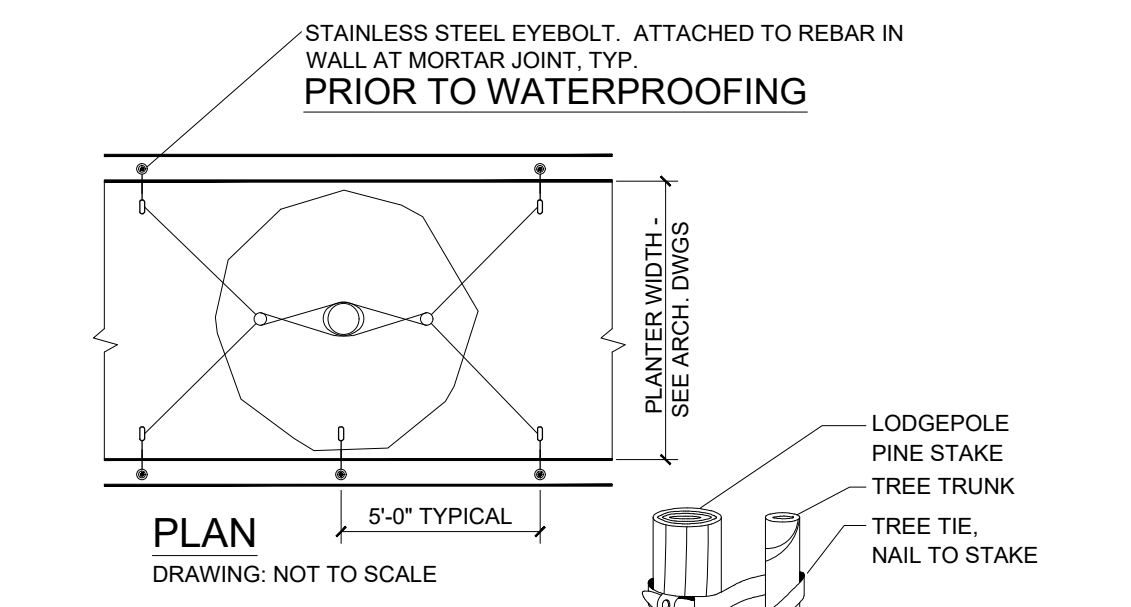
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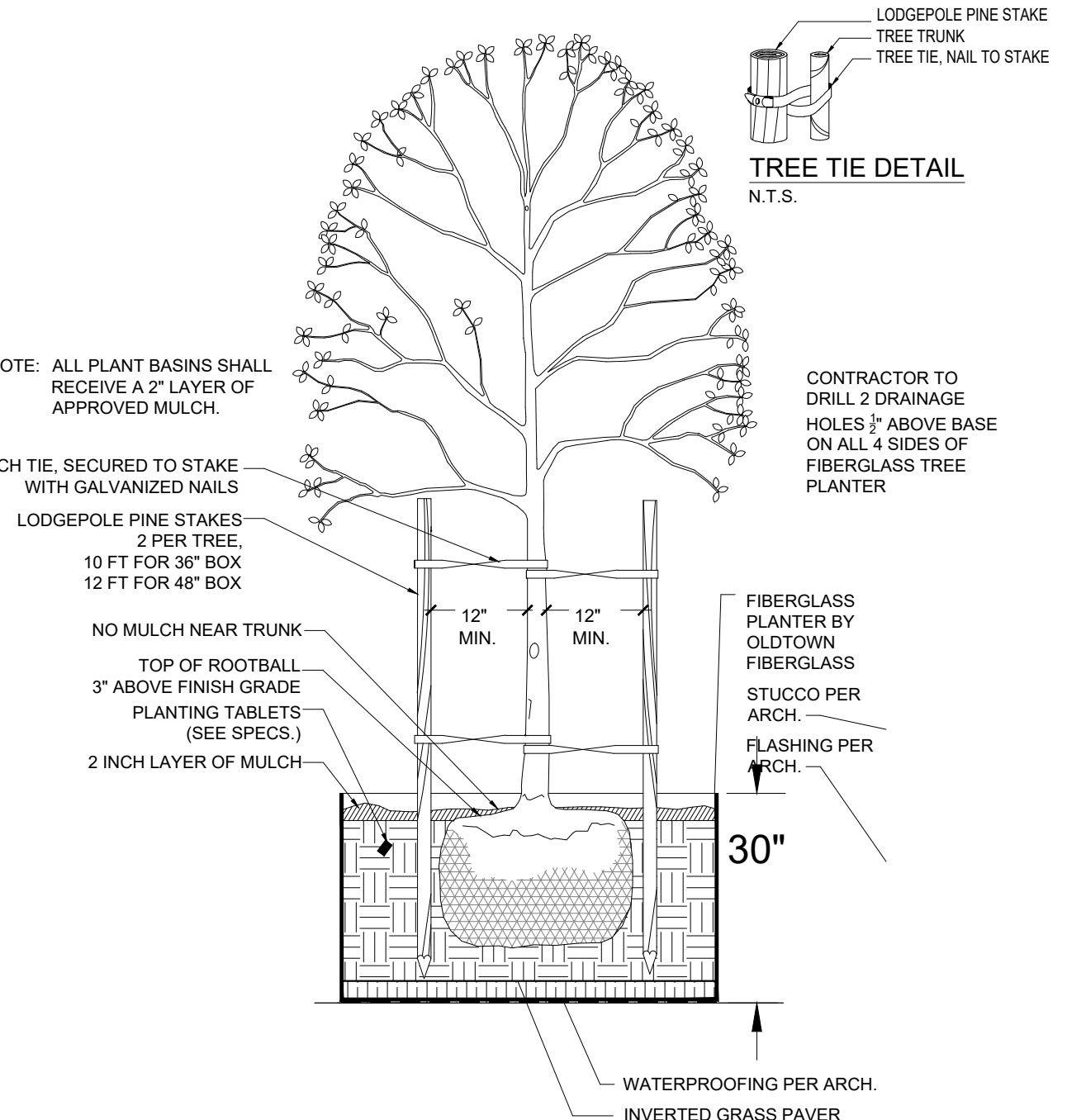
DOUBLE STAKED TREE
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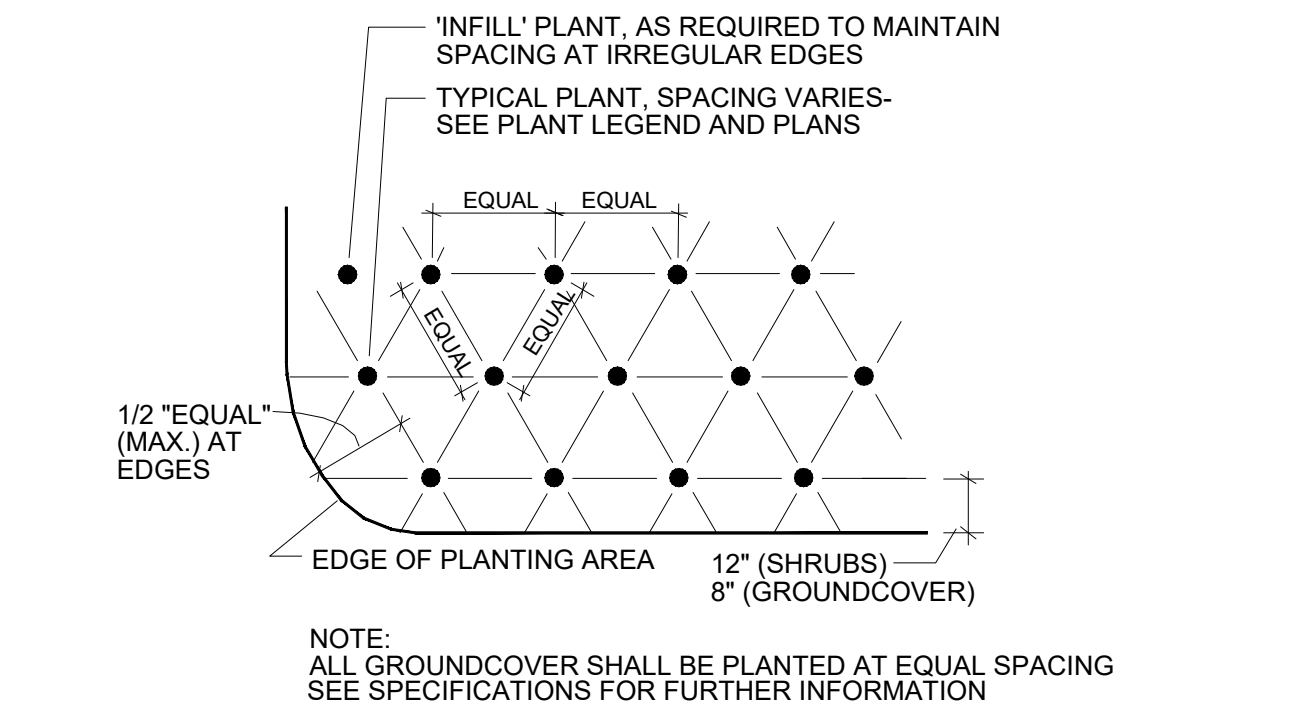
SHRUB PLANTING
SCALE: N.T.S.



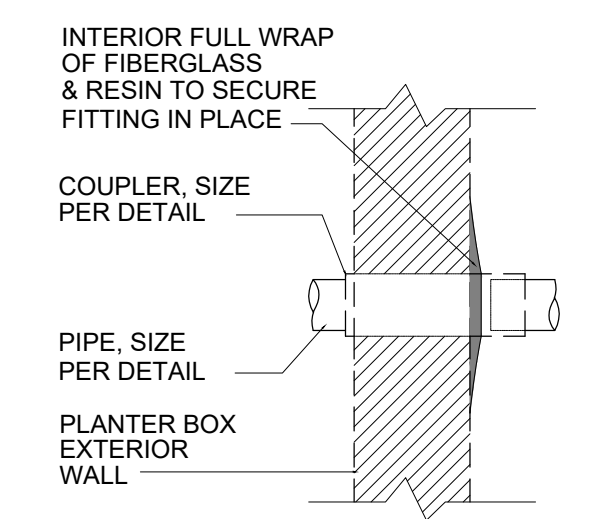
STANDARD TREE ON STRUCTURAL DECK
SCALE: N.T.S.



TREE IN FIBERGLASS
SCALE: N.T.S.



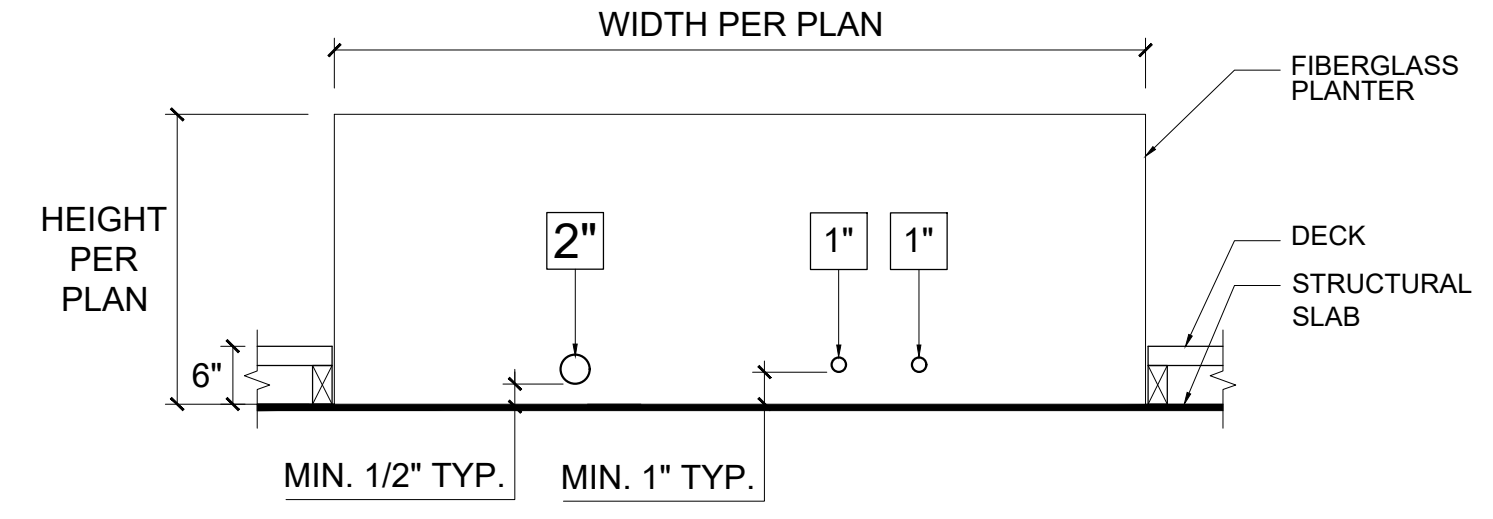
SHRUB AND GROUNDCOVER SPACING
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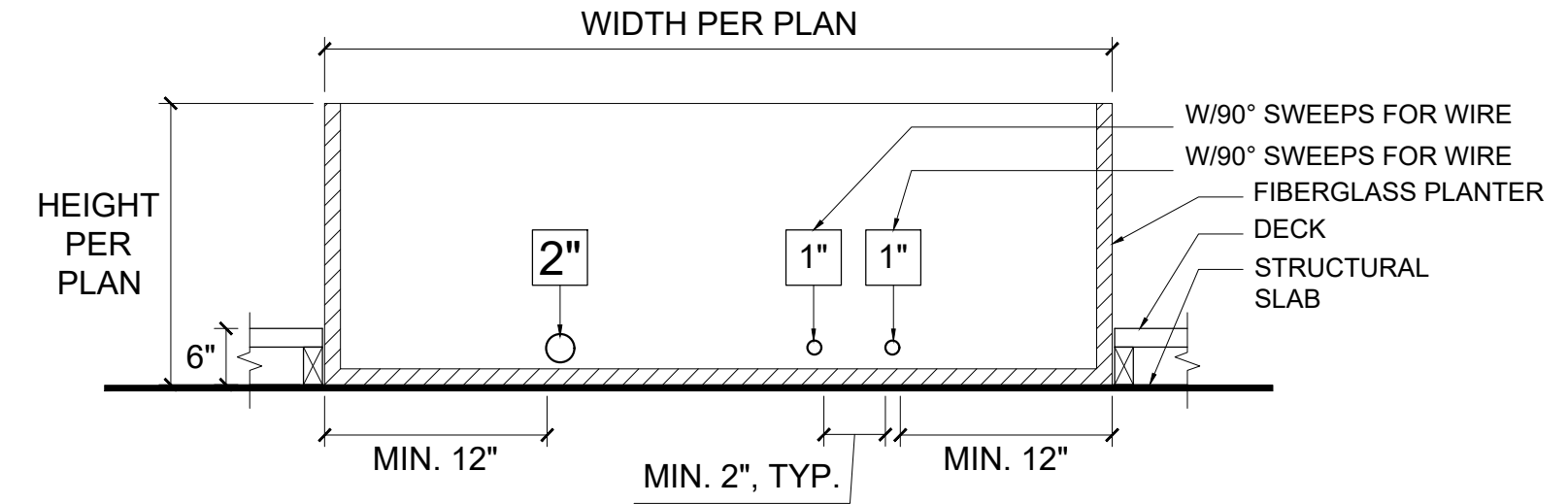
C PLANTER COUPLING DETAIL

TYPICAL PLANTER BOX COUPLING SCHEDULE

PLANTER TYPE	COUPLING QUANTITY	
	2"Ø PVC SCH.40 DRAIN OUTLET	1"Ø PVC SCH.40
A	2	4
B	2	4
C	1	2
TOTAL	5	10

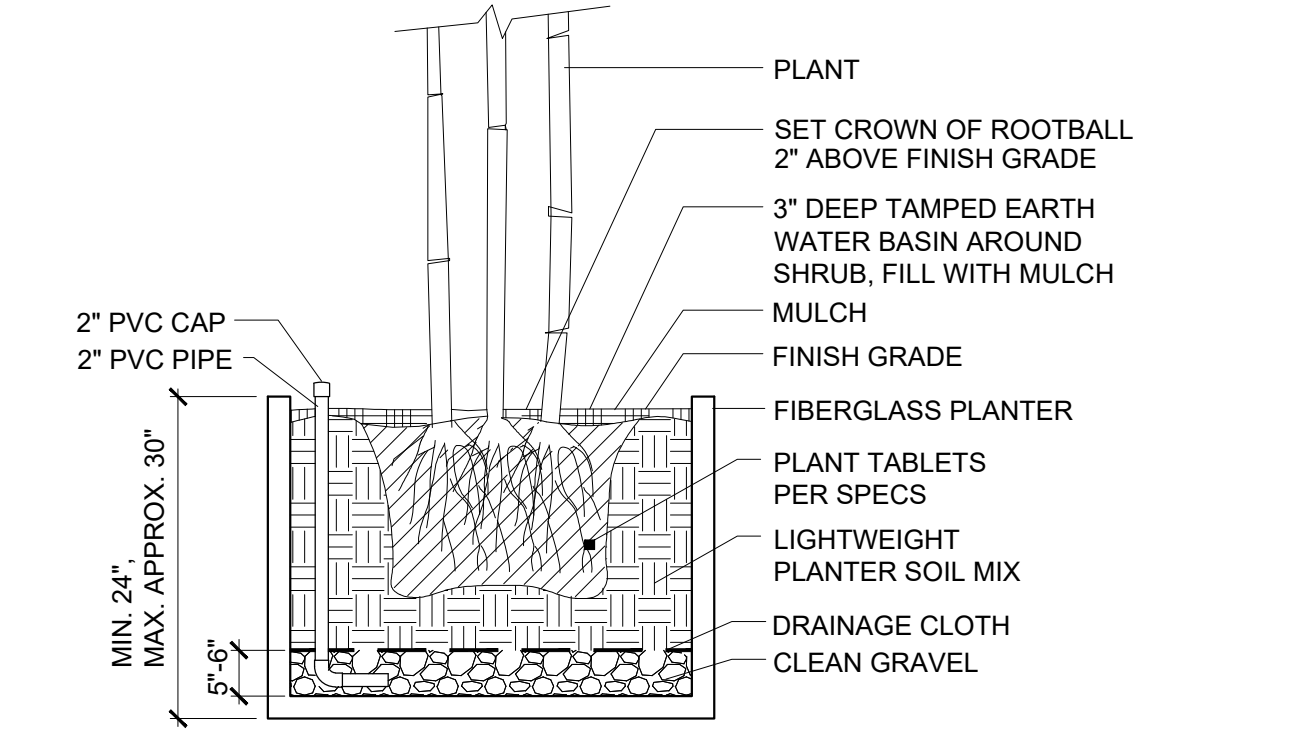


A PLANTER WITH COUPLINGS - ELEVATION



B PLANTER WITH COUPLINGS - SECTION

PLANTER BOX COUPLING LAYOUT
SCALE: N.T.S.



FIBERGLASS PLANTER
SCALE: N.T.S.

DATE	DESCRIPTION

JOHN KALISKI ARCHITECTS
3780 WILSHIRE BOULEVARD, SUITE 300
LOS ANGELES, CA 90010
(213) 383-7880 / jk
www.jkarch.com
John Kaliski, AIA, C1996



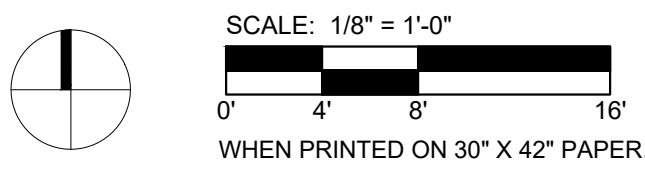
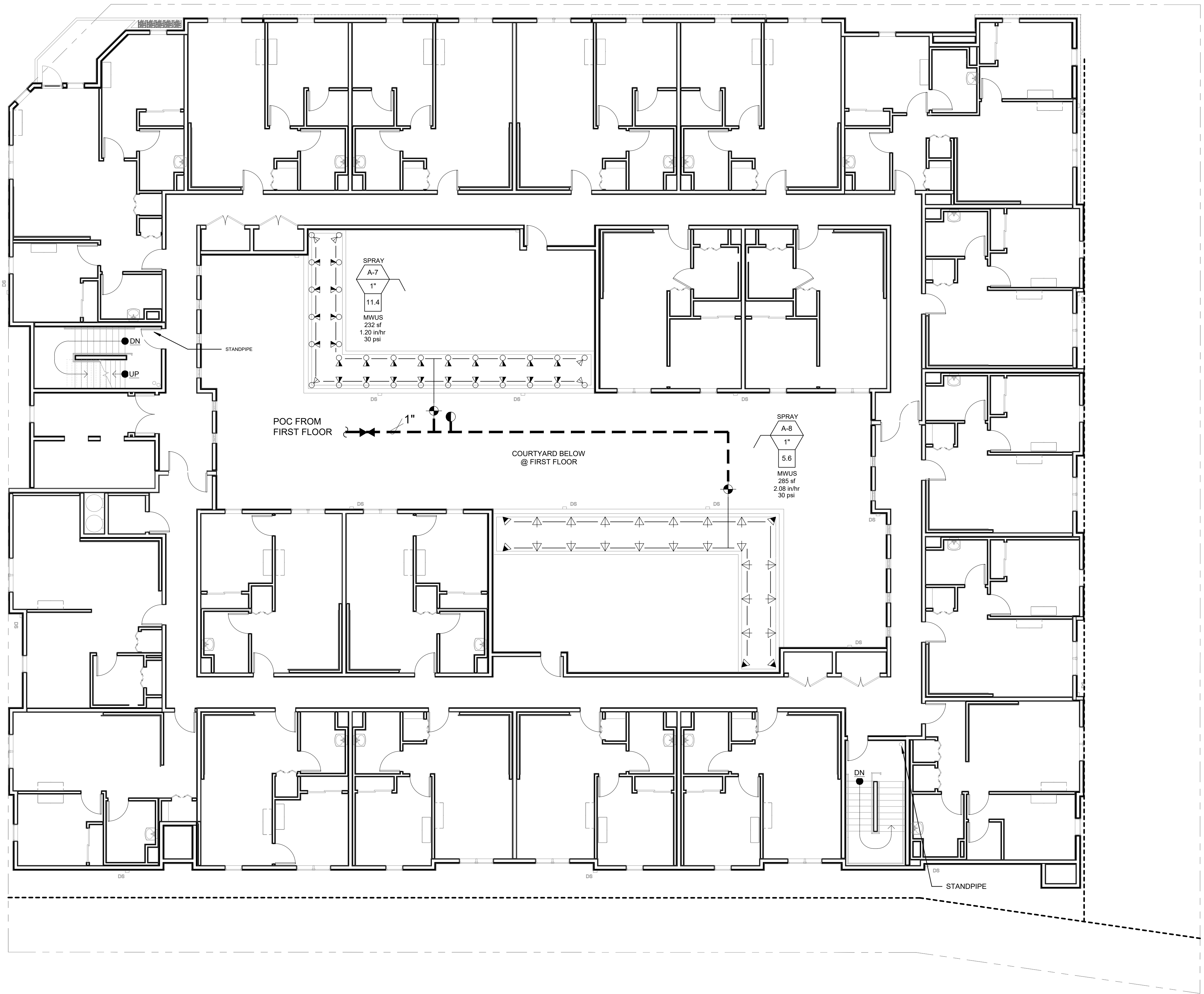
FIFTH FLOOR LANDSCAPE PLAN

A+N APARTMENTS
1724 W Adams Blvd.
Los Angeles, CA 90018



Date: 7/12/23
Scale: 1/8" = 1'-0"
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Job Number: 2124
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DATE	DESCRIPTION



Maximum Applied Water Allowance Calculations for New and Rehabilitated Non-Residential Landscapes

Enter values in Pale Blue Cells

Tan Cells Show Results	
Messages and Warnings	
City Name	Los Angeles
ET _a (inches/year)	50.19
Overhead Landscape Area (ft²)	517
Drip Landscape Area (ft²)	1741
SLA (ft²)	0
Total Landscape Area	2,258
Results: (ET _a) × [(0.62) × [(0.45) × LA] + (1.0 - 0.45) × SLA]	31,560 Gallons
	4,219 Cubic Feet
	42 HCF
	0.09 Acre-feet
	0.03 Millions of Gallons

MAWA calculation incorporating Effective Precipitation (Optional)

ET_a of City from Appendix A: 50.19 (inches/year)

Total Landscape Area: 2,258 (ft²)

Special Landscape Area: 0 (ft²)

Total annual precipitation (inches/year): 0.00 (inches/year)

Enter Effective Precipitation: 0.00 (inches/year)

Results: MAWA = (ET _a - Epp _{eff}) × [(0.62) × [(0.45) × LA] + (1.0 - 0.45) × SLA]	Gallons
	Cubic Feet
	HCF
	Acre-feet
	Millions of Gallons

Estimated Total Water Use

Equation: ETWU = ET_a × 0.62 × [(PF × HA/E) + SLA], Considering precipitation ETWA = (ET_a - Epp_{eff}) × 0.62 × [(PF × HA/E) + SLA]

Enter values in Pale Blue Cells

Tan Cells Show Results

Messages and Warnings

Plant Water Use Type	Plant Factor
Very Low	0 - 0.1
Low	0.2 - 0.5
Medium	0.4 - 0.6
High	0.7 - 1.0
SLA	1.0

Hydrozone	Select System From the Dropdown List (click on cell below)	Plant Water Use Type (low, medium, high)	Plant Factor (PF)	Hydrozone Area (HA) (ft²) Without SLA	Irrigation Efficiency (IE)	PF × HA (ft²) × IE
A-1	Drip	Low	0.30	172	0.81	41
A-2	Drip	Low	0.30	89	0.81	38
A-3	Drip	Low	0.20	425	0.81	105
A-4	Drip	Medium	0.40	756	0.81	393
A-5	Drip	Low	0.30	74	0.81	27
A-6	Drip	Low	0.30	237	0.81	88
A-7	Overhead Spray	Medium	0.40	236	0.75	154
A-8	Overhead Spray	Medium	0.40	285	0.75	152
SLA				0		0
Sum				2,258		966

Results

MAWA = 31,560	ETWU = 30,011 Gallons	ETWU complies with MAWA
	4,012 Cubic Feet	
	40.12 HCF	
	0.09 Acre-feet	
	0.03 Millions of Gallons	

IRRIGATION SPRAY HEAD LEGEND

SYMBOL	MFG.	MODEL NUMBER/ DESCRIPTION	P.S.I.	G.P.M.	RADIUS	NOZZLE	REMARKS
	HUNTER	PROS-06-PRS30, 6" SHRUB POP-UP, 180°	30	23	5 FT	5H	DETAIL M
	HUNTER	PROS-06-PRS30, 6" SHRUB POP-UP, 90°	30	12	5 FT	5Q	DETAIL M
	HUNTER	PROS-06-PRS30, 6" SHRUB POP-UP, 180°	30	40	4 FT	4H	DETAIL M
	HUNTER	PROS-06-PRS30, 6" SHRUB POP-UP, 90°	30	20	4 FT	4Q	DETAIL M

JOHN KALISKI ARCHITECTS
 3780 WILSHIRE BOULEVARD, SUITE 300
 LOS ANGELES, CA 90010
 (213) 383-7800 / jk
 www.jkarchitects.com
 John Kaliski, AIA, CPSA



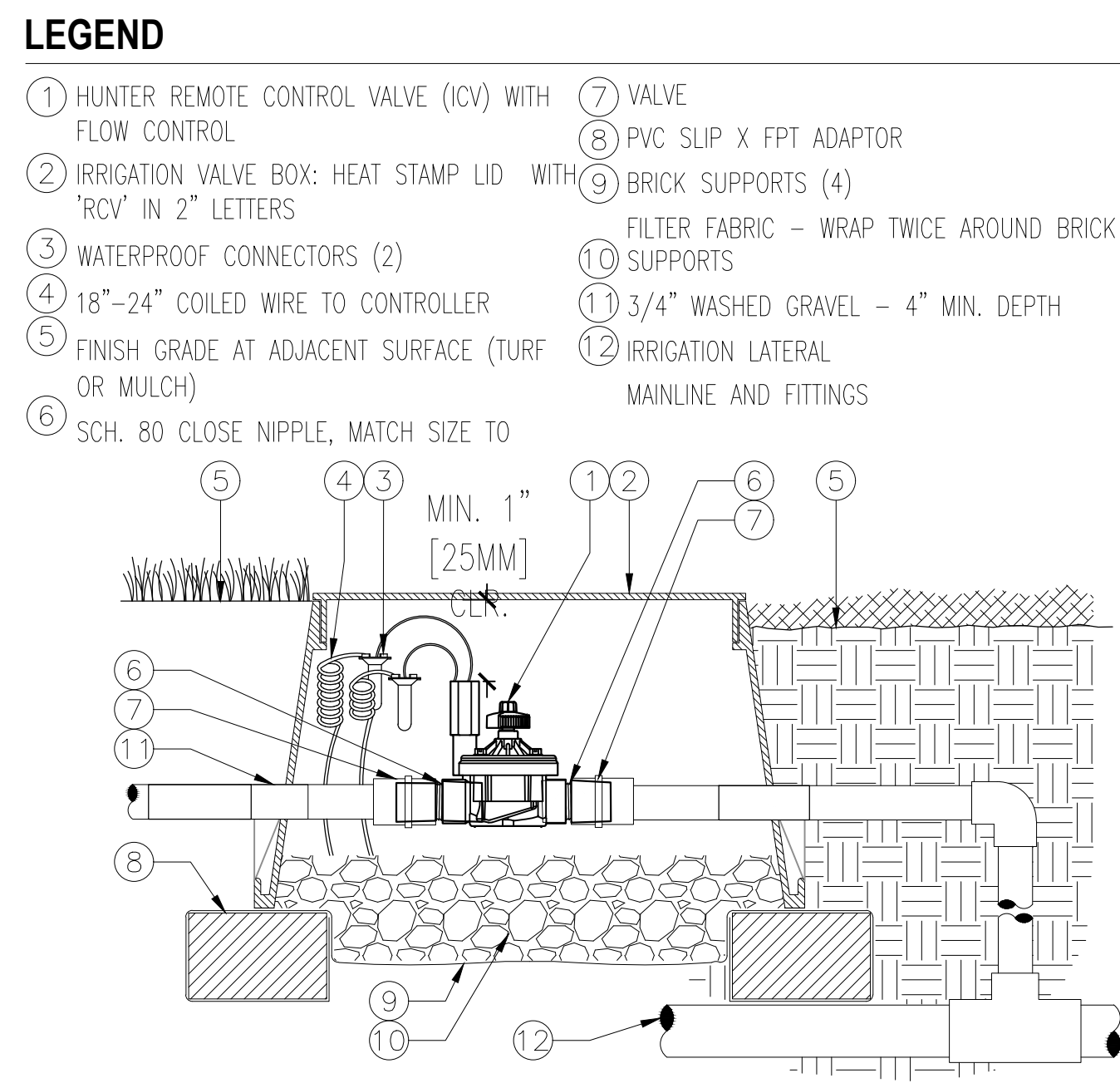
FIFTH FLOOR IRRIGATION PLAN

A+N APARTMENTS
 1724 W Adams Blvd.
 Los Angeles, CA 90018

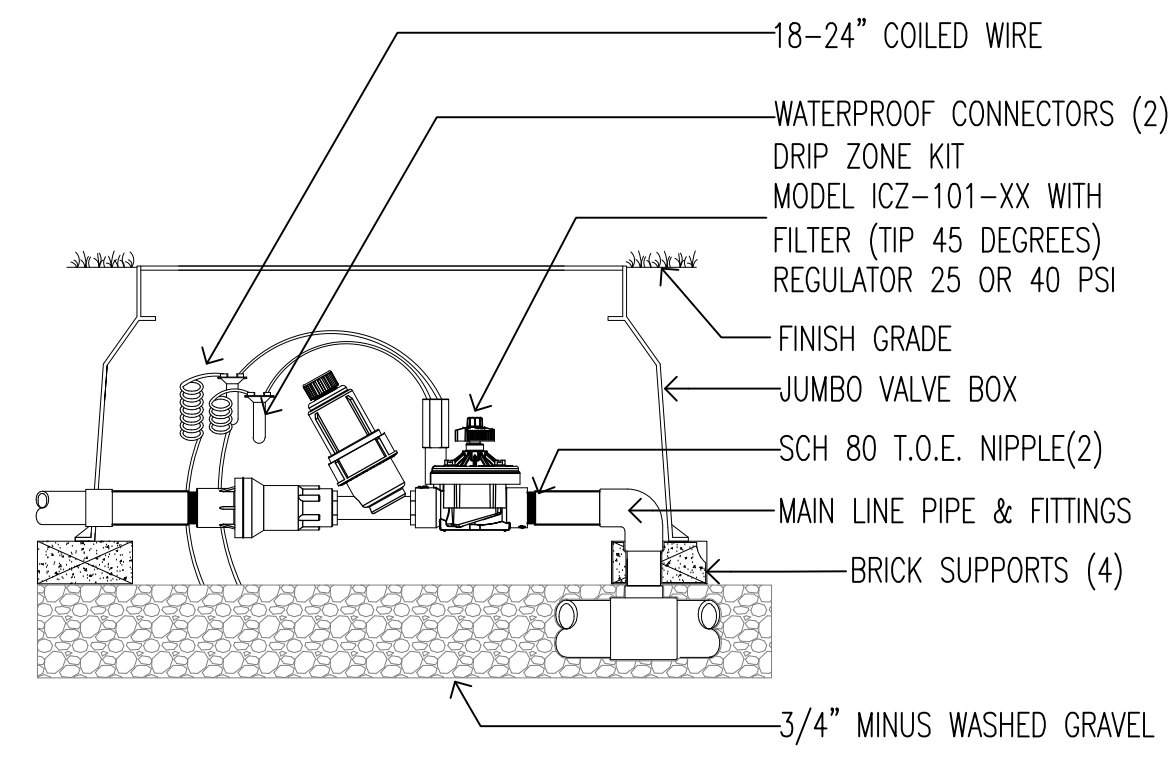


Date: 7/12/23
 Scale: 1/8" = 1'-0"
 Drawn: AS
 Job Number: 2124
 Sheet:

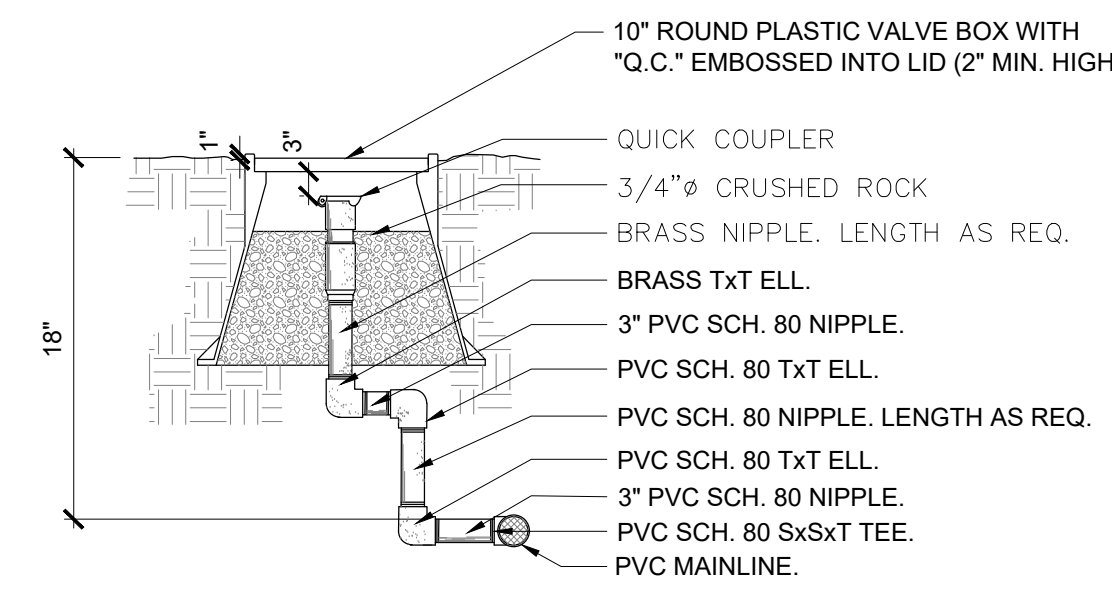
L2.1



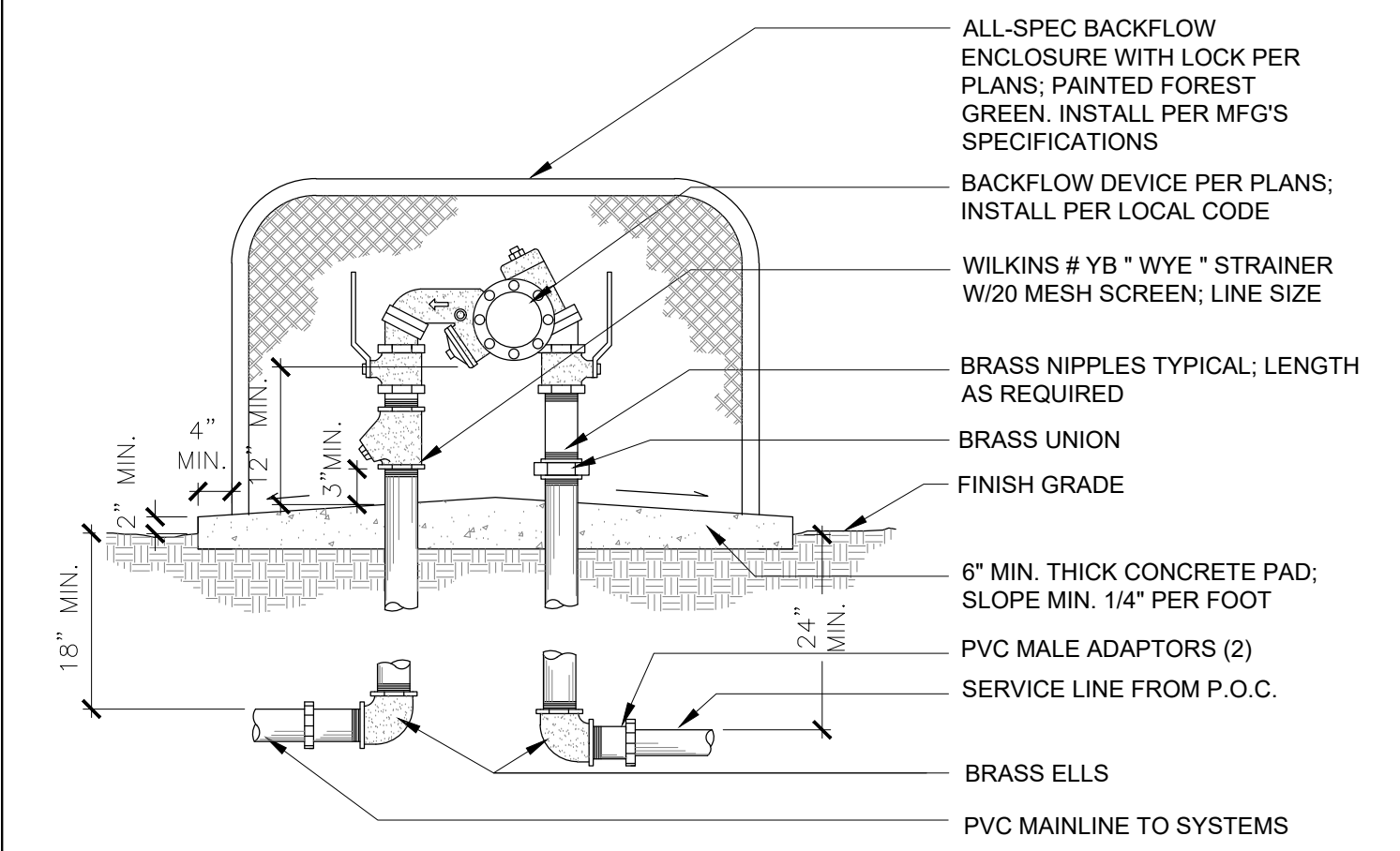
A MASTER CONTROL VALVE



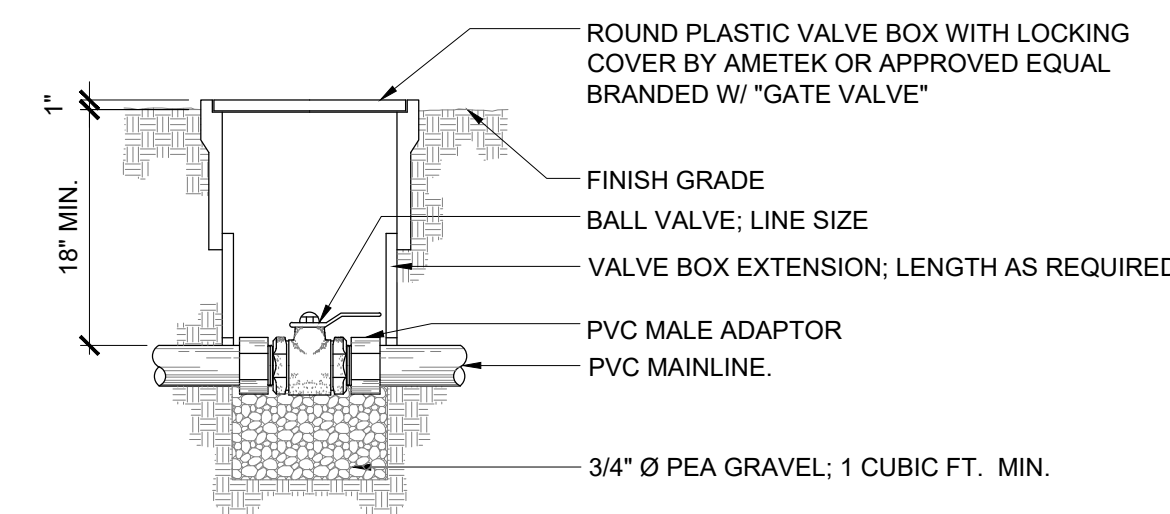
B DRIP REMOTE CONTROL VALVE



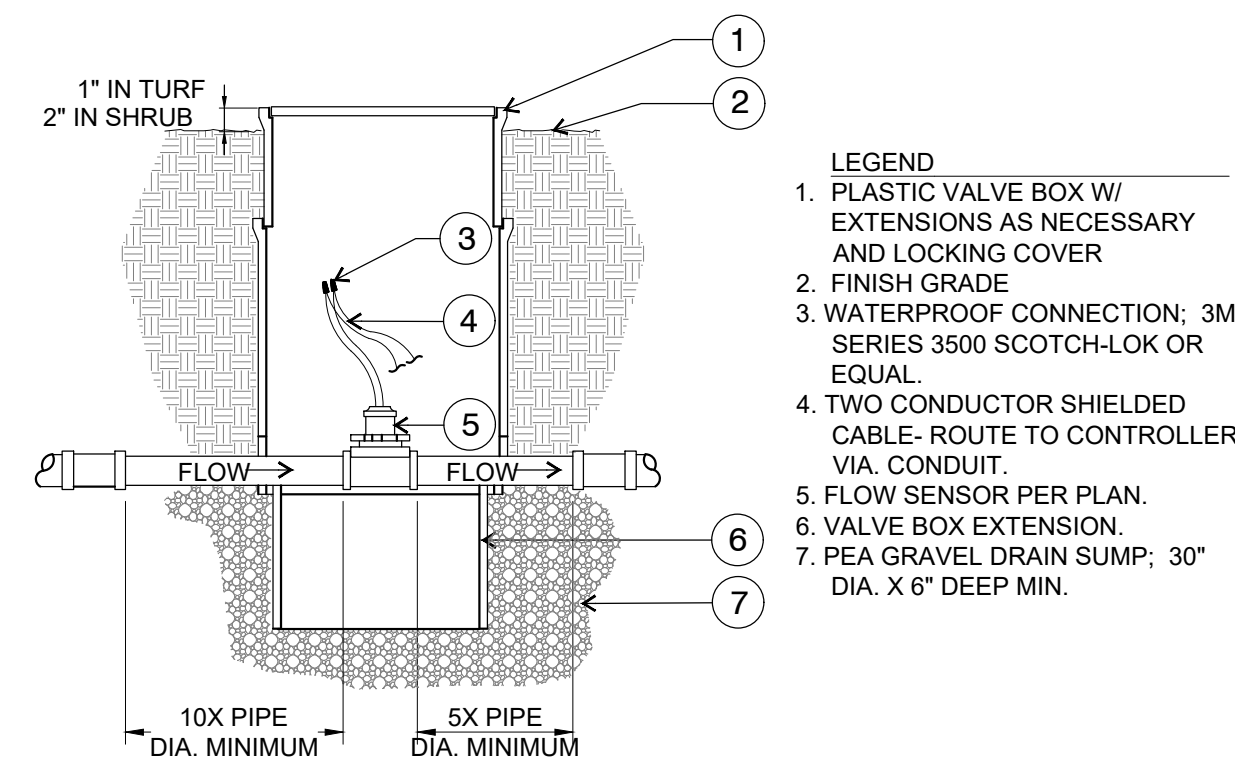
C QUICK COUPLER



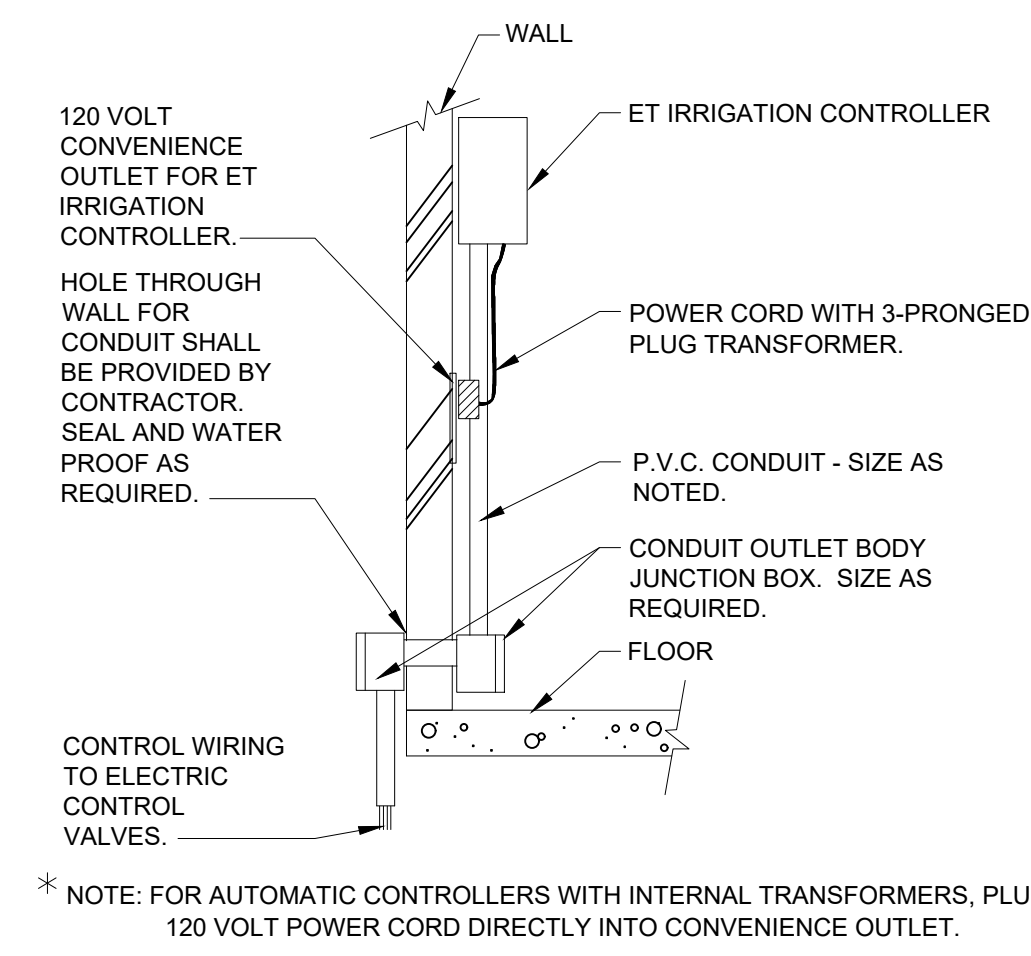
D REDUCED PRESSURE BACKFLOW DEVICE



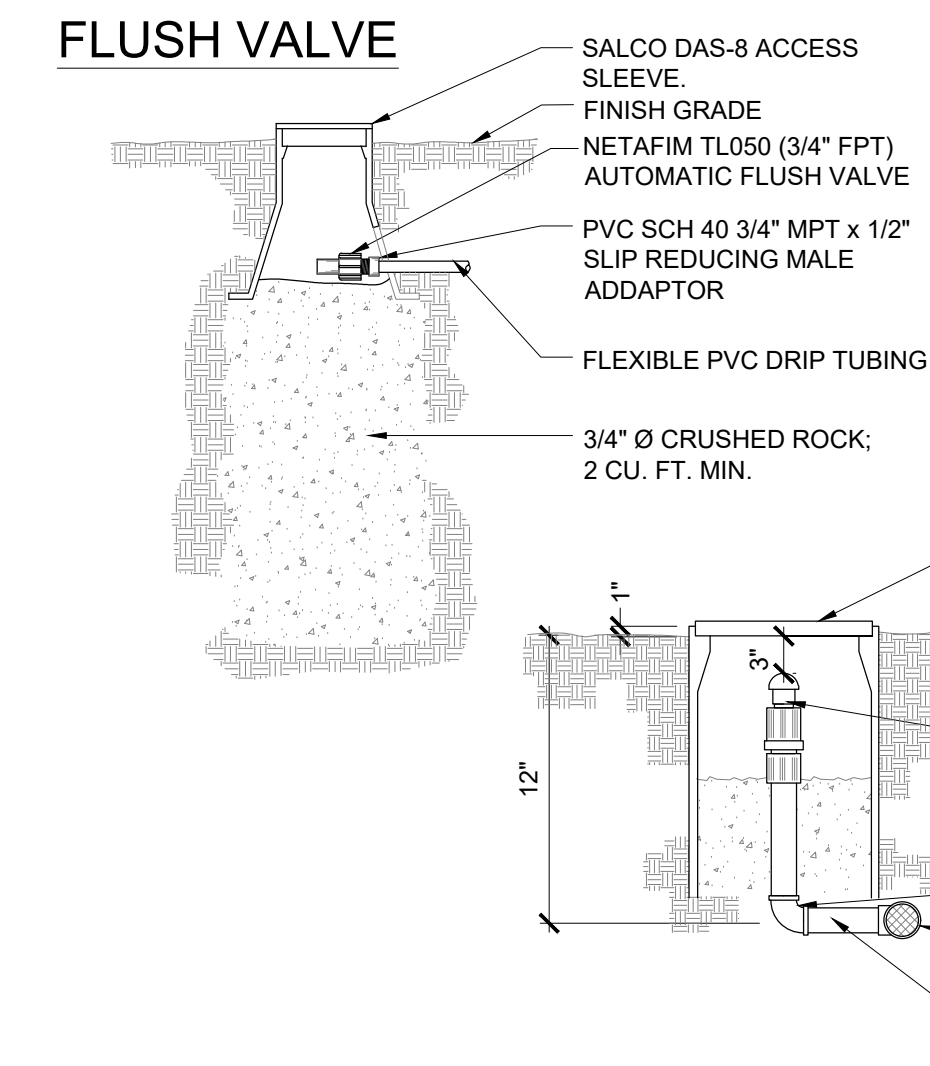
E BALL/GATE VALVE



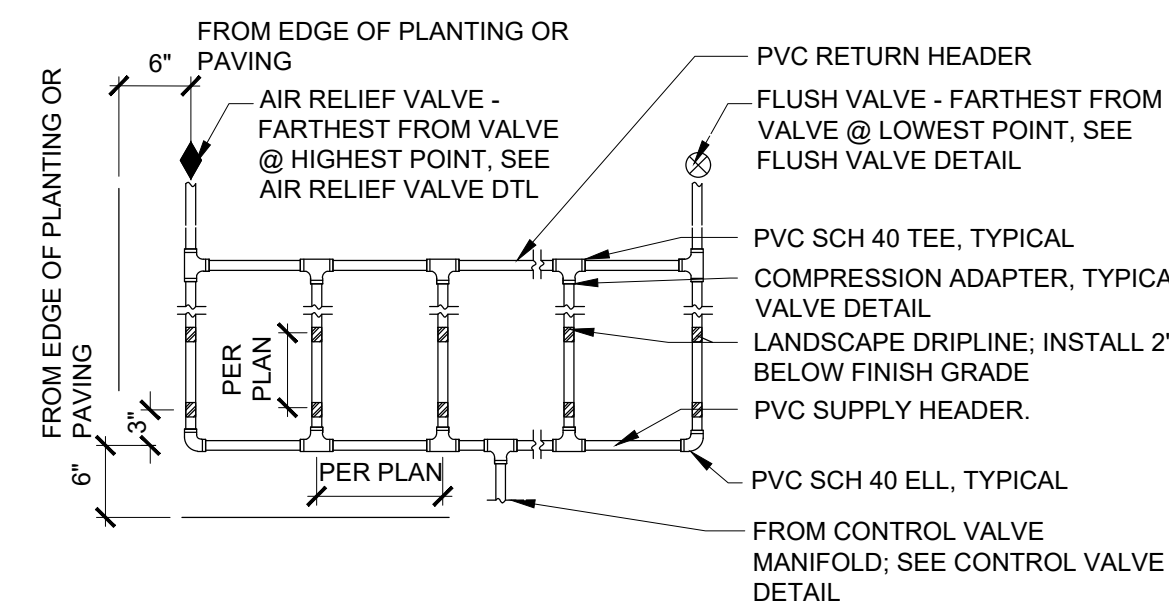
F FLOW SENSOR



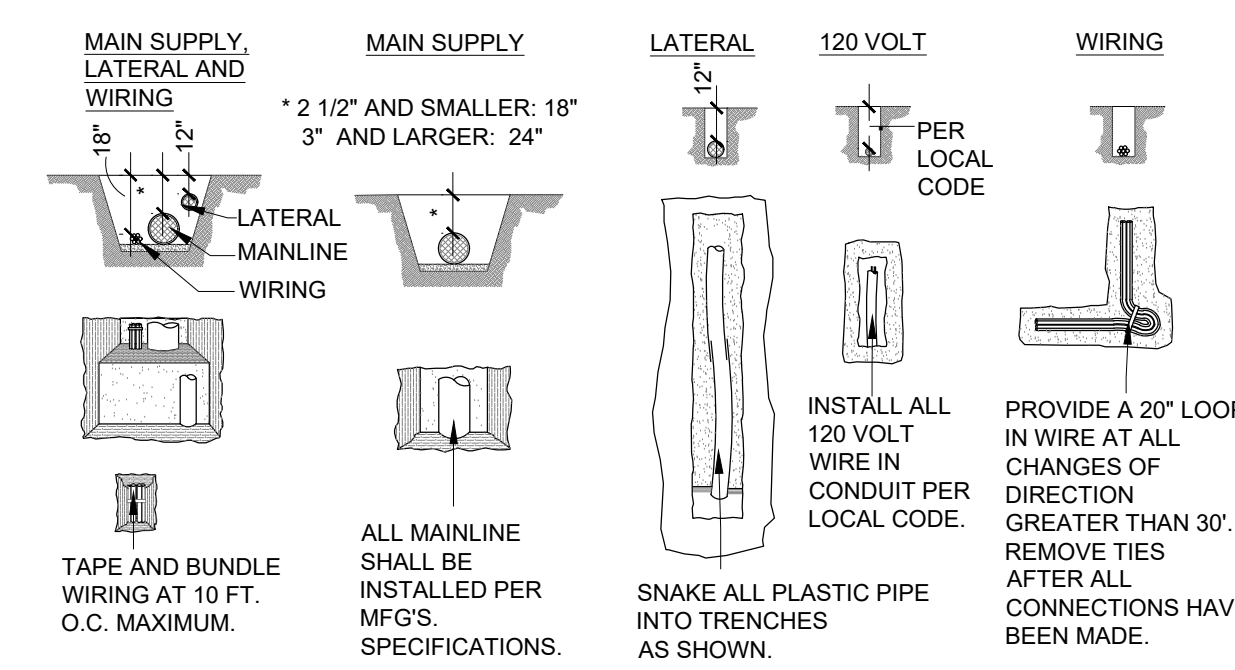
G WALL MOUNT CONTROLLER



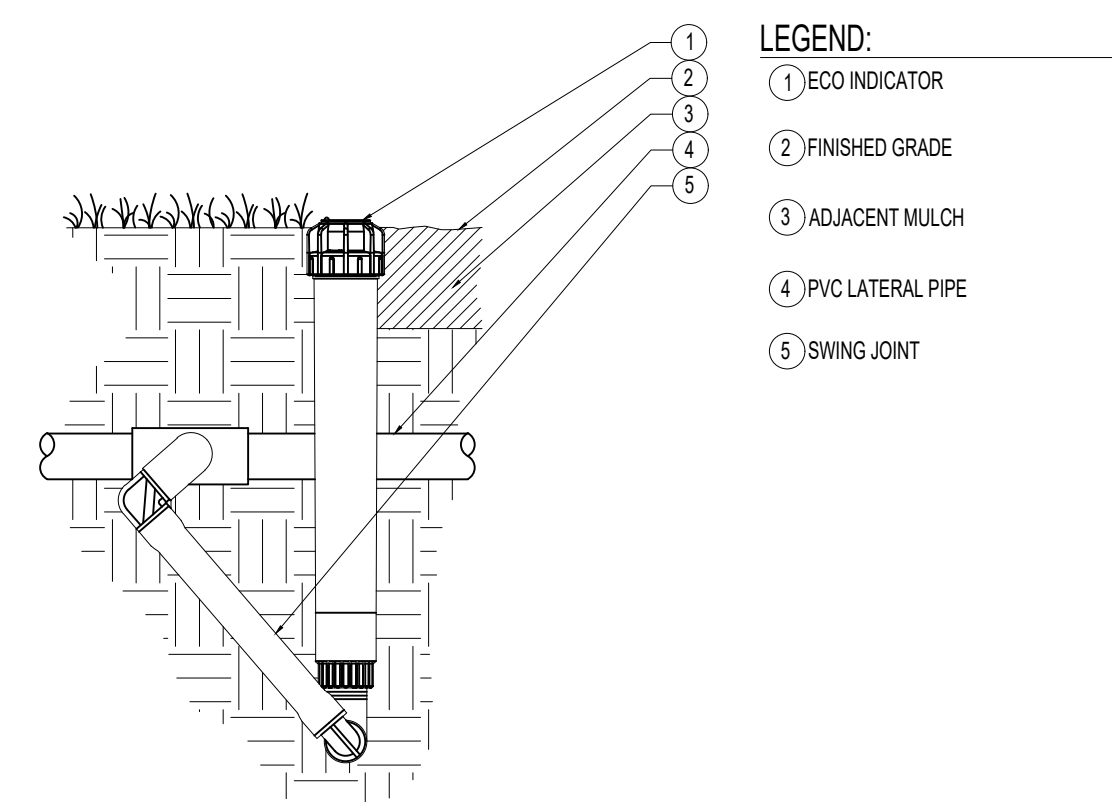
H FLUSH VALVE & AIR/VACUUM RELIEF VALVE



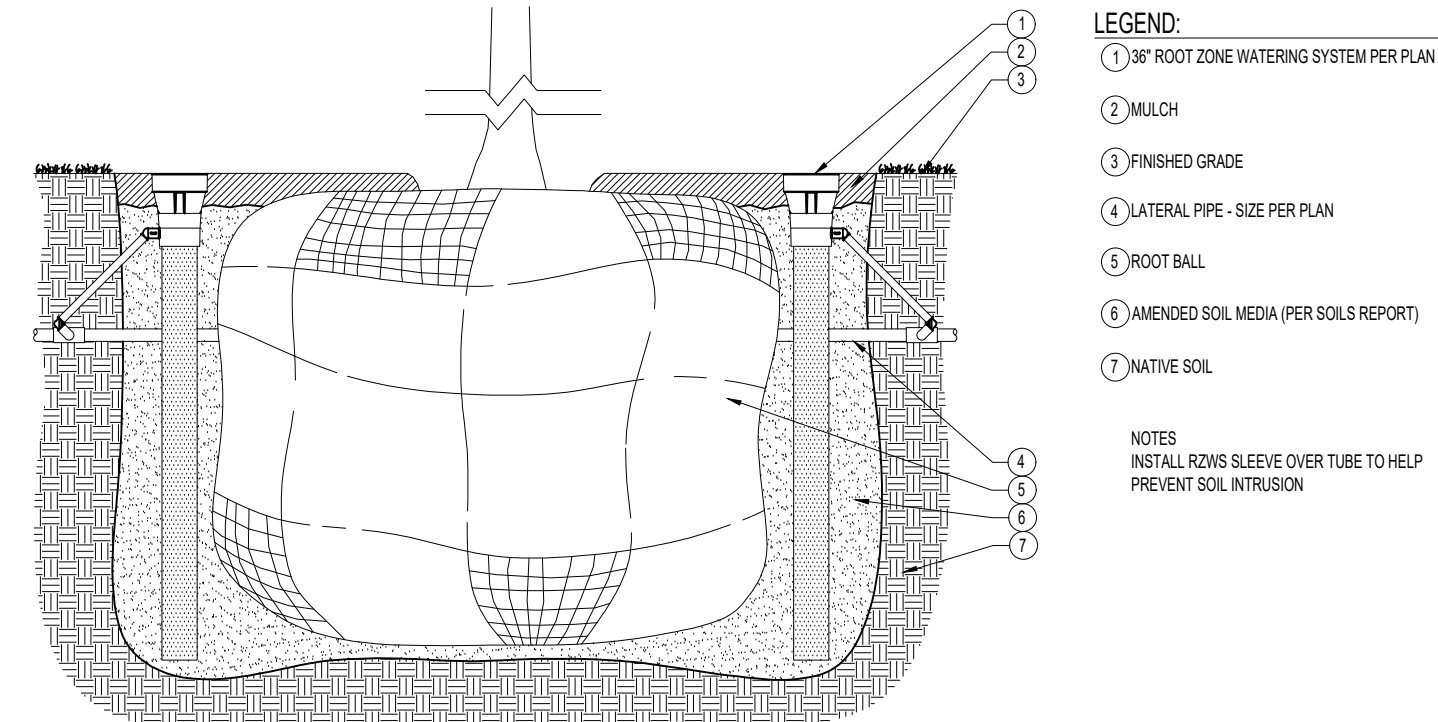
I DRIP TUBING INSTALLATION



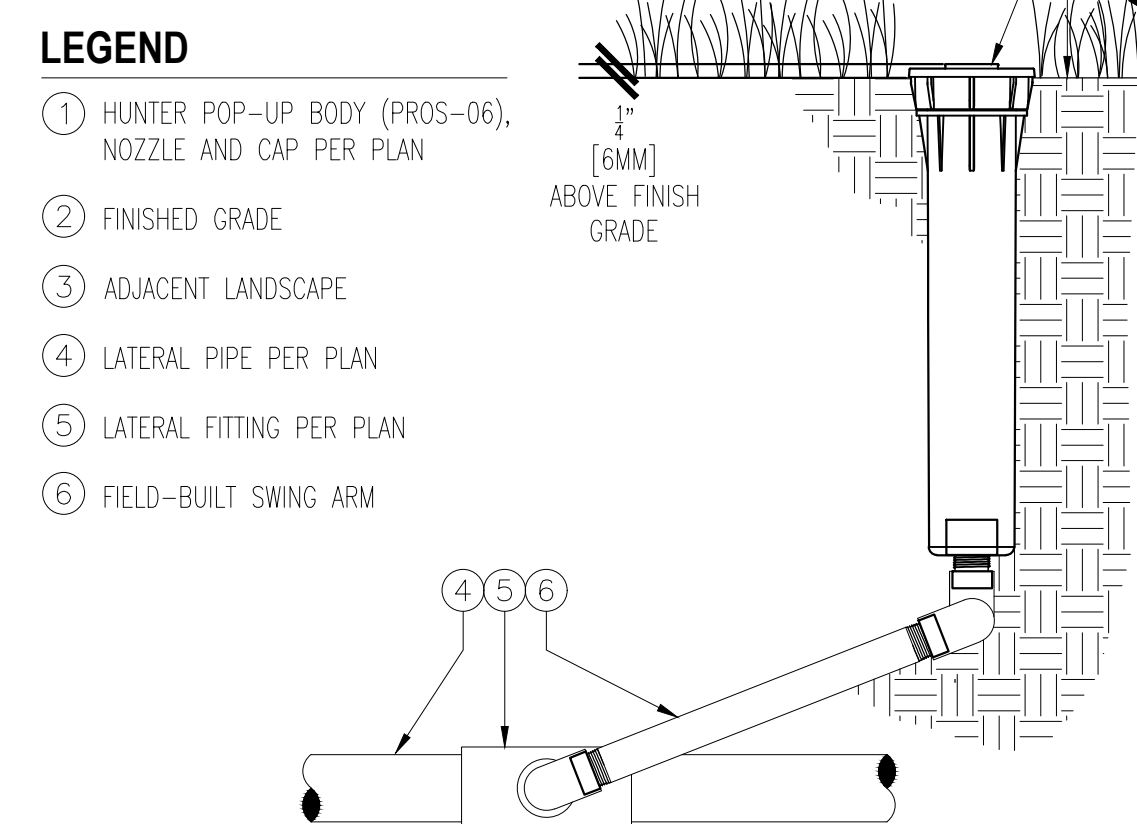
J PIPING & WIRING



K ECO-ID INDICATOR



L ROOT ZONE WATERING SYSTEM



M POP UP SPRAY

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www.jkarchitects.com
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IRRIGATION DETAILS

A+N APARTMENTS

1724 W Adams Blvd,
Los Angeles, CA 90018



Date: 7/12/23
Scale: 1/8" = 1'-0"
Drawn: AS
Job Number: 2124
Sheet



L2.2

Exhibit B:
Environmental Documents (ENV-2023-398-CE)

COUNTY CLERK'S USE

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION
(PRC Section 21152; CEQA Guidelines Section 15062)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
CPC-2023-397-DB-SPR-HCA / Density Bonus Incentive Program & Site Plan Review

LEAD CITY AGENCY
City of Los Angeles (Department of City Planning)

CASE NUMBER
ENV-2023-398-CE

PROJECT TITLE
A+N Apartments

COUNCIL DISTRICT
8 – Marqueece Harris-Dawson

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) Map attached.
1724 West Adams Boulevard (1722-1734 West Adams Boulevard)

PROJECT DESCRIPTION:
The project involves demolition of a single-story, multi-tenant commercial building, and the construction, use, and maintenance of a new five-story residential building, 60 feet in height, containing a total of 90 dwelling units with 10 units reserved for Very Low Income Households. The proposed development will contain 73,603 square feet of floor area, equating to a total floor area ratio (FAR) of approximately 3:1. The project will provide a total of 7,380 square feet of open space comprised of private balconies, a courtyard, terraces, a rec room, and a gym. The project will have one subterranean level that will contain a total of 51 vehicle parking stalls. The project will provide a total of 76 bicycle parking stalls including, 69 long-term, and seven (7) short-term parking stalls. The project involves the grading and export of approximately 8,950 cubic yards of soil from the site.
 Additional page(s) attached.

NAME OF APPLICANT / OWNER:
Amir Ohebsion, FAC Abrams Boulevard, LLC

CONTACT PERSON (If different from Applicant/Owner above) (AREA CODE) TELEPHONE NUMBER | EXT.
Dana Sayles, ThreeSixty (310) 204-3500

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)
STATE CEQA STATUTE & GUIDELINES

STATUTORY EXEMPTION(S)
Public Resources Code Section(s) _____

CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)
CEQA Guideline Section(s) / Class(es) 32

OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

JUSTIFICATION FOR PROJECT EXEMPTION: Additional page(s) attached
In-fill development meeting the conditions described in this section. (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.
 None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.
 The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE *Trevor Martin* STAFF TITLE
Trevor Martin City Planning Associate

ENTITLEMENTS APPROVED
Density Bonus Incentive Program & Site Plan Review



CITY OF LOS ANGELES

DEPARTMENT OF CITY PLANNING

CITY HALL • 200 NORTH SPRING STREET • LOS ANGELES, CA 90012

Categorical Exemption

A+N Apartments

Environmental Case Number: ENV-2023-398-CE

Project Location: 1724 West Adams Boulevard (1722-1734 West Adams Boulevard)

Community Plan Area: South Los Angeles

Council District: 8 – Marqueece Harris-Dawson

Project Description: The demolition of a single-story, multi-tenant commercial building, and the construction, use, and maintenance of a new five-story residential building, 60 feet in height, containing a total of 90 dwelling units with 10 units reserved for Very Low Income Households. The proposed development will contain 73,603 square feet of floor area, equating to a total floor area ratio (FAR) of approximately 3 to 1. The project will provide a total of 7,560 square feet of open space comprised of private balconies, a courtyard, terraces, a rec room, and a gym. The project will have one subterranean level that will contain a total of 51 vehicle parking stalls. The project will provide a total of 76 bicycle parking stalls including, 69 long-term, and seven (7) short-term parking stalls. The project involves the grading and export of approximately 8,950 cubic yards of soil from the site.

In order to facilitate the development of the proposed project, the applicant is requesting the following discretionary actions:

1. Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.25, a Density Bonus for a Housing Development containing a total of 90 dwelling units [with 10 units – 15 percent of the base density set aside for Very Low Income Households], along with the following On- and Off-menu Incentives:
 - a. an On-Menu Incentive to permit up to a maximum 20 percent reduction in the required amount of open space;
 - b. an Off-Menu Incentive to permit a Floor Area Ratio (FAR) of 3 to 1, in lieu of the otherwise permitted FAR of 1.5 to 1; and
 - c. an Off-Menu Incentive to permit a 15-foot increase in building height to 60 feet, in lieu of 45 feet otherwise permitted;
2. Pursuant to LAMC Section 16.05, a Site Plan Review for the construction of a new residential development resulting in a net increase of 50 or more dwelling units; and
3. Any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, foundation, street closure(s), tree removal, haul route, and building permits.

PREPARED BY:

The City of Los Angeles
Department of City Planning

APPLICANT:

Amir Ohebsion
FAC Adams Boulevard, LLC

April 2023

Project Background

The project site is a level, rectangular-shaped parcel of land comprised of three (3) contiguous lots, encompassing 24,534 square feet (approximately 0.56 acres) of lot area. The subject property has 175 feet of street frontage along the south side of Adams Boulevard, and 140 feet of street frontage along the east side of Brighton Avenue. The subject property is zoned C2-1VL-O-CPIO and is located within the South Los Angeles Community Plan Area. The Community Plan Area Map designates the subject property for Neighborhood Commercial land uses, corresponding to the CR, C1, C1.5, C2, C4, RAS3, and R3 zones.

The project site is located within the South Los Angeles Community Plan Implementation Overlay (CPIO) (ZI-2484), the South Los Angeles Alcohol Sales Specific Plan (ZI-1231), a Los Angeles State Enterprise Zone (ZI-2374), a Transit Priority Area in the City of Los Angeles (ZI-2452), a Tier 1 Transit Oriented Communities area, and an Urban Agriculture Incentive Zone. The property is not located within the boundaries of or subject to any other specific plan, community design overlay, or interim control ordinance.

Based upon the existing mobility and circulation networks near the proposed project, the creation of 264 net new units will not result in significant traffic impacts in the community. The Los Angeles Department of Transportation (LADOT) Transportation Assessment Letter dated April 13, 2023, concluded that implementation of the proposed project would not result in a significant Household or Work VMT impact. Therefore, the project is not expected to result in any significant impact relating to traffic.

The project site does not fall within an Alquist-Priolo Fault Zone, a Preliminary Fault Rupture Study Area, Flood Zone, Landslide Area, Liquefaction Area, Tsunami Inundation Zone, a Very High Fire Hazard Severity Zone, Hillside Area, or BOE Special Grading Area. The project site is located within a Methane Hazard Site and is located within approximately 1.92 kilometers of the nearest fault zone (Puente Hills Blind Thrust Fault). The project involves the grading and export of approximately 8,950 cubic yards of soil from the site.

The subject property is currently developed with a single-story, multi-tenant commercial building. The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner has not applied for a Demolition Permit or a Building Permit Application. The Los Angeles Housing Department (LAHD) SB 8 Replacement Unit Determination (RUD) Letter dated December 5, 2022, determined that since at least July 2017, the subject property has been used as a multi-unit commercial plaza. As such, the proposed housing development does not require the demolition of any prohibited types of housing. Further, the provisions of SB 330 do not apply to commercial properties, therefore no SB 330 replacement affordable units are required.

A Tree Disclosure Statement signed by the property owner, indicates there are no protected trees or shrubs on the project site as defined under LA City Ordinance No. 177,404. The subject property contains a total of four (4) street trees along its street frontages: three (3) along Adams Boulevard and one (1) along Brighton Avenue. The removal or replacement of any street trees will be conducted in accordance with the Urban Forestry Division.

Properties within the vicinity of the project site are zoned C2-1VL-O-CPIO, R3-1VL-O-CPIO, and RD1.5-O-CPIO and are designated for Neighborhood Commercial, Medium Residential, and Low Medium II Residential land uses. The surrounding properties are developed with a variety of commercial, multi-family residential, and institutional uses. The buildings range from one to three stories in height. Properties abutting the project site to the north, across Adams Boulevard, are zoned C2-1VL-O-CPIO and are developed with a two-story single-family residence, three-story small lot homes, and a single-story warehouse building. Adjoining the subject site to the east is a

C2-1VL-O-CPIO zoned property developed with a gas station (Adams Fuel Inc.) Properties to the south, across a public alley, are zoned RD1.5-1-O-CPIO and R3-1VL-O-CPIO and are developed with two-story apartment buildings. Properties abutting the project site to the southwest, across Brighton Avenue, are zoned RD1.5-1-O-CPIO and are developed with two-story apartment buildings. Abutting the subject property to the west are parcels zoned C2-1VL-O-CPIO, improved with a two-story, multi-tenant commercial building.

The proposed project would not have a significant effect on the environment. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment” (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines, which establish guidelines and thresholds of significant impact, and provide the methods for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project has been determined that it is Categorically Exempt from environmental review pursuant to Article 19, Section 15332 of the CEQA Guidelines (Class 32) and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. On April 25, 2023, the subject project was issued a Notice of Exemption for a Class 32 Categorical Exemption.

CLASS 32 CATEGORICAL EXEMPTION

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects.” A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five applicable conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

As previously stated, the project involves the demolition of a single-story, multi-tenant commercial building, and the construction, use, and maintenance of a new five-story residential building, 60 feet in height, containing a total of 90 dwelling units with 10 units reserved for Very Low Income Households. Roof and site drainage as well as sewer availability are required to comply with Bureau of Engineering and Bureau of Sanitation standards, Hydrants, Fire Department Access, and Fire Safety also require review and approval by the Los Angeles Fire Department before permits can be issued. Furthermore, the project must comply with all City Regulatory Compliance Measures (RCMs) that apply.

As a new residential building developed on an infill site, this project qualifies for the Categorical Exemption. The project can be characterized as infill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.**

The subject property is located within the South Los Angeles Community Plan area which is one of the 35 Community Plans that make up the Land Use Element of the General Plan. The South Los Angeles Community Plan Area Map designates the subject property

for Neighborhood Commercial land uses corresponding to the CR, C1, C1.5, C2, C4, RAS3, and R3 zones. The subject property's C2 zoning is thus consistent with the General Plan's land use designation for the site. Additionally, the project site is located within and subject to the South Los Angeles Community Plan Implementation Overlay (CPIO), and the South Los Angeles Alcohol Sales Specific Plan. The property is not located within the boundaries of or subject to any other specific plan, community design overlay, or interim control ordinance.

The proposed project is consistent with and meets the goals and policies of the South Los Angeles Community Plan. The proposed residential development will result in a net increase of 90 dwelling units on the subject property, adding new desirable multi-family housing to the region and contribute to the City's affordable housing stock. The project meets the intent of the following goals and policies of the South Los Angeles Community Plan:

Goal LU1.1: Safe, secure, healthy and high-quality residential environments that provide housing for all economic levels, ages, physical abilities and ethnicities.

Policy LU1.11: Mixed-Income Communities. Encourage additional mixed-income neighborhoods by promoting affordable housing and reducing residential segregation and concentrations of poverty.

Goal LU4: Distinct multi-family neighborhoods that preserve physical assets and foster neighborhood character and identity.

Policy LU4.1: Architectural Compatibility. Seek a high degree of architectural compatibility and landscaping for new infill development to protect the historical and architectural character and scale of existing residential neighborhoods, including front yard fence location, design, and materials.

Policy LU4.2: On-site Amenities. Encourage new multi-family developments to provide amenities for residents such as on-site recreational facilities, community meeting spaces and usable private and/or public open space.

Policy LU4.3: Compliance with Design Guidelines. New multi-family residential development should be designed in accordance with established design guidelines to ensure high-quality design.

Goal LU5: Adequate housing units are promoted and provided for all segments of the community regardless of income, age, physical ability, or ethnic background.

Policy LU5.1: Address Diverse Resident Needs. Provide for the preservation of existing housing stock and for the development of new housing to meet the diverse economic

and physical needs of existing residents and the projected population of the Community Plan Area to the year 2035.

Policy LU5.2: **Diverse and Affordable Housing.** Prioritize housing that is affordable to a broad cross-section of income levels, that provides a range of residential product types, and that supports the ability to live near work.

The project makes a both practical and efficient use of the subject property by locating new, higher density residential development near transit lines and neighborhood services. The resulting development will thus be located in a manner that has the potential to reduce vehicular trips. The project will also provide a mix of market rate and affordable units, thereby promoting the provision of adequate housing for all persons relative to income. The project meets all applicable design guidelines and standards, and is a residential development with an appropriate, context-sensitive scale. The project will be conditioned and designed to contribute towards a pedestrian-friendly environment that is safe for all modes of transportation. Furthermore, the project is located within 150 feet of the intersection of Adams Boulevard and Normandie Avenue where the Metro 37 and 206 bus lines provide intersecting service at peak headways of 15 minutes or less. The provision of well-designed multi-family housing, which includes restricted affordable units, ensures a project that will complement the existing neighborhood while also providing valuable housing stock to current and future residents. Therefore, the proposed project is consistent with the General Plan policies and zoning regulations within the City of Los Angeles.

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

The subject property is located wholly within the South Los Angeles Community Plan area within the City of Los Angeles. The project site is a level, rectangular-shaped parcel of land comprised of three (3) contiguous lots, encompassing 24,534 square feet (approximately 0.56 acres) of lot area. The project site is substantially surrounded by urban uses and is not located near any areas designated for farmland or agricultural uses. The neighborhood is fully built-out with residential, commercial, and institutional uses that are consistent with their General Plan land use designations and zoning.

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

The project site is a level, rectangular-shaped parcel of land comprised of three (3) contiguous lots, encompassing 24,534 square feet (approximately 0.56 acres) of lot area. The subject property is currently developed with a vacant single-story, multi-tenant commercial building and surface parking lot.

A Tree Disclosure Statement dated January 5, 2023, states that there a no on-site tree. There are, however, a total of four street trees: three (3) located in the public right-of-way along the south side of Adams Boulevard and one (1) located along the east side of Brighton Avenue. None of the street trees have been identified as protected tree species as defined under LA City Ordinance No. 177,404, nor are they a habitat for any endangered, rare, or threatened species. Any removal and replacement of street trees would be conducted in accordance with Bureau of Street Services, Urban Forestry Division. Furthermore, the project site is in a long-established urban neighborhood which

is fully built out with commercial and residential development. The project site, therefore, has no value as habitat for endangered species, 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:

Traffic. A significant impact may occur if the project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new Los Angeles Department of Transportation (LADOT), Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. LADOT has established that any project resulting in a net increase of 250 or more daily vehicle trips requires a VMT analysis.

The project involves the demolition of a single-story, multi-tenant commercial building, and the construction, use, and maintenance of a new five-story residential building, 60 feet in height, containing a total of 90 dwelling units with 10 units reserved for Very Low Income Households. The project will have one subterranean level that will contain a total of 51 vehicle parking stalls and will provide a total of 76 bicycle parking stalls.

A Traffic Assessment Report dated March 2023 was prepared by Overland Traffic Consultants, Inc. in order to determine whether or not the proposed project would result in any significant effects relating to traffic. The Traffic Study found that the project would generate a net increase of 406 daily vehicle trips and a net increase of 2,533 daily vehicle miles traveled (VMT), thus requiring the proposed project to conduct a vehicle miles traveled (VMT) analysis.

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

- Household VMT per Capita: 6.0
- Work VMT per Employee: 11.6

As cited in the VMT Analysis report, prepared by Overland Traffic Consultants, Inc., the project proposes to incorporate the Transportation Demand Management (TDM) strategies of reduced parking supply by providing 51 of the Code-required 102 parking spaces and include bicycle parking per LAMC as project design features. With the application of these TDM measures, the proposed project is projected to have a Household VMT per capita of 4.7 and no Work VMT. Subsequently, LADOT completed its Transportation Impact Assessment and in a letter dated April 13, 2023, concluded that implementation of the proposed project would not result in a significant Household or Work VMT impact. Therefore, the project is not expected to result in any significant impact relating to traffic.

Noise. The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As the project is required to comply with the above ordinances and regulations, it will not result in any significant noise impacts. All construction-related noise impacts would be less than significant and temporary in nature.

A Noise Technical Report dated February 2023, prepared by Meridian Consultants and attached to the subject environmental case file, concluded that no significant permanent operational or cumulative noise impacts are expected as a result of the proposed project (the Noise Study provides the full analysis). Given that the project would be required to comply with all existing and applicable noise regulations, the study concluded that the project would not result in any significant impacts and that no mitigation measures are necessary. Although noise arising from construction is unavoidable, the noise would be temporary and limited to the duration of the construction in any one location. The report states that standard, industry-wide best practices for construction in urban or otherwise noise-sensitive areas would ensure that construction noise does not exceed the noise limit imposed by LAMC Section 112.05. These could include erecting temporary noise barriers around the project's perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors. Complete elimination of construction activity noise is technically infeasible; however, incorporation of the best available noise reduction methods will minimize impacts on the residential and commercial uses bordering the project site. Compliance with the various local regulatory measure will further minimize any adverse construction noise impact potential.

As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. Noise generated at outdoor recreational spaces such as balconies and patios would not exceed the recommended noise compatibility guidelines. Any new stationary sources of noise, such mechanical HVAC equipment, installed on the proposed development will be required to comply with LAMC Sections 112.02 and 112.05 which prohibit noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. As such, the proposed project is expected to generate a negligible increase in ambient noise from operation.

Through compliance with all existing regulations governing both construction and operational noise, any noise impacts resulting from the project will be less than significant.

Air Quality. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. The 2016 Air Quality Management Plan (AQMP) was prepared by SCAQMD and adopted in April 2017 to meet federal and state ambient air quality standards. A significant air quality

impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The project is not expected to conflict with, or obstruct, the implementation of the AQMP and SCAQMD rules. The project is consistent with current zoning regulations and policies within the City of Los Angeles, allowing for the proposed development on the subject site. The project would also comply with the 2020 Los Angeles Green Building Code (LAGBC), which builds upon and sets higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023). Additionally, the project's infill location would promote the concentration of development in a long-established urban neighborhood with extensive infrastructure and access to public transit facilities, thus reducing the vehicle miles traveled for residents, and visitors. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas.

Best Management Practices (BMP) will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing BMPs, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Furthermore, an Air Quality Technical Report was prepared by Meridian Consultants in February 2023, which is included in the subject case file. The study quantifies the estimated daily construction and operational emissions for various pollutants from the project site using CalEEMod simulations. Based on the simulation results, none of the construction and operational emissions are expected to exceed the South Coast Air Quality Management District (SCAQMD) air quality significance thresholds. Furthermore, the report finds that the project is consistent with all applicable aspects of the City's General Plan Air Quality Element. The study does not recommend any mitigation measures as all construction and operational emissions are expected to be below the thresholds considered by SCAQMD to be significant under CEQA guidelines. Potential impacts related to air quality from the project will therefore be less than significant.

Water Quality. With regard to water quality, a significant impact would occur if the project would: 1) exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB); 2) increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site

would be exceeded; or 3) increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. All wastewater from the project would be treated according to requirements of the National Pollutant Discharge Elimination System (NPDES) permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.

Additionally, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would not result in a significant impact related to water or wastewater infrastructure.

Lastly, development of the proposed project would maintain existing drainage patterns; site generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would not result in a significant impact related to existing storm drain capacities.

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

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. These utilities and public services have continuously served the area for the past several decades. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. As a result of these new building codes, which are required of all projects, it can be anticipated that the proposed project will not create any substantial impact on existing utilities and public services through the addition of 90 dwelling units at the subject site.

In addition, roof and site drainage as well as sewer availability must comply with Bureau of Engineering and Bureau of Sanitation standards; and hydrants, Fire Department Access, and Fire Safety must be reviewed and approved by the Los Angeles Fire Department before permits can be issued. Furthermore, the project must comply with all City Regulatory Compliance Measures (RCMs) that apply. Therefore, the proposed project can be adequately served by all required utilities and public services.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

The City has further considered whether the proposed project is subject to any of the six exceptions set forth in State CEQA Guidelines Section 15300.2 that would prohibit the use of any categorical exemption. Planning staff has determined that none of the exceptions apply to the proposed project, as described below.

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

these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The project site is in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and is not located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

(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.

The proposed five-story residential development with 90 dwelling units on the project site is consistent with the zone and land uses as designated by the South Los Angeles Community Plan, and as permitted by the Density Bonus Incentive Program pursuant to LAMC 12.22 A.25. A successive project of the same type and nature would reflect a development that is consistent with the underlying land use designation and the Los Angeles Municipal Code, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact.

The project would not result in a cumulatively considerable contribution to any impact. The threshold of significance for a cumulatively considerable contribution to a traffic impact is the same as the threshold of significance for a project impact. Therefore, since the project would not exceed that threshold, it would have neither a project-specific significant impact, nor the potential to result in a cumulatively considerable contribution to a significant traffic impact. The same is true for air quality thresholds of significance; the project does not have the potential to result in a project-specific significant air quality impact, and therefore, does not have the potential to result in a cumulatively considerable contribution to a significant air quality impact.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate impacts related to Air Quality, Construction Noise/Vibrations, Operational Noise/Vibrations, and Transportation/Traffic. Numerous Los Angeles Municipal Code Sections provide requirements for construction activities and ensure impacts from construction related noise, traffic, and parking are less than significant. The Noise Regulation Ordinance, No. 144,331, provides regulatory compliance measures related to construction noise and maximum noise levels for all activities. LAMC Section 62 provides specific regulatory compliance measures related to construction traffic and parking. LAMC Section 41 requires construction site postings listing representative contact information and permitted construction/demolition hours as established by the Department of Building and Safety. Additionally, there is insufficient evidence to conclude that significant impacts will occur based on past project approvals or in progress entitlement applications and that the proposed project will have adverse impacts on the cumulative impacts of construction noise and transportation/traffic in this area. Furthermore, there is insufficient evidence to conclude that the proposed project will be under construction at the same time as projects within the vicinity. Thus, this exception does not apply.

- (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.**

The project site is a level, rectangular-shaped parcel of land comprised of three (3) contiguous lots, encompassing 24,534 square feet (approximately 0.56 acres) of lot area. The project involves the demolition of a single-story, multi-tenant commercial building, and the construction, use, and maintenance of a new five-story residential building, 60 feet in height, containing a total of 90 dwelling units. The project will have one subterranean level that will contain a total of 51 vehicle parking stalls and will provide a total of 76 bicycle parking stalls. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zoning.

The project site is located in an urbanized area within the City of Los Angeles that consists primarily of residential and commercial uses and operations that are compatible with the surrounding urban development and consistent with the underlying zoning. The site does not demonstrate any unusual circumstances, and the project will not generate any significant impacts regarding traffic, noise, air quality, or water quality. There are no special districts or other known circumstances that indicate a sensitive surrounding environment. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

- (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.**

Based on a review of the California Scenic Highway Mapping System, the subject site is not located along a California State Scenic Highway and will not impact any identified scenic resources, including trees, historic buildings, rock outcroppings, or other similar resources, within a highway officially designated as a State Scenic Highway. Therefore, this exception does not apply.

- (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.**

Based on a review of the California Department of Toxic Substances Control "Envirostor Database," no known hazardous waste sites are located on the project site. Additionally, there are also no listed hazardous waste sites within the immediate vicinity of the project site. The subject property was previously developed with a single-story, multi-tenant commercial building and surface parking lot, a commercial use that is not expected to utilize hazardous waste or materials that pose significant constraint on the project site.

Additionally, the project site is not located within a Hazardous Waste/Border Zone Properties area as designated by the City of Los Angeles. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. Although the project site is located in a Methane Zone, the project will comply with any applicable developmental regulations. Therefore, this exception for a Categorical Exemption does not apply to this project.

(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 site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. In addition, the project site is not located within a Historic Preservation Overlay Zone and thus not subject to historic preservation review. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, therefore, this exception does not apply.

CONCLUSION

In summary, the project involves the demolition of a single-story, multi-tenant commercial building, and the construction, use, and maintenance of a new five-story residential building, 60 feet in height, containing a total of 90 dwelling units located on a 24,534 square-foot site. The project will have one subterranean level that will contain a total of 51 vehicle parking stalls and will provide a total of 76 bicycle parking stalls. The project is consistent with the surrounding developments (which consists of established residential and commercial uses), is permitted by the Density Bonus Incentive Program, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. In addition, the project is located in a long-established urbanized neighborhood, and thus will be adequately served by all required public utilities and services.

Furthermore, the project is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential and commercial uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.

AIR QUALITY STUDY
FOR THE
1724 W. ADAMS BOULEVARD PROJECT

*1722, 1724, 1726, 1728, 1730, 1732, 1734 W. Adams Boulevard,
Los Angeles, CA 90018*

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Table of Contents

Section	Page
Executive Summary.....	1
Regulatory Setting.....	3
Environmental Setting.....	5
Methodology.....	9
SCAQMD Air Quality Significance Thresholds.....	11
Impact Analysis.....	14
Certification.....	20

Attachment

- A CalEEMod Air Quality Emission Output Files
 - A.1 Existing
 - A.2 Proposed

Figures

Figure		Page
1	Project Site Location	2
2	Sensitive Receptor Map	8

Tables

Table		Page
1	Air Quality Monitoring Summary	6
2	South Coast Air Basin Attainment Status	7
3	Existing Operational Emissions	7
4	Construction Thresholds	11
5	Localized Significance Thresholds	12
6	Operational Thresholds.....	12
7	Project Construction Schedule	14
8	Project Construction Diesel Equipment Inventory.....	15
9	Maximum Construction Emissions	15
10	Maximum Operational Emissions	16
11	Localized Construction and Operational Emissions.....	17

EXECUTIVE SUMMARY

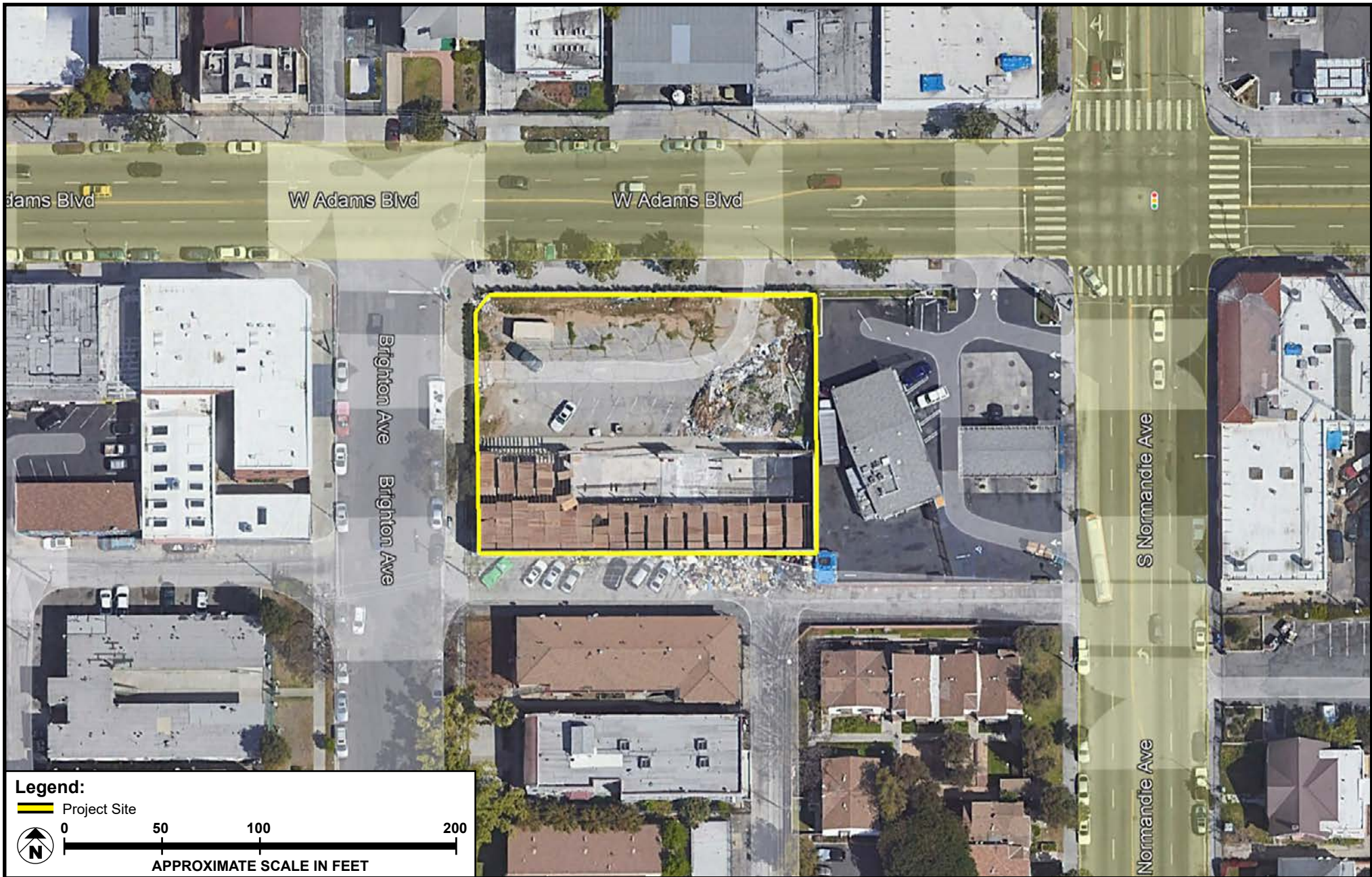
The Project site is located on a 22,801 square foot (0.52 acre) rectangular shaped site located at 1724 W. Adams Boulevard (APN 5053-035-029) within the South Los Angeles Community Plan Implementation Overlay (CPIO) and South Los Angeles Community Plan, as shown in **Figure 1: Project Site Location**. The Project site currently consists of vacant commercial retail uses and is located within the C2-1VL-O-CPIO (Commercial) zone and with a General Plan designation of Neighborhood Commercial. The Project site is bounded by W. Adams Boulevard to the north, Brighton Avenue to the west, and S. Normandie Avenue to the east. The proposed development includes removal of the existing uses to construct a new five (5) story, 56-foot-high building with 90 residential apartment units, including 10 units designated for Extremely Low Income (ELI) households.

In accordance with requirements under the California Environmental Quality Act (CEQA), this Air Quality Study provides an estimate of emissions for the Project and the potential impacts from associated construction and operation activities. The report includes the categories and types of emission sources resulting from the Project, the calculation procedures used in the analysis, and any assumptions or limitations. This report summarizes the potential for the Project to conflict with an applicable air quality plan; violate an air quality standard or threshold; result in a cumulatively net increase of criteria pollutant emissions; expose sensitive receptors to substantial pollutant concentrations; or create objectionable odors affecting a substantial number of people.

The findings of the analyses are as follows:

- The Project would be consistent with air quality policies set forth by the South Coast Air Quality Management District (SCAQMD) and the Air Quality Management Plan.
- Construction and operational emissions would not contribute to short- or long-term emissions that would increase the carcinogenic effects on sensitive receptors. Emissions associated with operation would not exceed the SCAQMD-recommended thresholds. Thus, the Project would not result in a regional violation of applicable air quality standards or jeopardize the timely attainment of such standards in the South Coast Air Basin.
- Operation of the Project will not employ toxic air contaminant-emitting processes. No substantial pollutant concentration would be generated.
- Project construction and operations would not result in significant levels of odors.
- The Project would result in less than significant cumulative air quality impacts during construction and operation of the Project.

Based upon a worst-case assessment, the Project does not result in significant impacts to surrounding land uses from air quality.



SOURCE: Google Earth - 2023

FIGURE 1

REGULATORY SETTING

In California, jurisdiction over air quality management, enforcement, and planning is divided among 35 geographic regions. Within each region, a local air district is responsible for oversight of air quality monitoring, modeling, permitting, and enforcement to ensure that regulatory violations are avoided wherever possible.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) shares responsibility with CARB for ensuring that all State and federal AAQS are achieved and maintained over an area of approximately 10,743 square miles. This area includes the South Coast and Salton Sea Air Basins, all of Orange County, and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties. It does not include the Antelope Valley or the nondesert portion of western San Bernardino County.

SCAQMD is responsible for controlling emissions, primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the air basins. SCAQMD, in coordination with the Southern California Association of Governments (SCAG), is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the air basins. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as being in nonattainment of the NAAQS or CAAQS. The term “nonattainment area” is used to refer to an air basin in which one or more AAQS are exceeded. SCAQMD also prepares the SIP for its jurisdiction and promulgates rules and regulations. The SIP includes strategies and tactics to be used to attain the federal ozone standards in the South Coast Air Basin. The SIP elements are taken from the most recent AQMP. SCAQMD adopted the 2022 AQMP on December 2, 2022.¹ The AQMP includes transportation control measures developed by SCAG from its 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, as well as the integrated strategies and measures needed to meet the NAAQS. The AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS, as well as the latest 24-hour and annual PM_{2.5} standards.

SCAQMD is responsible for limiting the number of emissions generated throughout the air basins by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SCAQMD Governing Board that identify specific pollution-reduction measures that must be implemented in association with various uses and activities. These rules regulate not only the emissions of the federal and State criteria pollutants, but also toxic air contaminants (TACs) and acutely hazardous materials. The rules are also subject to ongoing refinement by SCAQMD. Among the SCAQMD rules applicable to the Project are Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 requires the use of stringent best available control measures (BACMs) to minimize PM₁₀ emissions during grading and

¹ SCAQMD, Final 2022 Air Quality Management Plan, adopted December 2, 2022, <http://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=10>. Accessed January 2023.

construction activities. Rule 1113 limits the VOC content of coatings, with a VOC content limit for flat coatings of 50 grams per liter (g/L).² Additional details regarding these rules and other potentially applicable rules are presented as follows.

Rule 402 (Nuisance). This rule states that 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 to the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”³

Rule 403 (Fugitive Dust). This rule requires fugitive dust sources to implement BACMs for all sources and prohibits all forms of visible particulate matter from crossing any property line. BACMs may include application of water or chemical stabilizers to disturbed soils covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour (mph); sweeping loose dirt from paved site-access roadways; cessation of construction activity when winds exceed 25 mph; and establishing a permanent ground cover on finished sites. SCAQMD Rule 403 is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust (see also Rule 1186).

Rule 1113 (Architectural Coatings). This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

Rule 1146.2 (Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters). This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NOx emissions from natural-gas-fired water heaters, boilers, and process heaters as defined in this rule.

Rule 1186 (PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations). This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403). Stationary emissions sources subject to these rules are regulated through SCAQMD’s permitting process. Through this permitting process, SCAQMD also monitors the number of stationary emissions being generated and uses this information in developing AQMPs.

² SCAQMD, Rule 1113 Architectural Coating (amended September 6, 2013), <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>. Accessed January 2023.

³ SCAQMD, Rule 402—Nuisance, <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf>. Accessed January 2023.

ENVIRONMENTAL SETTING

Regional Air Quality

USEPA is the federal agency responsible for overseeing the country's air quality and setting the NAAQS for the CAPs. The NAAQS were devised based on extensive modeling and monitoring of air pollution across the country; they are designed to protect public health and prevent the formation of atmospheric ozone. Air quality of a region is considered to be in attainment of the NAAQS if the measured ambient air pollutant levels do not exceed the applicable concentration threshold.

As noted previously, CARB is the State agency responsible for setting the CAAQS. Air quality of a region is considered to be in attainment of the CAAQS if the measured ambient air pollutant levels for O₃, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and Pb are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive 3-year period.

For evaluation purposes, the SCAQMD territory is divided into 38 source receptor areas (SRAs). These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area. The Project site is within SRA 1, Central Los Angeles County.⁴ The nearest air monitoring station SCAQMD operates is located at 1610 North Main Street in Los Angeles. This station monitors O₃, NO₂, PM₁₀ and PM_{2.5}. **Table 1: Air Quality Monitoring Summary** summarizes published monitoring data from 2019 through 2021, the most recent 3-year period available. The data shows that during the past few years, the region has exceeded the O₃, PM₁₀ and PM_{2.5} standards.

4 SCAQMD, General Forecast Areas and Air Monitoring Areas, map, <http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf>. Accessed January 2023.

**TABLE 1
AIR QUALITY MONITORING SUMMARY**

Air Pollutant	Average Time (Units)	2019	2020	2021
Ozone (O3)	State Max 1 hour (ppm)	0.093	0.185	0.099
	Days > CAAQS threshold (0.09 ppm)	0	14	1
	National Max 8 hour (ppm)	0.080	0.118	0.085
	Days > NAAQS threshold (0.075 ppm)	2	22	2
	State Max 8 hour (ppm)	0.080	0.118	0.086
	Days > CAAQS threshold (0.07 ppm)	2	22	2
Carbon monoxide (CO)		–	–	–
Nitrogen dioxide (NO2)	National Max 1 hour (ppm)	0.070	0.062	0.078
	Days > NAAQS threshold (0.100 ppm)	0	0	0
	State Max 1 hour (ppm)	0.069	0.061	0.077
	Days > CAAQS threshold (0.18 ppm)	0	0	0
Respirable particulate matter (PM10)	National Max (µg/m3)	62.4	83.7	64.0
	National Annual Average (µg/m3)	23.0	33.1	26.0
	Days > NAAQS threshold (35 µg/m3)	0	0	0
	State Max (µg/m3)	93.9	185.2	138.5
	State Annual Average (µg/m3)	--	33.9	30.9
Fine particulate matter (PM2.5)	National Max (µg/m3)	43.5	175.0	61.0
	National Annual Average (µg/m3)	10.8	13.7	12.8
	Days > NAAQS threshold (35 µg/m3)	1	12	13
	State Max (µg/m3)	43.5	175.0	61.1
	State Annual Average (µg/m3)	10.8	15.0	14.8

Source: CARB, iADAM: Air Quality Data Statistics.

Note: (–) = Data not available.

USEPA and the CARB designate air basins where AAQS are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. The current attainment designations for the Basin are shown in **Table 2: South Coast Air Basin Attainment Status**. The Basin is currently designated as being in nonattainment at the federal level for O3 and PM2.5; and at the State level for O3, PM10, and PM2.5.

**TABLE 2
SOUTH COAST AIR BASIN ATTAINMENT STATUS**

Pollutant	State Status	National Status
Ozone (O3)	Nonattainment	Nonattainment
Carbon monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen dioxide (NO2)	Attainment	Unclassified/Attainment
Sulfur dioxide (SO2)	Attainment	Unclassified/Attainment
Respirable particulate matter (PM10)	Nonattainment	Attainment
Fine particulate matter (PM2.5)	Nonattainment	Nonattainment

Source: California Air Resources Board (CARB) Area Designation Maps / State and National, <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>. Accessed January 2023.

Existing Operational Emission

As mentioned previously, the Project site is currently developed with vacant commercial/retail uses. **Table 3: Existing Operational Emissions** identifies the existing emissions from the commercial/retail use. The most current CARB-approved, SCAQMD-recommended air quality modeling software, the California Emissions Estimator Model (CalEEMod), was used to estimate the existing air quality operational emissions.

**TABLE 3
EXISTING OPERATIONAL EMISSIONS**

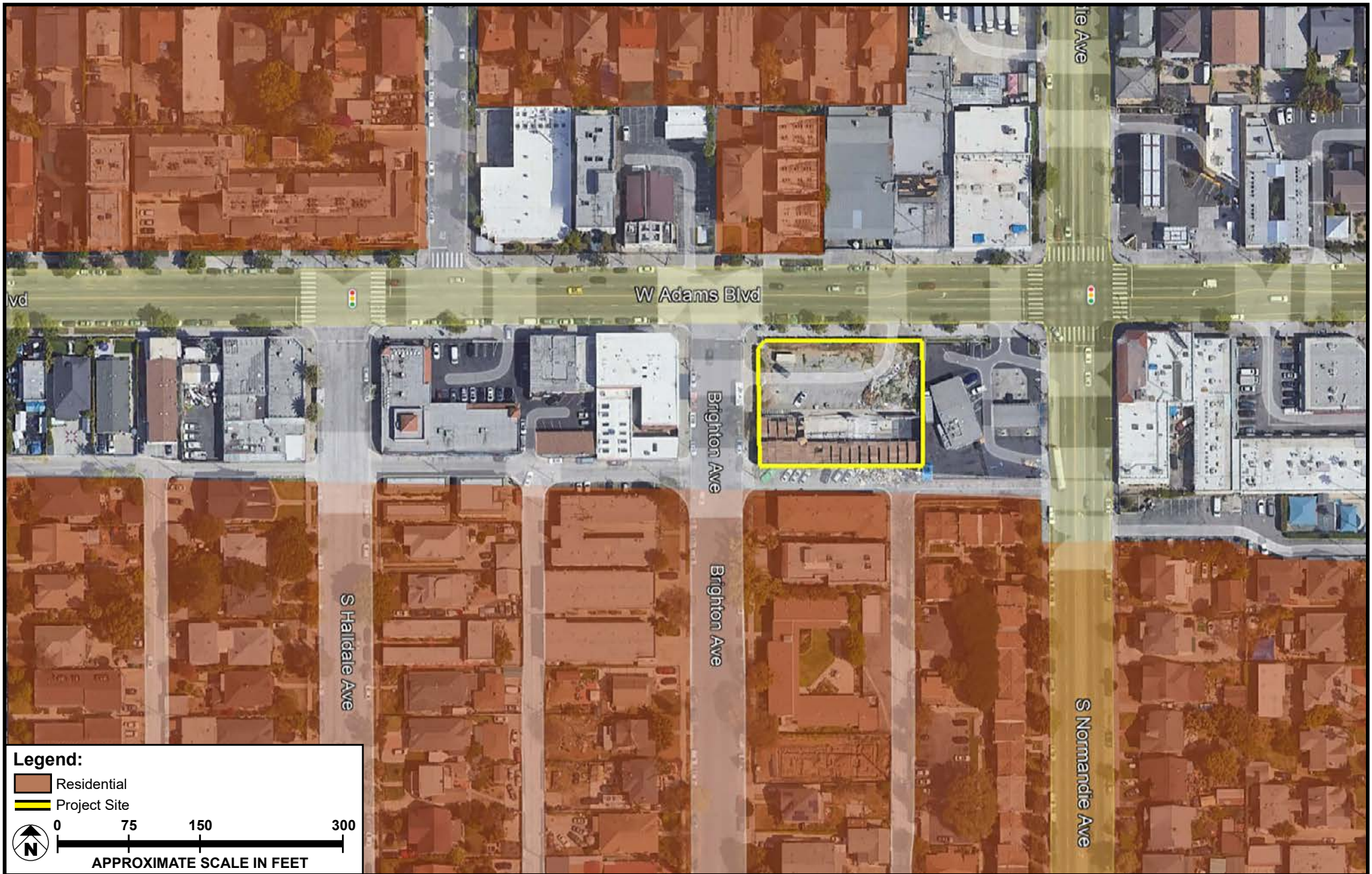
Source	VOC	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
Mobile	1.3	0.7	7.2	<0.1	<0.1	<0.1
Area	0.3	<0.1	0.4	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Total	1.5	0.7	7.6	<0.1	<0.1	<0.1
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations. CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

Refer to Attachment A.1: CalEEMod Air Quality Emission Output Files - Existing.

Sensitive Receptors

SCAQMD considers a sensitive receptor to be a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Sensitive receptors are identified near sources of air pollution to determine the potential for health hazards. Locations evaluated for exposure to air pollution include but are not limited to residences, schools, hospitals, and convalescent facilities. The parcels to the north, east, and west are zoned C2-1VL-CPIO and contain a mix of commercial uses. The parcels to the south are zoned RD1 and contain multi-family residential.



SOURCE: Google Earth - 2023; Meridian Consultants, LLC - 2023

FIGURE 2

Construction

Construction of the Project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment and through vehicle trips generated from workers and haul trucks traveling to and from the Project site. Mobile-source emissions, primarily NO_x, would result from the use of construction equipment. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The Project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within SCAB. Therefore, the following condition—required to reduce fugitive dust in compliance with SCAQMD Rule 403—was included in CalEEMod as a regulatory compliance measure:

- **Control Efficiency of PM₁₀.** During construction, methods and techniques should be applied to various operations or equipment when appropriate to reduce estimated emissions related to particulate matter. This includes replacing ground cover in disturbed areas as quick as possible, yielding to emission reduction efficiency of 15 - 49 percent.⁵

In addition, SCAQMD Staff recommends that the Lead Agency require the use of Tier 4 construction equipment of 50 horsepower or greater during construction. Alternative, applicable strategies include equipment outfitted with Best Available Control Technology (BACT) devices and CARB certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPFs are capable of achieving at least an 85 percent reduction in particulate matter emissions.⁶ Therefore, the following condition would be considered a regulatory compliance measure:

- **Construction Equipment Controls.** During construction, all off-road construction equipment greater than 50 horsepower shall meet USEPA Tier 3 emission standards with Level 3 DPF to minimize emissions of NO_x associated with diesel construction equipment.

5 SCAQMD, CEQA Handbook, Tables 11-4, p. 11-15 and A11-9-A, page A11-77, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-sample-construction-scenario-report.pdf>. Accessed January 2023.

6 California Air Resources Board, Verification Procedure: Stationary, <https://ww2.arb.ca.gov/our-work/programs/verification-procedure-warranty-and-use-compliance-requirements-use-strategies-4>. Accessed January 2023.

The emissions are estimated using the CalEEMod software, an emissions inventory software program recommended by SCAQMD. CalEEMod is based on outputs from the CARB off-road emissions model (OFFROAD) and the CARB on-road vehicle emissions model (EMFAC), which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles. The input values used in this analysis are based on conservative assumptions in CalEEMod, with appropriate, Project-specific adjustments based on equipment types and expected construction activities. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in **Attachment A**.

Operation

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Project site. In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products.

Operational emissions were estimated using the CalEEMod software, which was used to forecast the daily regional emissions from area sources that would occur during long-term Project operations. In calculating mobile-source emissions, trip-length values were based on the distances provided in CalEEMod.

Area-source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product (including paint) usage rates provided in CalEEMod. Natural gas usage factors in CalEEMod are based on the California Energy Commission's California Commercial End Use Survey data set, which provides energy demand by building type and climate zone.

SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

Significance Criteria

The determination of a project's significance on air quality shall be made considering the factors provided in the SCAQMD *CEQA Air Quality Handbook* (Handbook). The City has not adopted specific Citywide significance thresholds for air quality impacts; rather, the thresholds and methodologies contained in the SCAQMD Handbook for both construction and operational emissions are utilized for evaluating projects in the City. These thresholds are described below.

Construction Emission Thresholds

The Project will have a significant impact if it exceeds the construction thresholds listed in **Table 4: Construction Thresholds**.

TABLE 4 CONSTRUCTION THRESHOLDS	
Pollutant	Construction Emissions (pounds/day)
Volatile organic compounds (VOCs)	75
Nitrogen dioxide (NO ₂)	100
Carbon monoxide (CO)	550
Sulfur dioxide (SO ₂)	150
Respirable particulate matter (PM ₁₀)	150
Fine particulate matter (PM _{2.5})	55

Construction and Operational Localized Significance Thresholds

The local significance thresholds are based on the SCAQMD's Final *Localized Significance Threshold (LST) Methodology* (LST Methodology)⁷ guidance document for short-duration construction activities. The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project site because of construction activities. The SCAQMD provides voluntary guidance on the evaluation of localized air quality impacts to public agencies conducting environmental review of projects located within its jurisdiction. Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. For construction, pollutant concentrations are compared to significance thresholds for particulates (PM₁₀ and PM_{2.5}), CO, and NO₂. The significance threshold for PM₁₀ represents compliance with SCAQMD Rule 403 (Fugitive Dust). The threshold for PM_{2.5} is designed to limit emissions and to allow progress toward

7 South Coast Air Quality Management District, Final Localized Significance Threshold (LST) Methodology, (June 2003, rev. July 2008).

attainment of the AAQS. Thresholds for CO and NO2 represent the allowable increase in concentrations above background levels that would not cause or contribute to an exceedance of their respective AAQS.

The LST Methodology provides lookup tables of emissions that are based on construction projects of up to 5 acres in size. These LST lookup tables were developed to assist lead agencies with a simple tool for evaluating the impacts from small typical projects. Ambient conditions for Central Los Angeles County, as recorded in SRA 1 by the SCAQMD, were used for ambient conditions in determining appropriate threshold levels. Thresholds for each criteria pollutant for construction activity and Project are listed in **Table 5: Localized Significance Thresholds.**

TABLE 5 LOCALIZED SIGNIFICANCE THRESHOLDS		
Pollutant	Construction	Operational
	pounds/day	
Nitrogen dioxide (NO2)	74	74
Carbon monoxide (CO)	680	680
Respirable particulate matter (PM10)	5	2
Fine particulate matter (PM2.5)	3	1

Notes:

Based on a distance to sensitive receptors of 25 meters. SCAQMD's Localized Significance Threshold (LST) Methodology for CEQA Evaluations guidance document provides that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.

Based on the SCAQMD Handbook, thresholds for each criteria pollutant for the operations of the Project are provided in **Table 6: Operational Thresholds.**

TABLE 6 OPERATIONAL THRESHOLDS	
Pollutant	Operational Emissions (pounds/day)
Volatile organic compounds (VOCs)	55
Nitrogen dioxide (NO2)	55
Carbon monoxide (CO)	550
Sulfur dioxide (SO2)	150
Respirable particulate matter (PM10)	150
Fine particulate matter (PM2.5)	55

Toxic Air Contaminants

As set forth in the SCAQMD Handbook, the determination of significance of a project with respect to TACs shall be made on a case-by-case basis, considering the following factors:

- Regulatory framework for toxic materials and process involved;
- Proximity of TACs to sensitive receptors;
- Quantity, volume, and toxicity of the contaminants expected to be emitted;
- Likelihood and potential level of exposure; and
- Degree to which project design will reduce risk of exposure.

Consistency with Applicable Air Quality Plans

Section 15125 of the State CEQA Guidelines requires an analysis of project consistency with applicable governmental plans and policies. In accordance with the SCAQMD Handbook, the following criteria were used to evaluate the Project's consistency with SCAQMD and SCAG regional plans and policies:

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

Cumulative Threshold

SCAQMD recommends that a project be considered to result in a cumulatively considerable impact to air quality if any construction-related emissions and operational emissions from individual development projects exceed the mass daily emissions thresholds for individual projects.⁸ The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. A project is also considered to result in a cumulatively considerable contribution to significant impacts if the population and employment projections for the project exceed the rate of growth defined in SCAQMD's AQMP.

⁸ SCAQMD, White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, board meeting, Agenda No. 29 (September 5, 2003), Appendix D, p. D-3.

IMPACT ANALYSIS

Emissions of air pollutants were estimated for construction and operation of the Project. In California, the California Air Pollution Control Officer's Association recommends the use CalEEMod to calculate and organize emissions data for new development projects. CalEEMod is a program that relies on project-specific information pertaining to geographic setting, utility service provision, construction scheduling and equipment inventory, and operational design features to generate estimates of air pollutant and GHG emissions.

Table 7: Project Construction Schedule provides the dates and durations of each of the activities that will take place during construction, as well as a brief description of the scope of work. Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise.

TABLE 7 PROJECT CONSTRUCTION SCHEDULE				
Construction Activity	Approximate Start Date	Approximate End Date	Duration (Days)	Description
Demolition	7/1/2023	7/31/2023	21	Demolition of approximately 2,000 square feet of building
Grading	8/1/2023	8/31/2023	23	Grading of the Project site and export of 8,950 cubic yards of soil
Building Construction	9/1/2023	2/28/2025	391	Construction of Proposed Project
Paving	3/1/2025	3/28/2025	20	Paving of asphalt surfaces
Architectural Coating	7/1/2024	9/1/2024	45	Application of architectural coatings to building materials

Note: Refer to Attachment A.2: CalEEMod Air Quality Emission Output Files - Proposed.

Construction

An assessment of air pollutant emissions was prepared utilizing the construction schedule in **Table 7**. **Table 8: Project Construction Diesel Equipment Inventory** displays the construction equipment required for each activity described in **Table 7**. Under regulatory compliance measures in CalEEMod, it was assumed that all construction activities would adhere to SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Additionally, regulatory compliance measures not modeled would require all heavy-duty diesel equipment engines meet minimum Tier 3 standards in accordance with CARB fleet requirements.

**TABLE 8
PROJECT CONSTRUCTION DIESEL EQUIPMENT INVENTORY**

Phase	Off-Road Equipment Type	Amount	Daily Hours	Horsepower [HP] (Load Factor)
Demolition	Concrete/Industrial Saws	1	8	33 (0.73)
	Rubber Tired Dozers	1	1	367 (0.40)
	Tractors/Loaders/Backhoes	2	6	84 (0.37)
Grading	Graders	1	6	148 (0.41)
	Rubber Tired Dozers	1	6	367 (0.40)
	Tractors/Loaders/Backhoes	1	7	84 (0.37)
Building Construction	Cranes	1	4	367 (0.29)
	Forklifts	2	6	82 (0.20)
	Tractors/Loaders/Backhoes	2	8	84 (0.37)
Paving	Cement and Mortar Mixers	4	6	10 (0.56)
	Pavers	1	7	81 (0.42)
	Rollers	1	7	36 (0.38)
	Tractors/Loaders/Backhoes	1	7	84 (0.37)
	Architectural Coating	Air Compressors	1	6

Refer to Attachment A.2: CalEEMod Air Quality Emission Output Files - Proposed, for equipment inventory information.

Maximum daily emissions of air pollutants during construction of the Project were calculated using CalEEMod. **Table 9: Maximum Construction Emissions** identifies daily emissions that are estimated for peak construction days for each construction year. Based on the modeling, construction of the Project would not exceed regional VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} concentration thresholds. All criteria air pollutants would be below SCAQMD construction thresholds. As such, construction of the Project would not generate any significant environmental impacts associated with air quality compliance.

**TABLE 9
MAXIMUM CONSTRUCTION EMISSIONS**

Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	pounds/day					
2023	1.4	17.1	13.7	<0.1	3.7	1.9
2024	11.4	7.4	15.0	<0.1	1.6	0.6
2025	0.9	6.0	11.5	<0.1	1.3	0.5
Maximum	11.4	17.1	15.0	<0.1	3.1	1.9
SCAQMD Mass Daily Threshold	75	100	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Notes: CO = carbon monoxide; NO_x = nitrogen oxides; PM₁₀ = particulate matter less than 10 microns; PM_{2.5} = particulate matter less than 2.5 microns; SO_x = sulfur oxides; VOC = volatile organic compounds.

Refer to Attachment A.2: CalEEMod Air Quality Emission Output Files - Proposed.

Operation

Operational emissions would result primarily from passenger vehicles traveling to and from the Project site. The results presented in **Table 10: Maximum Operational Emissions** are compared to the SCAQMD-established operational significance thresholds. As shown in **Table 10**, the operational emissions would not exceed the regional VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} concentration thresholds. Additionally, the operational emissions provided below would be further reduced when taking into account trip reductions from these public transit options located within the Project vicinity. As such, operation of the Project would not generate any significant environmental impacts associated with air quality compliance.

TABLE 10 MAXIMUM OPERATIONAL EMISSIONS						
Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	pounds/day					
Mobile	1.6	1.1	12.5	<0.1	1.1	0.2
Area	2.4	1.3	6.6	<0.1	0.1	0.1
Energy	<0.1	0.2	<0.1	<0.1	<0.1	<0.1
Total	4.0	2.6	19.1	<0.1	1.2	0.3
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NO_x = nitrogen oxides; PM₁₀ = particulate matter less than 10 microns; PM_{2.5} = particulate matter less than 2.5 microns; SO_x = sulfur oxides; VOC = volatile organic compounds.

Refer to Attachment A.2: CalEEMod Air Quality Emission Output Files - Proposed.

Localized Significance Thresholds

The results of the LST analysis are provided in **Table 11: Localized Construction and Operational Emissions**. These estimates assume the maximum area that would be disturbed during construction on any given day during Project buildout. It is important to note, emissions presented in **Table 11** include regulatory compliance measures such as control efficiency of PM10 (dust control measures). As shown in **Table 11**, emissions would not exceed the localized significance construction and operational thresholds.

TABLE 11 LOCALIZED CONSTRUCTION AND OPERATIONAL EMISSIONS				
Source	NO _x	CO	PM10	PM2.5
	On-Site Emissions (pounds/day)			
Construction				
Total maximum emissions	12.6	11.4	2.7	1.6
LST threshold	74	680	5	2
Threshold Exceeded?	No	No	No	No
Operational				
Project area/energy emissions	1.5	6.6	0.1	0.1
LST threshold	74	680	3	1
Threshold Exceeded?	No	No	No	No

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NO_x = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

Refer to Attachment A.2: CalEEMod Air Quality Emission Output Files - Proposed.

Toxic Air Contaminants

Project construction would result in short-term emissions of diesel particulate matter, which is a TAC. Off-road heavy-duty diesel equipment would emit diesel particulate matter over the course of the construction period. As mentioned previously, commercial hotel and multi-family residential uses are located adjacent to the site. Localized diesel particulate emissions (strongly correlated with PM2.5 emissions) would be minimal and would be substantially below localized thresholds, as shown in **Table 11**. Project compliance with the CARB anti-idling measure, which limits idling to no more than 5 minutes at any location for diesel-fueled commercial vehicles, would further minimize diesel particulate matter emissions in the Project area.

Project operations would generate only minor amounts of diesel emissions from delivery trucks and incidental maintenance activities. Trucks would comply with the applicable provisions of the CARB Truck and Bus regulation to minimize and reduce emission from existing diesel trucks. In addition, Project operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings or household cleaning products. As a result, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed uses within the Project site. Based on the uses expected on the Project site, potential long-term operational impacts associated with the release of TACs would be minimal and would not be expected to exceed the SCAQMD thresholds of significance.

Odors

As shown in **Table 11**, the construction of the Project would result in emissions below the localized significance thresholds. Mandatory compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents. According to SCAQMD, while almost any source may emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Therefore, objectionable odors would not be emitted by the proposed uses.

Any unforeseen odors generated by the Project will be controlled in accordance with SCAQMD Rule 402. As previously noted, Rule 402 prohibits the discharge of air contaminants that harm, endanger, or annoy individuals or the public; endanger the comfort, health or safety of individuals or the public; or cause injury or damage to business or property. Failure to comply with Rule 402 could subject the offending facility to possible fines and/or operational limitations in an approved odor control or odor abatement plan.

Consistency with AQMP

The Basin is designated nonattainment at the federal level for O₃ and PM_{2.5} and State level for O₃, PM₁₀, and PM_{2.5}. SCAQMD developed regional emissions thresholds, as shown in **Table 4** and **Table 6** to determine whether a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Basin.

As shown in **Table 9**, temporary emissions associated with construction of the Project would fall below SCAQMD thresholds for VOCs, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. As shown in **Table 10**, long-term emissions associated with operation of the Project would not exceed SCAQMD thresholds for VOCs, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. The Project's maximum potential NO_x, CO, PM₁₀, and PM_{2.5} daily emissions during construction and operation were analyzed to determine potential effects on localized concentrations and to determine if the potential exists for such emissions to cause or affect a violation of an applicable AAQS. As shown in **Table 11**, NO_x, CO, PM₁₀, and PM_{2.5} emissions would not exceed the SCAQMD localized significance thresholds.

The Project is also located in an urban area, which would reduce vehicle trips and vehicle miles traveled due to the Project's urban infill characteristic and proximity to public transit stops. These measures and features are consistent with existing recommendations to reduce air emissions.

Cumulative Impacts

Development of the Project in conjunction with the related projects near the Project site would result in an increase in construction and operational emissions in an already urbanized area of the City. However, cumulative air quality impacts from construction, based on SCAQMD guidelines, are not analyzed in a manner similar to project-specific air quality impacts. Instead, SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. According to SCAQMD, individual development projects that generate construction or operational emissions that exceed SCAQMD recommended daily regional or localized thresholds for project-specific impacts, would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

With the implementation of regulatory compliance measures such as Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coating), the Project's construction and operational emissions are not expected to significantly contribute to cumulative emissions for CO, NO_x, PM₁₀, and PM_{2.5}. As such, the Project's contribution to cumulative air quality emissions in combination with the related projects would not be cumulatively considerable.

As discussed previously, the Project would not jeopardize the attainment of air quality standards in the AQMP for the South Coast Air Basin and the Los Angeles County portion of the South Coast Air Basin. As such, the Project would not have a cumulatively considerable contribution to a potential conflict with or obstruction of the implementation of the AQMP regional reduction plans.

CERTIFICATION

The contents of this Air Quality Study represent an accurate depiction of the air quality environment and impacts associated with the proposed 1724 W. Adams Boulevard Project. The information contained in this study is based on the best available information at the time of preparation. If you have any questions, please contact me directly at (818) 415-7274.



Christ Kirikian

Principal | Director of Air Quality & Acoustics

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ATTACHMENT A

CalEEMod Air Quality Emission Output Files



Attachment A.1

Existing

1724 Adams (Existing) 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
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
- 4. Operations Emissions Details
 - 4.1. Mobile Emissions by Land Use
 - 4.1.1. Unmitigated
 - 4.2. Energy
 - 4.2.1. Electricity Emissions By Land Use - Unmitigated
 - 4.2.3. Natural Gas Emissions By Land Use - Unmitigated
 - 4.3. Area Emissions by Source

4.3.2. Unmitigated

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

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	1724 Adams (Existing)
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.4
Location	1724 W Adams Blvd, Los Angeles, CA 90018, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4221
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Regional Shopping Center	8.00	1000sqft	0.52	8,500	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.40	1.51	0.70	7.57	0.01	0.01	0.42	0.43	0.01	0.08	0.09	5.66	1,491	1,497	0.68	0.07	5.41	1,540
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.31	1.43	0.77	6.98	0.01	0.01	0.42	0.43	0.01	0.08	0.08	5.66	1,436	1,442	0.69	0.07	0.18	1,481
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.06	1.20	0.59	5.61	0.01	0.01	0.31	0.32	0.01	0.06	0.06	5.66	1,115	1,120	0.66	0.06	1.74	1,156
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.19	0.22	0.11	1.02	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	0.94	185	185	0.11	0.01	0.29	191
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	149	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Threshold	—	55.0	55.0	550	149	—	—	150	—	—	55.0	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.33	1.25	0.69	7.19	0.01	0.01	0.42	0.43	0.01	0.08	0.08	—	1,309	1,309	0.10	0.07	5.37	1,336
Area	0.07	0.26	< 0.005	0.37	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.52	1.52	< 0.005	< 0.005	—	1.56
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	173	173	0.01	< 0.005	—	174
Water	—	—	—	—	—	—	—	—	—	—	—	1.14	7.63	8.77	0.12	< 0.005	—	12.5
Waste	—	—	—	—	—	—	—	—	—	—	—	4.53	0.00	4.53	0.45	0.00	—	15.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	1.40	1.51	0.70	7.57	0.01	0.01	0.42	0.43	0.01	0.08	0.09	5.66	1,491	1,497	0.68	0.07	5.41	1,540
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.31	1.22	0.76	6.97	0.01	0.01	0.42	0.43	0.01	0.08	0.08	—	1,255	1,255	0.10	0.07	0.14	1,278
Area	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	173	173	0.01	< 0.005	—	174
Water	—	—	—	—	—	—	—	—	—	—	—	1.14	7.63	8.77	0.12	< 0.005	—	12.5
Waste	—	—	—	—	—	—	—	—	—	—	—	4.53	0.00	4.53	0.45	0.00	—	15.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	1.31	1.43	0.77	6.98	0.01	0.01	0.42	0.43	0.01	0.08	0.08	5.66	1,436	1,442	0.69	0.07	0.18	1,481
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.02	0.95	0.57	5.35	0.01	0.01	0.31	0.32	0.01	0.06	0.06	—	932	932	0.08	0.05	1.69	952

Area	0.04	0.24	< 0.005	0.25	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.04	1.04	< 0.005	< 0.005	—	1.07
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	173	173	0.01	< 0.005	—	174
Water	—	—	—	—	—	—	—	—	—	—	—	1.14	7.63	8.77	0.12	< 0.005	—	12.5
Waste	—	—	—	—	—	—	—	—	—	—	—	4.53	0.00	4.53	0.45	0.00	—	15.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	1.06	1.20	0.59	5.61	0.01	0.01	0.31	0.32	0.01	0.06	0.06	5.66	1,115	1,120	0.66	0.06	1.74	1,156
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.19	0.17	0.10	0.98	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	154	154	0.01	0.01	0.28	158
Area	0.01	0.04	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.17	0.17	< 0.005	< 0.005	—	0.18
Energy	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	28.7	28.7	< 0.005	< 0.005	—	28.9
Water	—	—	—	—	—	—	—	—	—	—	—	0.19	1.26	1.45	0.02	< 0.005	—	2.08
Waste	—	—	—	—	—	—	—	—	—	—	—	0.75	0.00	0.75	0.07	0.00	—	2.62
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	0.19	0.22	0.11	1.02	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	0.94	185	185	0.11	0.01	0.29	191

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. 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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	1.33	1.25	0.69	7.19	0.01	0.01	0.42	0.43	0.01	0.08	0.08	—	1,309	1,309	0.10	0.07	5.37	1,336

Total	1.33	1.25	0.69	7.19	0.01	0.01	0.42	0.43	0.01	0.08	0.08	—	1,309	1,309	0.10	0.07	5.37	1,336
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	1.31	1.22	0.76	6.97	0.01	0.01	0.42	0.43	0.01	0.08	0.08	—	1,255	1,255	0.10	0.07	0.14	1,278
Total	1.31	1.22	0.76	6.97	0.01	0.01	0.42	0.43	0.01	0.08	0.08	—	1,255	1,255	0.10	0.07	0.14	1,278
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	0.19	0.17	0.10	0.98	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	154	154	0.01	0.01	0.28	158
Total	0.19	0.17	0.10	0.98	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	154	154	0.01	0.01	0.28	158

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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	160	160	0.01	< 0.005	—	161
Total	—	—	—	—	—	—	—	—	—	—	—	—	160	160	0.01	< 0.005	—	161
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	160	160	0.01	< 0.005	—	161

Total	—	—	—	—	—	—	—	—	—	—	—	—	160	160	0.01	< 0.005	—	161
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	26.5	26.5	< 0.005	< 0.005	—	26.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	26.5	26.5	< 0.005	< 0.005	—	26.6

4.2.3. Natural Gas 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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.4	13.4	< 0.005	< 0.005	—	13.5
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.4	13.4	< 0.005	< 0.005	—	13.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.4	13.4	< 0.005	< 0.005	—	13.5
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.4	13.4	< 0.005	< 0.005	—	13.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.22	2.22	< 0.005	< 0.005	—	2.23
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.22	2.22	< 0.005	< 0.005	—	2.23

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.07	0.06	< 0.005	0.37	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.52	1.52	< 0.005	< 0.005	—	1.56
Total	0.07	0.26	< 0.005	0.37	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.52	1.52	< 0.005	< 0.005	—	1.56
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	0.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landsca Equipment	0.01	0.01	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.17	0.17	< 0.005	< 0.005	—	0.18
Total	0.01	0.04	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.17	0.17	< 0.005	< 0.005	—	0.18

4.4. Water Emissions by Land Use

4.4.2. 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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.14	7.63	8.77	0.12	< 0.005	—	12.5
Total	—	—	—	—	—	—	—	—	—	—	—	1.14	7.63	8.77	0.12	< 0.005	—	12.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.14	7.63	8.77	0.12	< 0.005	—	12.5
Total	—	—	—	—	—	—	—	—	—	—	—	1.14	7.63	8.77	0.12	< 0.005	—	12.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.19	1.26	1.45	0.02	< 0.005	—	2.08
Total	—	—	—	—	—	—	—	—	—	—	—	0.19	1.26	1.45	0.02	< 0.005	—	2.08

4.5. Waste Emissions by Land Use

4.5.2. 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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	4.53	0.00	4.53	0.45	0.00	—	15.8
Total	—	—	—	—	—	—	—	—	—	—	—	4.53	0.00	4.53	0.45	0.00	—	15.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	4.53	0.00	4.53	0.45	0.00	—	15.8
Total	—	—	—	—	—	—	—	—	—	—	—	4.53	0.00	4.53	0.45	0.00	—	15.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.75	0.00	0.75	0.07	0.00	—	2.62
Total	—	—	—	—	—	—	—	—	—	—	—	0.75	0.00	0.75	0.07	0.00	—	2.62

4.6. Refrigerant Emissions by Land Use

4.6.1. 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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01

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)

Equipment Type	TOG	ROG	NOx	CO	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)

Equipment Type	TOG	ROG	NOx	CO	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. 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)

Equipment Type	TOG	ROG	NOx	CO	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. 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)

Vegetation	TOG	ROG	NOx	CO	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - 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	CO	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

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
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Regional Shopping Center	302	369	169	106,776	1,112	1,518	695	405,188
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5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

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)
0	0.00	12,750	4,250	—

5.10.3. Landscape Equipment

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)

Land Use	Electricity (kWh/yr)	CO ₂	CH ₄	N ₂ O	Natural Gas (kBTU/yr)
Regional Shopping Center	84,631	690	0.0489	0.0069	41,855

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Regional Shopping Center	592,580	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Regional Shopping Center	8.40	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
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	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
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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
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5.16.2. Process Boilers

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
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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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	7.60	annual days of extreme heat
Extreme Precipitation	5.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	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 $\frac{3}{4}$ 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 (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth 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 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

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	45.0
AQ-PM	81.4
AQ-DPM	92.9
Drinking Water	92.5
Lead Risk Housing	90.1
Pesticides	0.00
Toxic Releases	81.2
Traffic	62.9
Effect Indicators	—
CleanUp Sites	2.07
Groundwater	0.00
Haz Waste Facilities/Generators	24.7
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	71.6
Cardio-vascular	64.7
Low Birth Weights	81.7
Socioeconomic Factor Indicators	—
Education	88.0
Housing	79.6
Linguistic	89.3
Poverty	88.6
Unemployment	81.7

7.2. Healthy Places Index Scores

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.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	10.47093545
Employed	37.66200436
Median HI	9.187732581
Education	—
Bachelor's or higher	18.61927371
High school enrollment	100
Preschool enrollment	84.26793276
Transportation	—
Auto Access	5.427948159
Active commuting	92.23662261
Social	—
2-parent households	25.98485821
Voting	25.52290517
Neighborhood	—
Alcohol availability	11.70281021
Park access	81.35506224
Retail density	81.76568716
Supermarket access	94.25125112
Tree canopy	34.45399718
Housing	—
Homeownership	9.162068523
Housing habitability	9.200564609
Low-inc homeowner severe housing cost burden	19.2865392
Low-inc renter severe housing cost burden	34.00487617
Uncrowded housing	17.2334146

Health Outcomes	—
Insured adults	13.11433338
Arthritis	36.9
Asthma ER Admissions	21.6
High Blood Pressure	22.4
Cancer (excluding skin)	74.5
Asthma	12.1
Coronary Heart Disease	25.9
Chronic Obstructive Pulmonary Disease	17.9
Diagnosed Diabetes	7.6
Life Expectancy at Birth	34.8
Cognitively Disabled	24.2
Physically Disabled	27.7
Heart Attack ER Admissions	41.7
Mental Health Not Good	12.4
Chronic Kidney Disease	10.6
Obesity	8.3
Pedestrian Injuries	88.3
Physical Health Not Good	10.9
Stroke	10.1
Health Risk Behaviors	—
Binge Drinking	78.7
Current Smoker	14.6
No Leisure Time for Physical Activity	15.9
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	31.0
Elderly	89.5
English Speaking	11.6
Foreign-born	87.6
Outdoor Workers	36.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	8.4
Traffic Density	71.2
Traffic Access	87.4
Other Indices	—
Hardship	84.1
Other Decision Support	—
2016 Voting	7.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	85.0
Healthy Places Index Score for Project Location (b)	22.0
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	Building square footage according to ZIMAS



Attachment A.2

Proposed

1724 Adams 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
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
- 3. Construction Emissions Details
 - 3.1. Demolition (2023) - Unmitigated
 - 3.3. Grading (2023) - Unmitigated
 - 3.5. Building Construction (2023) - Unmitigated
 - 3.7. Building Construction (2024) - Unmitigated

3.9. Building Construction (2025) - Unmitigated

3.11. Paving (2025) - Unmitigated

3.13. Architectural Coating (2024) - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.2. Unmitigated

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

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

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

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	1724 Adams
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.4
Location	1724 W Adams Blvd, Los Angeles, CA 90018, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4221
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	90.0	Dwelling Unit	0.47	73,811	1,885	—	266	—
Enclosed Parking with Elevator	53.0	Space	0.00	21,200	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.85	11.4	17.1	15.0	0.04	0.64	3.09	3.74	0.59	1.27	1.87	—	5,307	5,307	0.28	0.57	8.37	5,491
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.14	0.94	6.92	12.4	0.01	0.29	1.08	1.37	0.27	0.26	0.52	—	2,742	2,742	0.12	0.11	0.15	2,776
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.79	1.93	4.80	8.98	0.01	0.19	0.78	0.98	0.18	0.19	0.36	—	1,995	1,995	0.08	0.08	1.67	2,022
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.14	0.35	0.88	1.64	< 0.005	0.03	0.14	0.18	0.03	0.03	0.07	—	330	330	0.01	0.01	0.28	335
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—

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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.85	1.39	17.1	13.7	0.04	0.64	3.09	3.74	0.59	1.27	1.87	—	5,307	5,307	0.28	0.57	8.37	5,491
2024	1.31	11.4	7.42	15.0	0.02	0.29	1.27	1.56	0.27	0.30	0.57	—	3,110	3,110	0.13	0.11	6.07	3,152
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.14	0.94	6.92	12.4	0.01	0.29	1.08	1.37	0.27	0.26	0.52	—	2,742	2,742	0.12	0.11	0.15	2,776
2024	1.06	0.90	6.53	11.9	0.01	0.26	1.08	1.34	0.24	0.26	0.50	—	2,714	2,714	0.11	0.11	0.14	2,748
2025	1.00	0.85	5.99	11.5	0.01	0.22	1.08	1.30	0.20	0.26	0.46	—	2,686	2,686	0.11	0.11	0.13	2,721
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.43	0.35	3.04	4.25	0.01	0.12	0.46	0.58	0.11	0.14	0.26	—	1,054	1,054	0.05	0.06	0.83	1,074
2024	0.79	1.93	4.80	8.98	0.01	0.19	0.78	0.98	0.18	0.19	0.36	—	1,995	1,995	0.08	0.08	1.67	2,022
2025	0.15	0.13	0.94	1.71	< 0.005	0.04	0.14	0.17	0.03	0.03	0.07	—	370	370	0.02	0.01	0.26	374
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.08	0.06	0.56	0.78	< 0.005	0.02	0.08	0.11	0.02	0.03	0.05	—	174	174	0.01	0.01	0.14	178
2024	0.14	0.35	0.88	1.64	< 0.005	0.03	0.14	0.18	0.03	0.03	0.07	—	330	330	0.01	0.01	0.28	335
2025	0.03	0.02	0.17	0.31	< 0.005	0.01	0.02	0.03	0.01	0.01	0.01	—	61.2	61.2	< 0.005	< 0.005	0.04	61.9

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.53	3.96	2.64	19.1	0.04	0.14	1.04	1.18	0.14	0.19	0.33	42.2	5,611	5,653	4.50	0.15	10.4	5,820
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.86	3.33	2.68	12.2	0.04	0.14	1.04	1.18	0.14	0.19	0.32	42.2	5,471	5,513	4.50	0.15	0.79	5,671
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.07	3.59	1.49	15.5	0.03	0.05	0.99	1.03	0.04	0.18	0.22	42.2	3,874	3,916	4.47	0.14	4.59	4,076
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.38	0.66	0.27	2.83	0.01	0.01	0.18	0.19	0.01	0.03	0.04	6.99	641	648	0.74	0.02	0.76	675
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
--------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.71	1.56	1.09	12.5	0.03	0.02	1.04	1.06	0.02	0.19	0.20	—	2,946	2,946	0.15	0.12	9.91	2,995
Area	0.80	2.39	1.33	6.56	0.01	0.11	—	0.11	0.11	—	0.11	0.00	1,628	1,628	0.03	< 0.005	—	1,630
Energy	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	993	993	0.08	0.01	—	997
Water	—	—	—	—	—	—	—	—	—	—	—	6.43	43.5	49.9	0.66	0.02	—	71.3
Waste	—	—	—	—	—	—	—	—	—	—	—	35.8	0.00	35.8	3.58	0.00	—	125
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.53	0.53
Total	2.53	3.96	2.64	19.1	0.04	0.14	1.04	1.18	0.14	0.19	0.33	42.2	5,611	5,653	4.50	0.15	10.4	5,820
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.69	1.54	1.19	11.6	0.03	0.02	1.04	1.06	0.02	0.19	0.20	—	2,823	2,823	0.16	0.12	0.26	2,864
Area	0.15	1.78	1.27	0.54	0.01	0.10	—	0.10	0.10	—	0.10	0.00	1,611	1,611	0.03	< 0.005	—	1,612
Energy	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	993	993	0.08	0.01	—	997
Water	—	—	—	—	—	—	—	—	—	—	—	6.43	43.5	49.9	0.66	0.02	—	71.3
Waste	—	—	—	—	—	—	—	—	—	—	—	35.8	0.00	35.8	3.58	0.00	—	125
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.53	0.53
Total	1.86	3.33	2.68	12.2	0.04	0.14	1.04	1.18	0.14	0.19	0.32	42.2	5,471	5,513	4.50	0.15	0.79	5,671
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.59	1.45	1.14	11.3	0.03	0.02	0.99	1.01	0.02	0.18	0.19	—	2,715	2,715	0.15	0.12	4.07	2,758
Area	0.45	2.13	0.13	4.16	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	122	122	< 0.005	< 0.005	—	123
Energy	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	993	993	0.08	0.01	—	997
Water	—	—	—	—	—	—	—	—	—	—	—	6.43	43.5	49.9	0.66	0.02	—	71.3
Waste	—	—	—	—	—	—	—	—	—	—	—	35.8	0.00	35.8	3.58	0.00	—	125
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.53	0.53
Total	2.07	3.59	1.49	15.5	0.03	0.05	0.99	1.03	0.04	0.18	0.22	42.2	3,874	3,916	4.47	0.14	4.59	4,076

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.29	0.26	0.21	2.05	< 0.005	< 0.005	0.18	0.18	< 0.005	0.03	0.04	—	450	450	0.02	0.02	0.67	457
Area	0.08	0.39	0.02	0.76	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	20.2	20.2	< 0.005	< 0.005	—	20.3
Energy	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	164	164	0.01	< 0.005	—	165
Water	—	—	—	—	—	—	—	—	—	—	—	1.06	7.21	8.27	0.11	< 0.005	—	11.8
Waste	—	—	—	—	—	—	—	—	—	—	—	5.93	0.00	5.93	0.59	0.00	—	20.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	0.38	0.66	0.27	2.83	0.01	0.01	0.18	0.19	0.01	0.03	0.04	6.99	641	648	0.74	0.02	0.76	675

3. Construction Emissions Details

3.1. Demolition (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.65	0.54	4.99	5.91	0.01	0.21	—	0.21	0.20	—	0.20	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.06	0.06	—	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04	0.03	0.29	0.34	< 0.005	0.01	—	0.01	0.01	—	0.01	—	49.0	49.0	< 0.005	< 0.005	—	49.2
Demolition	—	—	—	—	—	—	< 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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.12	8.12	< 0.005	< 0.005	—	8.15
Demolition	—	—	—	—	—	—	< 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.82	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	144	144	0.01	< 0.005	0.61	147
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	0.01	< 0.005	0.10	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	78.5	78.5	< 0.005	0.01	0.18	82.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.99	7.99	< 0.005	< 0.005	0.02	8.10
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	—	4.51	4.51	< 0.005	< 0.005	< 0.005	4.74
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.32	1.32	< 0.005	< 0.005	< 0.005	1.34
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	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.75	0.75	< 0.005	< 0.005	< 0.005	0.78

3.3. Grading (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.52	1.28	12.6	11.4	0.02	0.60	—	0.60	0.55	—	0.55	—	1,713	1,713	0.07	0.01	—	1,719
Dust From Material Movement:	—	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—	—	—	—	—	—
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.08	0.79	0.72	< 0.005	0.04	—	0.04	0.03	—	0.03	—	108	108	< 0.005	< 0.005	—	108
Dust From Material Movement:	—	—	—	—	—	—	0.13	0.13	—	0.06	0.06	—	—	—	—	—	—	—
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 Equipment	0.02	0.01	0.14	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.9	17.9	< 0.005	< 0.005	—	17.9

Dust From Material Movement:	—	—	—	—	—	—	0.02	0.02	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.61	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	108	108	< 0.005	< 0.005	0.46	110
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	0.28	0.08	4.49	1.70	0.02	0.04	0.92	0.97	0.04	0.25	0.29	—	3,485	3,485	0.21	0.55	7.91	3,662
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.56	6.56	< 0.005	< 0.005	0.01	6.65
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	0.30	0.11	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	220	220	0.01	0.03	0.21	231
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.09	1.09	< 0.005	< 0.005	< 0.005	1.10
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	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	36.4	36.4	< 0.005	0.01	0.04	38.2

3.5. Building Construction (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	0.58	5.93	7.00	0.01	0.28	—	0.28	0.26	—	0.26	—	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 Equipment	0.69	0.58	5.93	7.00	0.01	0.28	—	0.28	0.26	—	0.26	—	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 Equipment	0.17	0.14	1.42	1.67	< 0.005	0.07	—	0.07	0.06	—	0.06	—	311	311	0.01	< 0.005	—	313
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 Equipment	0.03	0.03	0.26	0.30	< 0.005	0.01	—	0.01	0.01	—	0.01	—	51.6	51.6	< 0.005	< 0.005	—	51.7
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	0.41	0.35	0.39	6.02	0.00	0.00	0.96	0.96	0.00	0.23	0.23	—	1,064	1,064	0.04	0.04	4.51	1,081
Vendor	0.03	0.02	0.52	0.26	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	429	429	0.02	0.06	1.15	448
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	0.41	0.34	0.45	5.11	0.00	0.00	0.96	0.96	0.00	0.23	0.23	—	1,008	1,008	0.05	0.04	0.12	1,020
Vendor	0.03	0.02	0.54	0.27	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	429	429	0.02	0.06	0.03	447
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	0.10	0.08	0.11	1.28	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	244	244	0.01	0.01	0.46	248
Vendor	0.01	< 0.005	0.13	0.06	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	102	102	< 0.005	0.01	0.12	107
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	0.02	0.01	0.02	0.23	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.4	40.4	< 0.005	< 0.005	0.08	41.0
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	16.9	16.9	< 0.005	< 0.005	0.02	17.7
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

3.7. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	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 Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	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 Equipment	0.48	0.40	4.01	5.00	0.01	0.18	—	0.18	0.17	—	0.17	—	935	935	0.04	0.01	—	938
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 Equipment	0.09	0.07	0.73	0.91	< 0.005	0.03	—	0.03	0.03	—	0.03	—	155	155	0.01	< 0.005	—	155
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	0.37	0.33	0.35	5.56	0.00	0.00	0.96	0.96	0.00	0.23	0.23	—	1,041	1,041	0.04	0.03	4.11	1,056
Vendor	0.03	0.01	0.50	0.24	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	422	422	0.02	0.06	1.15	441
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	0.36	0.33	0.42	4.70	0.00	0.00	0.96	0.96	0.00	0.23	0.23	—	986	986	0.04	0.04	0.11	998
Vendor	0.03	0.01	0.52	0.25	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	423	423	0.02	0.06	0.03	440
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	0.26	0.23	0.30	3.54	0.00	0.00	0.68	0.68	0.00	0.16	0.16	—	717	717	0.03	0.03	1.27	727
Vendor	0.02	0.01	0.37	0.18	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.03	—	303	303	0.01	0.04	0.35	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	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.65	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	119	119	0.01	< 0.005	0.21	120		
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	50.1	50.1	< 0.005	0.01	0.06	52.3		
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	0.00	

3.9. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	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 Equipment	0.62	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.59	0.80	< 0.005	0.03	—	0.03	0.02	—	0.02	—	151	151	0.01	< 0.005	—	151	
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.9	24.9	< 0.005	< 0.005	—	25.0	
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	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.31	0.35	4.35	0.00	0.00	0.96	0.96	0.00	0.23	0.23	—	966	966	0.04	0.04	0.10	978
Vendor	0.03	0.01	0.49	0.23	< 0.005	0.01	0.11	0.12	< 0.005	0.03	0.03	—	416	416	0.02	0.06	0.03	433
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	0.04	0.04	0.04	0.53	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	113	113	0.01	< 0.005	0.19	115
Vendor	< 0.005	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	48.0	48.0	< 0.005	0.01	0.06	50.1
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	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18.7	18.7	< 0.005	< 0.005	0.03	19.0
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.94	7.94	< 0.005	< 0.005	0.01	8.29
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 (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	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 Equipment	0.61	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	—	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 Equipment	0.03	0.03	0.24	0.29	< 0.005	0.01	—	0.01	0.01	—	0.01	—	45.1	45.1	< 0.005	< 0.005	—	45.3
Paving	—	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 Equipment	0.01	0.01	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.47	7.47	< 0.005	< 0.005	—	7.50
Paving	—	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	0.08	0.07	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	229	229	0.01	0.01	0.02	232
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	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	0.02	12.9
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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.11	2.11	< 0.005	< 0.005	< 0.005	2.14	
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 (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	10.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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 Equipment	0.02	0.02	0.11	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.5	16.5	< 0.005	< 0.005	—	16.5
Architect ural Coatings	—	1.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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 Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.73	2.73	< 0.005	< 0.005	—	2.73
Architectural Coatings	—	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.07	1.11	0.00	0.00	0.19	0.19	0.00	0.05	0.05	—	208	208	0.01	0.01	0.82	211
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	0.01	0.01	0.01	0.12	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.7	24.7	< 0.005	< 0.005	0.04	25.0
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	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.09	4.09	< 0.005	< 0.005	0.01	4.14
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

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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	1.71	1.56	1.09	12.5	0.03	0.02	1.04	1.06	0.02	0.19	0.20	—	2,946	2,946	0.15	0.12	9.91	2,995
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
Total	1.71	1.56	1.09	12.5	0.03	0.02	1.04	1.06	0.02	0.19	0.20	—	2,946	2,946	0.15	0.12	9.91	2,995
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	1.69	1.54	1.19	11.6	0.03	0.02	1.04	1.06	0.02	0.19	0.20	—	2,823	2,823	0.16	0.12	0.26	2,864
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
Total	1.69	1.54	1.19	11.6	0.03	0.02	1.04	1.06	0.02	0.19	0.20	—	2,823	2,823	0.16	0.12	0.26	2,864
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.29	0.26	0.21	2.05	< 0.005	< 0.005	0.18	0.18	< 0.005	0.03	0.04	—	450	450	0.02	0.02	0.67	457

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
Total	0.29	0.26	0.21	2.05	< 0.005	< 0.005	0.18	0.18	< 0.005	0.03	0.04	—	450	450	0.02	0.02	0.67	457

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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	559	559	0.04	0.01	—	562
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	148	148	0.01	< 0.005	—	149
Total	—	—	—	—	—	—	—	—	—	—	—	—	707	707	0.05	0.01	—	710
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	559	559	0.04	0.01	—	562
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	148	148	0.01	< 0.005	—	149
Total	—	—	—	—	—	—	—	—	—	—	—	—	707	707	0.05	0.01	—	710

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	92.5	92.5	0.01	< 0.005	—	93.0
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	117	117	0.01	< 0.005	—	118

4.2.3. Natural Gas 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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	286	286	0.03	< 0.005	—	287
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
Total	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	286	286	0.03	< 0.005	—	287
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	286	286	0.03	< 0.005	—	287
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

Total	0.03	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	286	286	0.03	< 0.005	—	287
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	47.4	47.4	< 0.005	< 0.005	—	47.5
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
Total	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	47.4	47.4	< 0.005	< 0.005	—	47.5

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.15	0.07	1.27	0.54	0.01	0.10	—	0.10	0.10	—	0.10	0.00	1,611	1,611	0.03	< 0.005	—	1,612
Consumer Products	—	1.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.65	0.61	0.06	6.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.4	17.4	< 0.005	< 0.005	—	17.9
Total	0.80	2.39	1.33	6.56	0.01	0.11	—	0.11	0.11	—	0.11	0.00	1,628	1,628	0.03	< 0.005	—	1,630

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.15	0.07	1.27	0.54	0.01	0.10	—	0.10	0.10	—	0.10	0.00	1,611	1,611	0.03	< 0.005	—	1,612
Consumer Products	—	1.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.15	1.78	1.27	0.54	0.01	0.10	—	0.10	0.10	—	0.10	0.00	1,611	1,611	0.03	< 0.005	—	1,612
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	18.3	18.3	< 0.005	< 0.005	—	18.3
Consumer Products	—	0.29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.08	0.08	0.01	0.75	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.98	1.98	< 0.005	< 0.005	—	2.03
Total	0.08	0.39	0.02	0.76	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	20.2	20.2	< 0.005	< 0.005	—	20.3

4.4. Water Emissions by Land Use

4.4.2. 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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	6.43	43.5	49.9	0.66	0.02	—	71.3
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.43	43.5	49.9	0.66	0.02	—	71.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	6.43	43.5	49.9	0.66	0.02	—	71.3
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	6.43	43.5	49.9	0.66	0.02	—	71.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.06	7.21	8.27	0.11	< 0.005	—	11.8
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.06	7.21	8.27	0.11	< 0.005	—	11.8

4.5. Waste Emissions by Land Use

4.5.2. 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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	35.8	0.00	35.8	3.58	0.00	—	125
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	35.8	0.00	35.8	3.58	0.00	—	125
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	35.8	0.00	35.8	3.58	0.00	—	125
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	35.8	0.00	35.8	3.58	0.00	—	125
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	5.93	0.00	5.93	0.59	0.00	—	20.7
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	—	5.93	0.00	5.93	0.59	0.00	—	20.7
-------	---	---	---	---	---	---	---	---	---	---	---	---	------	------	------	------	------	---	------

4.6. Refrigerant Emissions by Land Use

4.6.1. 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	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.53	0.53
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.53	0.53
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.53	0.53
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.53	0.53
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09

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 Type	TOG	ROG	NOx	CO	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	CO	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. 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)

Equipment Type	TOG	ROG	NOx	CO	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. 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)

Vegetation	TOG	ROG	NOx	CO	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - 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	CO	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	7/1/2023	7/31/2023	5.00	21.0	—
Grading	Grading	8/1/2023	8/31/2023	5.00	23.0	—
Building Construction	Building Construction	9/1/2023	2/28/2025	5.00	391	—
Paving	Paving	3/1/2025	3/28/2025	5.00	20.0	—
Architectural Coating	Architectural Coating	7/1/2024	9/1/2024	5.00	45.0	—

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	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
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/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	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

Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	1.10	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	48.7	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	73.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	13.1	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	14.7	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	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

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

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	149,467	49,822	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	2,000	—
Grading	—	8,950	17.3	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

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%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	690	0.05	0.01
2024	0.00	690	0.05	0.01
2025	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	490	442	368	169,881	3,738	3,374	2,811	1,297,083
Enclosed Parking with Elevator	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	77
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	9
Conventional Wood Stoves	0
Catalytic Wood Stoves	5
Non-Catalytic Wood Stoves	5
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)
149467.275	49,822	0.00	0.00	—

5.10.3. Landscape Equipment

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)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	295,514	690	0.0489	0.0069	893,282
Enclosed Parking with Elevator	78,258	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	3,354,642	32,311
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	22.5	0.00
Enclosed Parking with Elevator	0.00	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
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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
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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
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5.16.2. Process Boilers

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
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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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	7.60	annual days of extreme heat
Extreme Precipitation	5.70	annual days with precipitation above 20 mm
Sea Level Rise	0.00	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 $\frac{3}{4}$ 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 (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth 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 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

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	45.0
AQ-PM	81.4
AQ-DPM	92.9
Drinking Water	92.5
Lead Risk Housing	90.1
Pesticides	0.00
Toxic Releases	81.2
Traffic	62.9
Effect Indicators	—
CleanUp Sites	2.07
Groundwater	0.00
Haz Waste Facilities/Generators	24.7
Impaired Water Bodies	0.00
Solid Waste	0.00

Sensitive Population	—
Asthma	71.6
Cardio-vascular	64.7
Low Birth Weights	81.7
Socioeconomic Factor Indicators	—
Education	88.0
Housing	79.6
Linguistic	89.3
Poverty	88.6
Unemployment	81.7

7.2. Healthy Places Index Scores

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.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	10.47093545
Employed	37.66200436
Median HI	9.187732581
Education	—
Bachelor's or higher	18.61927371
High school enrollment	100
Preschool enrollment	84.26793276
Transportation	—
Auto Access	5.427948159
Active commuting	92.23662261
Social	—
2-parent households	25.98485821

Voting	25.52290517
Neighborhood	—
Alcohol availability	11.70281021
Park access	81.35506224
Retail density	81.76568716
Supermarket access	94.25125112
Tree canopy	34.45399718
Housing	—
Homeownership	9.162068523
Housing habitability	9.200564609
Low-inc homeowner severe housing cost burden	19.2865392
Low-inc renter severe housing cost burden	34.00487617
Uncrowded housing	17.2334146
Health Outcomes	—
Insured adults	13.11433338
Arthritis	36.9
Asthma ER Admissions	21.6
High Blood Pressure	22.4
Cancer (excluding skin)	74.5
Asthma	12.1
Coronary Heart Disease	25.9
Chronic Obstructive Pulmonary Disease	17.9
Diagnosed Diabetes	7.6
Life Expectancy at Birth	34.8
Cognitively Disabled	24.2
Physically Disabled	27.7
Heart Attack ER Admissions	41.7

Mental Health Not Good	12.4
Chronic Kidney Disease	10.6
Obesity	8.3
Pedestrian Injuries	88.3
Physical Health Not Good	10.9
Stroke	10.1
Health Risk Behaviors	—
Binge Drinking	78.7
Current Smoker	14.6
No Leisure Time for Physical Activity	15.9
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	31.0
Elderly	89.5
English Speaking	11.6
Foreign-born	87.6
Outdoor Workers	36.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	8.4
Traffic Density	71.2
Traffic Access	87.4
Other Indices	—
Hardship	84.1
Other Decision Support	—
2016 Voting	7.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	85.0
Healthy Places Index Score for Project Location (b)	22.0
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	According to site plans for proposed use
Construction: Construction Phases	Construction schedule provided by Applicant
Operations: Hearths	No wood stoves, no wood fireplace

NOISE STUDY
FOR THE
1724 W. ADAMS BOULEVARD PROJECT

*1722, 1724, 1726, 1728, 1730, 1732, 1734 W. Adams Boulevard,
Los Angeles, CA 90018*

PREPARED FOR:

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FEBRUARY 2023

Table of Contents

Section	Page
Executive Summary.....	1
Existing Conditions	3
Methodology	13
Thresholds of Significance.....	17
Noise Analysis	20
Certification	25

Attachment

- A Noise Monitoring Data Sheets
- B Construction Noise Worksheet
- C Construction Vibration Worksheet

Figures

Figure		Page
1	Project Site Location	2
2	Noise Monitoring Location (Site 1)	5
3	Noise Monitoring Location (Site 2)	6
4	Noise Monitoring Location (Site 3)	7
5	Noise Monitoring Location (Site 4)	8
6	Noise Monitoring Location (Site 5)	9
7	Noise Monitoring Location (Site 6)	10
8	Noise Monitoring Location (Site 7)	11
9	Sensitive Receptor Map	12

Tables

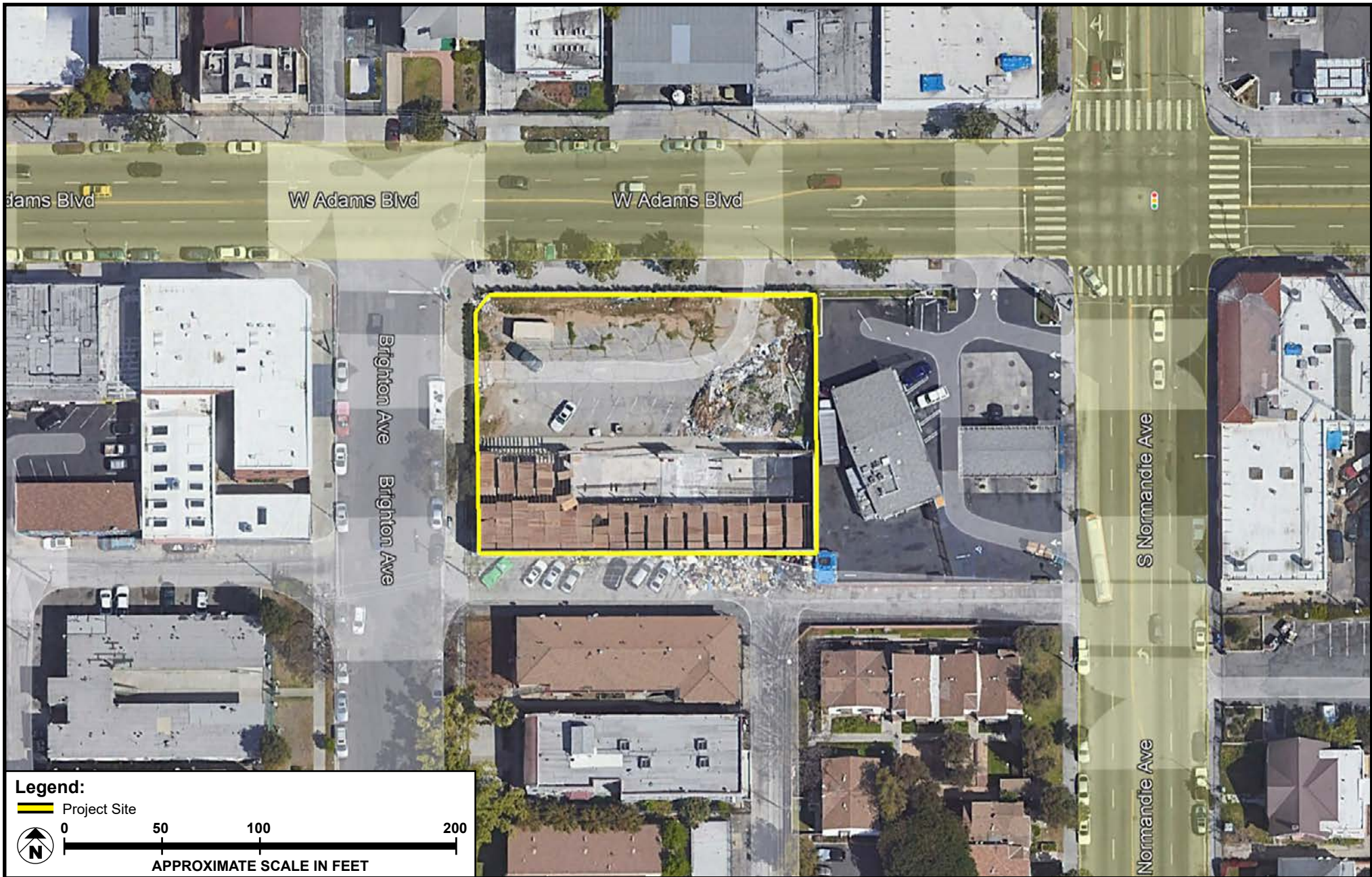
Table		Page
1	Ambient Noise Measurements	3
2	Construction Equipment by Phase	14
3	Construction Maximum Noise Estimates	21
4	On-Site Construction Vibration Impacts—Building Damage	23

EXECUTIVE SUMMARY

The Project site is located on a 22,801 square foot (0.52 acre) rectangular shaped site located at 1724 W. Adams Boulevard (APN 5053-035-029) within the South Los Angeles Community Plan Implementation Overlay (CPIO) and South Los Angeles Community Plan, as shown in **Figure 1: Project Site Location**. The Project site currently consists of vacant commercial retail uses and is located within the C2-1VL-O-CPIO (Commercial) zone and with a General Plan designation of Neighborhood Commercial. The Project site is bounded by W. Adams Boulevard to the north, Brighton Avenue to the west, and S. Normandie Avenue to the east. The proposed development includes removal of the existing uses to construct a new five (5) story, 56-foot-high building with 90 residential apartment units, including 10 units designated for Extremely Low Income (ELI) households.

In accordance with requirements under the California Environmental Quality Act (CEQA), this Noise Study estimates future noise and vibration levels at surrounding land uses resulting from construction and operation of the Project. This report includes the categories and types of noise and vibration sources resulting from the Project, the calculation procedures used in the analysis, and any assumptions or limitations. This report summarizes the potential for the Project to generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; generate excessive groundborne vibration or groundborne noise levels; or expose people residing or working in the project area to excessive noise levels. The findings of the analyses are as follows:

- Construction activities would not result in short-term and temporary noise impacts to nearby noise-sensitive receptors due to on-site construction equipment and activities. Compliance with the City's Noise Ordinance and standards established in the local general plan would ensure implementation of noise-attenuation techniques and placement of the construction-staging area, as well as situating earthmoving equipment away from noise-sensitive sites to reduce construction noise levels below the significance threshold.
- Construction of the Project would generate sporadic, temporary vibration effects adjacent to the Project area but would not be expected to exceed the significance thresholds. Additionally, no potential exists for cumulative construction- or operational-related impacts with respect to groundborne vibration due to distance and rapid attenuation characteristics.
- Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed recommended measures for each individual project and compliance with locally adopted and enforced noise ordinances. Given that construction activities would be required to comply with the City's allowable hours and would be temporary, construction-related noise would not be significant. Additionally, noise associated with cumulative operational sources would not be significant.



SOURCE: Google Earth - 2023

FIGURE 1

EXISTING CONDITIONS

Ambient Noise Levels

Short-term sound monitoring was conducted at seven (7) locations to measure the ambient sound environment in the Project vicinity. Measurements were taken over 15-minute intervals at each location between the hours of 9:37 AM and 11:25 AM on February 1, 2023, and provided in **Table 1: Ambient Noise Measurements**. **Figures 2-8: Noise Monitoring Locations** depicts locations where ambient noise measurements were conducted. As shown in **Table 2**, ambient noise levels ranged from a low of 55.0 dBA (Leq-15minute) southwest of the Project site along the alleyway between S. Halldale Avenue and Brighton Avenue (Site 6) to a high of 69.6 dBA (Leq-15minute) at the Project site along W. Adams Boulevard between Brighton Avenue and S. Normandie Avenue.

TABLE 1 AMBIENT NOISE MEASUREMENTS				
Location Number/Description	Nearest Use	Time Period	Noise Source	dBA Leq-15-minute
1 At the Project site along W. Adams Boulevard between Brighton Avenue and S. Normandie Avenue	Commercial	11:10 AM-11:25 AM	Vehicle and pedestrian traffic along W. Adams Boulevard	69.6
2 North of the Project site across W. Adams Boulevard between Brighton Avenue and S. Normandie Avenue	Residential	10:53 AM-11:08 AM	Vehicle and pedestrian traffic along W. Adams Boulevard	68.1
3 Southwest of the Project site along the alleyway at Brighton Avenue	Residential	9:58 AM-10:13 AM	Vehicle and pedestrian traffic along the alleyway Brighton Avenue	57.3
4 Southeast of the Project site along the alleyway at between Brighton Avenue and S. Normandie Avenue	Residential	10:14 AM-10:29 AM	Vehicle and pedestrian traffic along the alleyway	61.7
5 Southeast of the Project site along S. Normandie Avenue	Residential	10:34 AM-10:49 AM	Vehicle and pedestrian traffic along S. Normandie Avenue	68.1
6 Southwest of the Project site along the alleyway between S. Halldale Avenue and Brighton Avenue	Residential	9:37 AM - 9:52 AM	Vehicle and pedestrian traffic along the alleyway	55.0
7 Northwest of the Project site at the corner of W. Adams Boulevard and S. Congress Avenue	Residential	9:18 AM-9:33 AM	Vehicle and pedestrian traffic along W. Adams Boulevard and S. Congress Avenue	68.9

Source: Refer to Attachment A for noise monitoring data sheets.

Notes: dBA = A-weighted decibels; Leq = average equivalent sound level.

Sensitive Uses

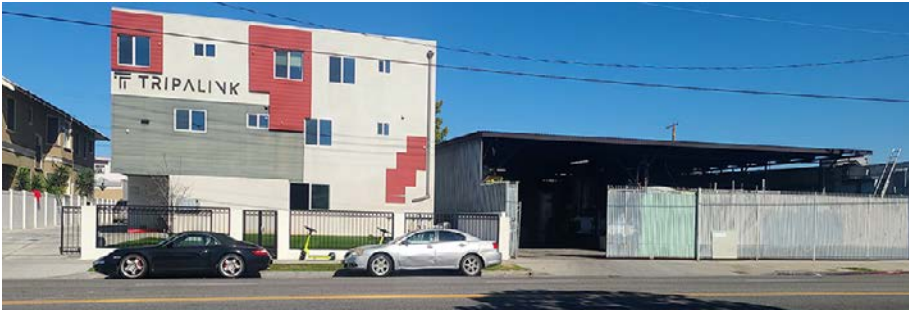
The Project site is predominantly surrounding by single- and multi-family residential uses. The parcels to the north, east, and west are zoned C2-1VL-CPIO and contain a mix of commercial uses. The parcels to the south are zoned RD1 and contain multi-family residential. An overview of the surrounding land uses relative to the noise monitoring location in **Table 1** above is provided below. Additionally, refer to **Figure 9: Sensitive Receptor Map** for location of the sensitive uses described below:

- **Noise Monitoring Site 1**: Located at the Project site along W. Adams Boulevard, sensitive uses include multi-family uses.
- **Noise Monitoring Site 2**: Located to the north of the Project site across W. Adams Boulevard, sensitive uses include multi-family uses.
- **Noise Monitoring Site 3**: Located at the southwest portion of the Project site along the alleyway at Brighton Avenue, sensitive uses include multi-family uses.
- **Noise Monitoring Site 4**: Located at the southeast portion of the Project site along the alleyway between Brighton Avenue and S. Normandie Avenue, sensitive uses include single- and multi-family uses.
- **Noise Monitoring Site 5**: Located southeast of the Project site along S. Normandie Avenue, sensitive uses include multi-family uses.
- **Noise Monitoring Site 6**: Located southwest of the Project site along the alleyway between S. Halldale Avenue and Brighton Avenue, sensitive uses include the multi-family uses.
- **Noise Monitoring Site 7**: Located northwest of the Project site on the corner of W. Adams Boulevard and S. Congress Avenue, sensitive uses include multi-family uses

Vibration Conditions

Based on field observations, the primary source of existing ground-borne vibration in the vicinity of the Project site is vehicle traffic on local roadways. According to the Federal Transit Administration,¹ typical road traffic-induced vibration levels are unlikely to be perceptible by people. Trucks and buses typically generate ground-borne vibration velocity levels of approximately 63 VdB (at a 50-foot distance), and these levels could reach 72 VdB when trucks and buses pass over bumps in the road. A vibration level of 72 VdB is above the 60 VdB level of perceptibility.

1 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, FTA report no. 0123 (September 2018), https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed January 2023.



North



West



South



East



SOURCE: Google Earth - 2023

FIGURE 2



North



West



South

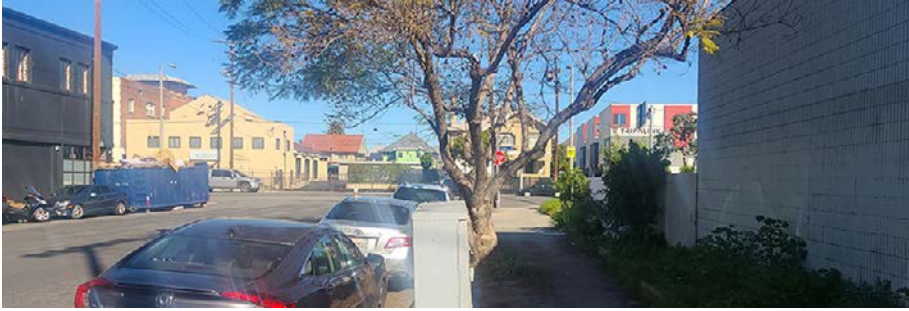


East



SOURCE: Google Earth - 2023

FIGURE 3



North



West



South



East

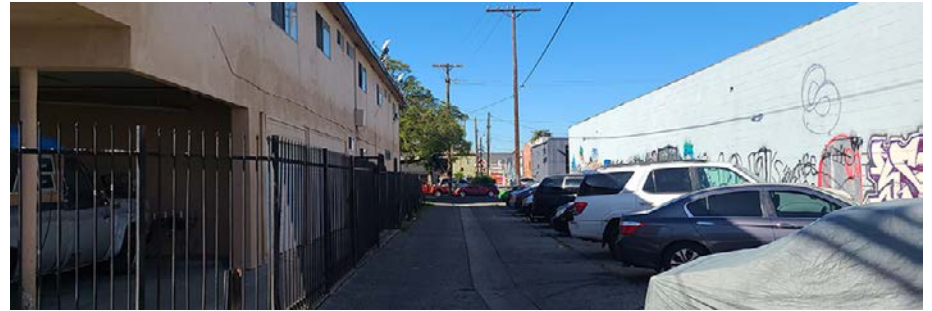


SOURCE: Google Earth - 2023

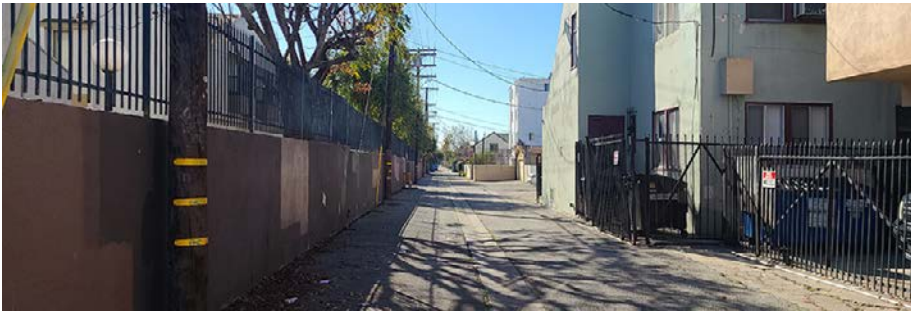
FIGURE 4



North



West



South

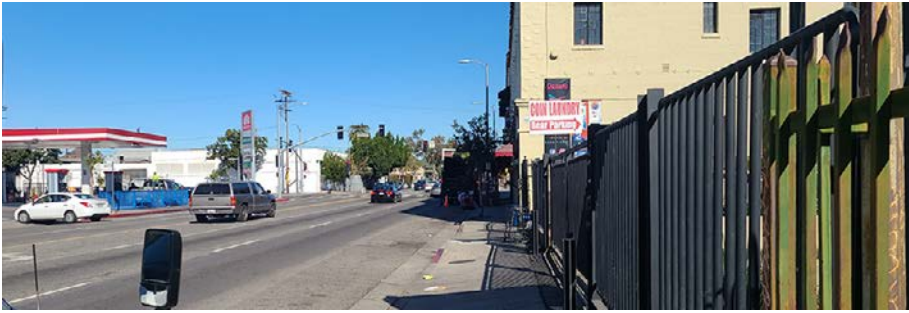


East



SOURCE: Google Earth - 2023

FIGURE 5



North



West



South



East



SOURCE: Google Earth - 2023

FIGURE 6



North



West



South



East



SOURCE: Google Earth - 2023

FIGURE 7



North



West



South

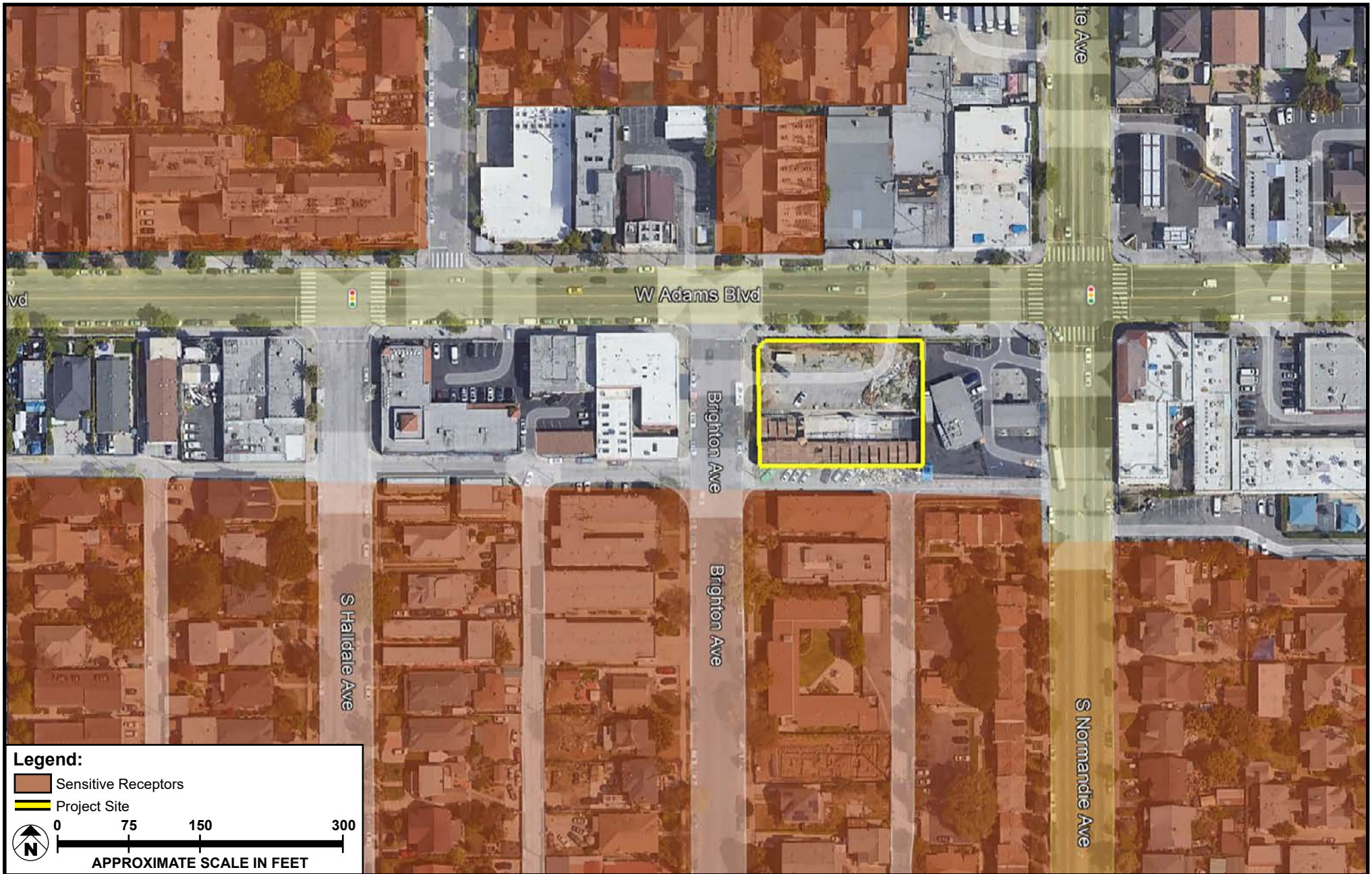


East



SOURCE: Google Earth - 2023

FIGURE 8



SOURCE: Google Earth - 2023; Meridian Consultants, LLC - 2023

FIGURE 9

Ambient Noise Measurements

Noise-level monitoring was conducted by Meridian Consultants on January 24, 2023, at seven (7) locations within the Project area vicinity, as shown in **Figure 2** through **8**. Noise-level monitoring was conducted for 15-minute intervals at each location using a Larson Davis Model 831 sound-level meter. This meter satisfies the American National Standards Institute (ANSI) standard for general environmental noise measurement instrumentation. The ANSI specifies several types of sound-level meters according to their precision. Types 1, 2, and 3 are referred to as “precision,” “general-purpose,” and “survey” meters, respectively. Most measurements carefully taken with a Type 1 sound-level meter will have a margin of error not exceeding 1 dB.

The Larson Davis Model 831 is a Type 1 precision sound-level meter. This meter meets all requirements of ANSI S1.4-1983 and ANSI S1.43-1997 Type 1 standards, as well as International Electrotechnical Commission (IEC) IEC61672-1 Ed. 1.0, IEC60651 Ed 1.2, and IEC60804 Type 1, Group X standards. The sound-level meter was located approximately 5 feet above ground and was covered with a Larson Davis windscreen. The sound-level meter was field calibrated with an external calibrator prior to operation.

Construction

Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise. As such, for purposes of this analysis, project construction is assumed to begin July 2023 and is expected to last until March 2025. Construction would occur over five phases: (1) demolition; (2) grading, (3) building construction, (4) paving; and (5) architectural coating.

Each phase of construction would result in varying levels of intensity and a number of construction personnel. The construction workforce would consist of approximately 10 worker trips per day and 1 haul trip per day during demolition; 8 worker trips per day and 49 haul trips per day during grading; 74 worker trips per day and 13 vendor trips per day during building construction; 18 worker trips per day during paving; and 15 worker trips per day during architectural coating.

On-Site Construction Equipment

Construction activities typically generate noise from the operation of equipment within the Project Site that is required for the construction of various facilities. Noise impacts from on-site construction equipment as well as the on-site staging of construction trucks were evaluated by determining the noise levels generated by different types of construction activity and calculating the construction-related noise level at nearby noise-sensitive receptor locations. Actual construction noise levels would vary, depending upon the equipment type, model, the type of work activity being performed, and the condition of the equipment.

In order to calculate construction noise levels, hourly activity or utilization factors (i.e., the percentage of normal construction activity that would occur, or construction equipment that would be active, during each hour of the day) are estimated based on the temporal characteristics of other previous and current construction projects. The hourly activity factors express the percentage of time that construction activities would emit average noise levels. Typical noise levels for each type of construction equipment were obtained from the FHWA Roadway Construction Noise Model.²

An inventory of construction equipment, including the number and types of equipment, which would be operating simultaneously within the Project Site was identified for each phase/component of construction and shown in **Table 2: Construction Equipment by Phase**. It is highly unlikely that all pieces of construction equipment identified in **Table 2** would operate simultaneously in any specific location during construction because equipment is generally operated only when needed and space constraints limit the equipment that can be used at any one time in a specific location. Therefore, this modeling is considered a conservative approach to calculate the maximum noise levels that would be generated.

TABLE 2 CONSTRUCTION EQUIPMENT BY PHASE					
Construction Phase	Equipment Type	Quantity	Usage Hours (per day)	Noise Level at 50 feet (dBA Leq-1hour)	Calculated Average Noise Level (dBA Leq-1hour)
Demolition	Concrete/Industrial Saws	1	8	82.6	86.4
	Rubber Tired Dozers	1	1	77.7	
	Tractors/Loaders/Backhoes	2	6	83.0	
Grading	Graders	1	6	81.0	84.6
	Rubber Tired Dozers	1	6	77.7	
	Tractors/Loaders/Backhoes	1	7	80.0	
Building Construction	Cranes	1	4	72.6	87.3
	Forklifts	2	6	85.0	
	Tractors/Loaders/Backhoes	2	8	83.0	
Paving	Cement and Mortar Mixers	4	6	80.8	84.3
	Pavers	1	7	74.2	
	Rollers	1	7	73.0	
	Tractors/Loaders/Backhoes	1	7	80.0	
Architectural Coating	Air Compressors	1	6	73.7	73.7

Source: FHWA Roadway Construction Noise Model (RCNM) version 1.1
Refer to **Attachment B** for construction noise worksheets.

2 U.S. Department of Transportation, FHWA Roadway Construction Noise Model Final Report, January 2006, accessed January 2023, https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf

The calculated average noise levels provided in **Table 2** were inputted into the noise model SoundPLAN,³ which generates computer simulations of noise propagation from sources such as construction noise. SoundPLAN forecasts noise levels at specific receptors using sound power data and three-dimensional topographical data.

Construction noise levels have been calculated at each of the analyzed sensitive receptors during each of the construction phases. Noise levels generated by on-site construction equipment can be reduced via specific noise control measures including the following: (1) muffler requirements; (2) equipment modifications that reduce noise levels; and (3) maintenance and operational requirements. These noise control measures can be used separately or in combination in order to reduce the noise levels generated by on-site construction equipment.

Most on-site construction-related noise originates from equipment powered by either gasoline or diesel engines. A large part of the noise emitted is due to the intake and exhaust portions of the engine cycle. Reducing noise from this source can be achieved via muffler systems. This noise control strategy would include the replacement of worn mufflers and retrofitting on-site construction equipment where mufflers are not in use. Using muffler systems on on-site construction equipment reduces construction noise levels by 10 dBA or more.⁴

Another effective method of diminishing noise levels associated with individual pieces of construction equipment is by modifying the equipment. Modifications such as the dampening of metal surfaces is effective in reducing on-site construction equipment noise levels. These modifications are typically done by the manufacturer or with factory assistance. Noise reductions of up to 5 dBA are achieved using dampening materials.⁵

Additionally, faulty or damaged mufflers, loose engine parts, rattling screws, bolts, or metal plates all contribute to increasing the noise level of on-site construction equipment. By regularly inspecting on-site construction equipment for these conditions and making adjustments to the equipment as necessary can also reduce noise levels generated by on-site construction equipment.

3 SoundPLAN model is in compliance with ISO 9613-2 standards for assessing attenuation of sound propagating outdoors and general calculation method.

4 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm, Accessed January 2023.

5 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, accessed January 2023, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm.

Construction Traffic Noise

The analysis of off-site construction traffic noise impacts focuses on: (1) identifying major roadways that may be used for construction worker commute routes or truck haul routes; (2) identifying the nature and location of noise-sensitive receptors along those routes; and (3) evaluating the traffic characteristics along those routes, specifically as related to existing traffic volumes.

Construction Equipment Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. While ground vibrations from construction activities do not often reach the levels that can damage structures, fragile buildings must receive special consideration.

Impacts due to construction activities were evaluated by identifying vibration sources (i.e., construction equipment), measuring the distance between vibration sources and surrounding structure locations, and making a significance determination.

For quantitative construction vibration assessments related to building damage and human annoyance, vibration source levels for construction equipment are taken from the FTA *Transit Noise and Vibration Impact Assessment Manual*.⁶ Building damage would be assessed for each piece of equipment individually and assessed in terms of peak particle velocity.

The vibration source levels for various types of equipment are based on data provided by the FTA.

6 FTA, *Transit Noise and Vibration Impact Assessment Manual*, September 2018, accessed January 2023, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, a project would have a potentially significant impact related to noise and groundborne vibration if it would result in:

- Generation of 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?
- Generation of excessive groundborne vibration or groundborne noise levels?

Appendix G of the State CEQA Guidelines also includes:

- 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?

The Project site is not located within an airport land use plan and is not located within two miles of public airport or public use airport, nor is it within the vicinity of private airstrips. As such, the Project would result in no impacts to this screening criteria and no further analyses of this topic is necessary.

Construction Noise

A Project would normally have a significant impact on noise levels from construction if:

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

Section 112.05 of the City's Municipal Code sets 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. Construction equipment includes 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. Compliance with this standard is only required where "technically feasible."⁷ Section 41.40 of the City's Municipal Code

⁷ In accordance with the City's Noise Ordinances, "technically feasible" means that the established noise limitations can be compiled with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.

prohibits construction between the hours of 9:00 PM and 7:00 AM Monday through Friday, 6:00 PM and 8:00 AM on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 AM to 9:00 PM; and Saturdays and National Holidays between 8:00 AM to 6:00 PM). In general, the City’s Department of Building and Safety enforces noise ordinance provisions relative to equipment and the Los Angeles Police Department enforces provisions relative to noise generated by people.

Operational Noise

Operational noise impacts are evaluated for Project-related off-site roadway traffic noise impacts and on-site stationary source noise from on-site activities and equipment.

- The Project would cause any ambient noise levels to increase by 3 dBA CNEL to or within the “normally unacceptable” or “clearly unacceptable” category; or
- The Project causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 5 dBA CNEL or greater; or
- Project-related operational (i.e., nonroadway) noise sources, such as outdoor activities, building mechanical/electrical equipment, outdoor activities, loading, trash compactor, or parking facilities, increase ambient noise level (hourly Leq) at noise sensitive uses by 5 dBA.

The significance criterion used in the noise analysis for the on-site operations presented below is an increase in the ambient noise level of 5 dBA (hourly Leq) at the noise-sensitive uses, in accordance with the City’s Noise Regulations (LAMC Chapter XI). The Noise Regulations do not apply to off-site traffic (i.e., vehicles traveling on public roadways). Therefore, the significance criteria for off-site traffic noise associated with Project operations is an increase in the ambient noise level by 3 dBA or 5 dBA in CNEL (depending on the land use category) at noise-sensitive uses. In addition, the significance for composite noise levels (on-site and off-site sources) is an increase in the ambient noise level of 3 dBA or 5 dBA in CNEL (depending on the land use category) for the Project’s composite noise (both Project-related on-site and off-site sources) at noise-sensitive uses.

Groundborne Vibration

The City has not adopted a significance threshold to assess vibration impacts during construction. Thus, the Caltrans *Transportation and Construction Vibration Guidance Manual*⁸ is used as a screening tool to assess the potential for adverse vibration effects related to structural damage. Impacts related to vibration would be considered significant if it exceeds the following standards:

8 Caltrans, *Transportation and Construction Vibration Guidance Manual* (September 2013), <https://cityofdavis.org/home/showdocument?id=4521>. Accessed January 2023.

- Project construction activities cause ground-borne vibration levels to exceed 0.5 PPV at the nearest off-site reinforced-concrete, steel, or timber building.
- Project construction activities cause ground-borne vibration levels to exceed 0.3 PPV at the nearest off-site engineered concrete and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.2 PPV at the nearest off-site non-engineered timber and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.12 PPV at buildings extremely susceptible to vibration damage, such as historic buildings.

Construction

Noise from construction activities would be affected by the amount of construction equipment, the location of this equipment, the timing and duration of construction activities, and the relative distance to noise-sensitive receptors. Construction activities that would occur during the construction phases would generate both steady-state and episodic noise that would be heard both on and off the Project site. Each construction phase involves the use of different types of construction equipment and, therefore, has its own distinct noise characteristics. The Project would be constructed using typical construction techniques; no blasting or impact pile driving would be required.

The construction equipment reference noise levels provided in **Table 2** above, are based on measured noise data compiled by the FHWA and would occur when equipment is operating under full power conditions. However, equipment used on construction sites typically operate at less than full power. The acoustical usage factor is the percentage of time that each type of construction equipment is anticipated to be in full power operation during a typical construction day. These values are estimates and will vary based on the actual construction process and schedule.

Construction equipment operates at its noisiest levels for certain percentages of time during operation. As such, equipment would operate at different percentages over the course of an hour.⁹ During a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently.

To characterize construction-period noise levels, the average (hourly Leq) noise level associated with each construction stage was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

The estimated construction noise levels were calculated for each of the analyzed receptors (refer to **Figure 9**) during each of the construction phases. As mentioned previously, given the physical size of the Project site and logistical limitations, and with the noise equipment located at the construction area nearest to the affected receptors to present a conservative impact analysis. This is considered a worst-case evaluation because construction of the Project would typically use fewer pieces of equipment simultaneously at any given time as well as operating throughout the construction site (i.e., most of the time construction equipment would be operating at distances further away from the off-site receptors than that assumed in the forecasting of Project construction noise levels). As such, Project construction would often generate lower noise levels than reported herein.

9 Federal Highway Administration, Traffic Noise Model (2006).

Table 3: Maximum Noise Impacts Associated With On-Site Construction Activities presents the maximum noise impacts that are forecasted to occur at each of the receptor sites. As shown, average noise levels during construction would result in a maximum increase of 20.1 dBA (Leq-1hour) above the significance threshold of 5 dBA over ambient noise levels during the building construction phase north of the Project site across W. Adams Boulevard between Brighton Avenue and S. Normandie Avenue (Site 2) without implementation of technically feasible noise reduction measures as mentioned in Section 112.05 of the City’s Municipal Code.

**TABLE 3
CONSTRUCTION MAXIMUM NOISE ESTIMATES**

Monitoring Site ¹	Ambient Noise Levels	Calculated Noise Level (Leq-1hour) by Construction Phase					Significance Threshold ²	Maximum Increase Above Significance Threshold
		Demolition	Grading	Building Construction	Paving	Architectural Coating		
Site 2	68.1	74.4	72.6	75.3	72.3	61.7	73.1	+2.2
Site 3	57.3	81.5	79.7	82.4	79.4	68.8	62.3	+20.1
Site 4	61.7	77.1	75.3	78.0	75.0	64.4	66.7	+11.3
Site 5	68.1	62.8	61.0	63.7	60.7	50.1	73.1	-9.4
Site 6	55.0	63.5	61.7	64.4	61.4	50.8	60.0	+4.4
Site 7	68.9	62.7	60.9	63.6	60.6	50.0	73.9	-10.3

Refer to **Attachment B** for Construction Noise Worksheets

Note:

¹ Site 1 located at the Project site thus excluded from this analysis.

² Ambient noise level plus 5 dBA.

In devising construction noise control strategies, important options include controlling the noise at the source. Source control requirements include added benefits in promoting technological advances in the development of quieter equipment. Source control techniques can include: (1) muffler requirements, (2) maintenance and operational requirements, and (3) equipment emission level requirements. These control techniques can be used separately or in combination in order to achieve the desired results. Most control noise originates from equipment powered by either gasoline or diesel engines. A large part of the noise emitted is due to the intake and exhaust portions of the engine cycle. A remedy for controlling much of the engine noise is the specification and use of optimal muffler systems. This noise control strategy would lead to replacement of worn mufflers and to retrofitting where mufflers are not in use. Using optimal muffler systems on all equipment would reduce construction noise levels by 10 dBA or more.¹⁰

Other effective methods of diminishing the noise impacts associated with individual pieces of construction equipment is to employ less noisy machinery. This is accomplished by specifying the quietest available equipment. Modifications such as dampening of metal surfaces or a redesign of a particular piece of equipment is effective in reduction noise due to vibration. These modifications are typically conducted by the manufacturer or with factory assistance. The reduction is controlled by the imposed limits on the technical capabilities of the manufacturer or the equipment user. Noise reductions of up to 5 dBA can be achieved using dampening materials.¹¹ Additionally, shields such as sound skins may achieve reductions of 20 dBA at high frequencies and 10 dBA in the middle frequency range. Sound aprons may achieve noise reductions of up to 10 dBA.¹² Sound aprons are typically designed from absorptive mats and are draped on the frames attached to the equipment. This material can be constructed from polyvinyl chloride (PVC) layers, lead-filled fabric, or rubber. These aprons are most useful when equipment only needs partial shielding or has to be regularly moved.

Additionally, limiting the number of noise-generating, heavy-duty construction equipment to two (2) pieces operating simultaneously would reduce construction noise levels by approximately 1.5 dBA.

Implementation of these regulatory compliance practices, construction noise levels resulting in a maximum increase of 20.1 dBA (Leq-1hour) above the significance threshold of 5 dBA over ambient noise levels would be reduced by a minimum of 26.5 dBA (Leq-1hour) when utilizing a combination of optimal muffler systems, dampening materials, sound aprons and limiting simultaneous operations. Moreover, the Project would comply with Section 112.04 of the LAMC by ensuring that the operation of construction equipment would only occur between the hours of 7:00 AM and 10:00 PM on weekdays and Saturday.

10 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm. Accessed January 2023.

11 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm. Accessed January 2023.

12 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm. Accessed January 2023.

Compliance with the above practices would ensure construction noise levels would be below the significance threshold; thus, construction noise levels would not be considered significant.

Off-Site Construction Noise

Construction of the Project would require worker, haul, and vendor truck trips to and from the site to work on the site, export soil, and deliver supplies to the site. Trucks traveling to and from the Project site would be required to travel along a haul route approved by the City. At the maximum, approximately 49 hauling trips per day would take place during the grading phase. Haul truck traffic would take the most direct route to the freeway ramp along S. Normandie Boulevard.

Noise associated with construction truck trips were estimated using the Caltrans FHWA Traffic Noise Model based on the maximum number of worker and truck trips in a day. Project haul truck trips, which includes medium- and heavy-duty trucks, would generate noise levels of approximately 54.2 to 59.0 dBA, respectively, measured at a distance of 25 feet from the adjacent sensitive receptor. As shown in Table 1, existing noise levels ranged from 55.0 dBA to 69.6 dBA. The noise level increases from truck trips would be below the significance threshold of 5 dBA. As such, off-site construction noise impacts would not be considered significant.

Construction Vibration

Table 4: On-Site Construction Vibration Impacts-Building Damage It is important to note pile driving would not be required during construction. As shown in Table 4, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.5 PPV for reinforced-concrete, steel, or timber building at the adjacent residential uses. Impacts related to building damage from on-site construction vibration would not be considered significant.

TABLE 4 ON-SITE CONSTRUCTION VIBRATION IMPACTS - BUILDING DAMAGE					
Site	Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment			Significance Threshold (PPV ips)
		Loaded Trucks	Jackhammer	Small bulldozer	
2	Residential	0.003	0.005	0.000	0.5
3	Residential	0.058	0.027	0.002	0.5
4	Residential	0.058	0.027	0.002	0.5
5	Residential	0.003	0.002	0.000	0.5
6	Residential	0.002	0.001	0.000	0.5
7	Residential	0.001	0.001	0.000	0.5

Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment.
Refer to Attachment C for construction vibration worksheets.

Operation

Fixed Mechanical Equipment Noise

The Project would introduce various stationary noise sources, including heating, ventilation, and air conditioning systems, which would be located either on the roof, the side of a structure, or on the ground. All Project mechanical equipment would be required to be designed with appropriate noise-control devices—such as sound attenuators, acoustics louvers, or sound screens/parapet walls—to comply with noise-limitation requirements provided in Section 112.02 of the LAMC, which prohibits equipment from causing more than a 5 dBA increase in the ambient noise level. Therefore, operation of mechanical equipment on the Project building would not exceed the City’s threshold of significance.

Cumulative Noise

For purposes of this analysis, development of the related projects will be considered to contribute to cumulative noise impacts. Noise, by definition, is a localized phenomenon and drastically reduces as distance from the source increases. As a result, only related projects and growth in the general area of the Project site (within 500 feet) would contribute to cumulative noise impacts. Cumulative construction-noise impacts have the potential to occur when multiple construction projects in the local area generate noise within the same time frame and contribute to the local ambient noise environment. It is expected that, as with the Project, related projects would implement noise reduction techniques such as mufflers, shields, sound barriers, which would minimize any noise-related nuisances during construction. In addition, distance attenuation and intervening structures would further reduce construction noise levels and not result in noticeable increases. Therefore, the combined construction-noise impacts of related projects within 500 feet and the Project’s contribution would not cause a significant cumulative impact.

With regard to stationary sources, cumulative significant noise impacts may result from cumulative development. Stationary sources of noise that could be introduced in the area by cumulative projects could include mechanical equipment, loading docks, and parking lots. Given that these projects would be required to adhere to the City’s noise standards, all stationary sources would be required to have shielding or other noise-abatement measures so as not to cause a substantial increase in ambient noise levels. Moreover, due to distance, it is unlikely that noise from multiple cumulative projects would interact to create a significant combined noise impact. As such, it is not anticipated that a significant cumulative increase in permanent ambient noise levels would occur.

CERTIFICATION

The contents of this noise study represent an accurate depiction of the noise environment and impacts associated with the proposed 1724 W. Adams Boulevard Project. The information contained in this noise study is based on the best available information at the time of preparation. If you have any questions, please contact me directly at (818) 415-7274.

Sincerely,



Christ Kirikian, INCE
Principal | Director of Air Quality & Acoustics
ckirikian@meridianconsultantsllc.com



ATTACHMENT A
Noise Measurements



Attachment A.1

Short-term (15-minute) Noise Measurements

Monitoring Location: Site 1
Monitoring Date: 2/1/2023

Monitoring Period

Time	LAeq	LASmax	LASmin
11:10:41	65.8	70.5	58.8
11:11:41	72.0	83.0	58.8
11:12:41	65.8	72.1	59.7
11:13:41	64.1	70.3	55.1
11:14:41	76.8	88.2	58.2
11:15:41	65.1	71.1	58.5
11:16:41	73.1	84.6	61.4
11:17:41	64.6	70.8	57.2
11:18:41	64.4	69.2	56.8
11:19:41	66.6	72.3	59.6
11:20:41	68.9	73.3	55.3
11:21:41	71.2	83.9	55.8
11:22:41	64.6	71.1	56.7
11:23:41	65.0	69.8	54.5
11:24:41	65.2	68.7	58.9
11:25:41	68.5	70.3	66.4

15-minute LAeq

69.6

Monitoring Location: Site 2

Monitoring Date: 2/1/2023

Monitoring Period

Time	LAeq	LASmax	LASmin
10:53:51	68.4	76.2	56.7
10:54:51	68.8	79.3	54.0
10:55:51	67.1	74.4	56.0
10:56:51	66.9	76.2	54.9
10:57:51	65.3	75.1	51.7
10:58:51	65.9	74.5	57.9
10:59:51	69.4	76.6	54.3
11:00:51	64.0	74.0	54.6
11:01:51	64.2	72.6	52.0
11:02:51	70.2	82.0	59.8
11:03:51	65.5	75.0	55.3
11:04:51	67.1	75.5	59.7
11:05:51	67.0	74.2	55.9
11:06:51	68.4	75.8	54.8
11:07:51	67.3	76.3	54.6
11:08:51	73.2	74.6	68.5

15-minute LAeq

68.1

Monitoring Location: Site 3

Monitoring Date: 2/1/2023

Monitoring Period

Time	LAeq	LASmax	LASmin
9:58:19	54.9	64.7	49.7
9:59:19	53.4	57.9	49.4
10:00:19	57.5	66.4	49.4
10:01:19	56.5	66.5	48.5
10:02:19	58.3	65.7	50.1
10:03:19	58.6	67.4	50.3
10:04:19	59.2	67.1	51.9
10:05:19	56.6	63.8	49.9
10:06:19	55.4	65.0	49.0
10:07:19	54.3	61.7	48.0
10:08:19	62.2	74.8	47.5
10:09:19	59.0	70.9	49.1
10:10:19	54.8	60.3	47.9
10:11:19	54.9	67.4	45.5
10:12:19	56.5	66.1	45.5
10:13:19	54.0	53.7	52.4

15-minute LAeq

57.3

Monitoring Location: Site 4

Monitoring Date: 2/1/2023

Monitoring Period

Time	LAeq	LASmax	LASmin
10:14:36	55.4	63.7	47.4
10:15:36	57.3	65.0	48.2
10:16:36	60.0	67.9	51.0
10:17:36	67.5	75.2	50.5
10:18:36	59.9	68.8	48.1
10:19:36	58.8	64.8	48.7
10:20:36	58.8	66.2	50.2
10:21:36	59.6	69.1	50.3
10:22:36	55.1	63.6	47.2
10:23:36	56.7	65.4	49.3
10:24:36	69.4	83.0	50.3
10:25:36	56.5	63.0	51.0
10:26:36	56.3	62.1	48.4
10:27:36	59.2	67.4	50.5
10:28:36	57.4	62.8	50.6
10:29:36	60.7	61.5	61.2

15-minute LAeq

61.7

Monitoring Location: Site 5

Monitoring Date: 2/1/2023

Monitoring Period

Time	LAeq	LASmax	LASmin
10:34:36	69.8	82.6	55.5
10:35:36	68.2	78.6	51.8
10:36:36	70.4	75.3	53.1
10:37:36	68.2	75.7	59.4
10:38:36	68.5	74.6	59.9
10:39:36	70.6	78.2	57.9
10:40:36	67.8	77.2	54.9
10:41:36	69.1	82.0	56.7
10:42:36	66.7	73.4	58.0
10:43:36	64.3	73.0	54.6
10:44:36	67.4	75.9	53.8
10:45:36	68.9	79.5	54.8
10:46:36	66.8	74.7	55.1
10:47:36	65.8	73.8	50.6
10:48:36	68.1	73.2	49.7
10:49:36	58.2	58.7	57.6



15-minute LAeq

68.1

Monitoring Location: Site 6

Monitoring Date: 2/1/2023

Monitoring Period

Time	LAeq	LASmax	LASmin
9:37:06	50.1	65.2	44.8
9:38:06	52.9	64.3	47.2
9:39:06	51.6	60.5	47.0
9:40:06	61.8	69.3	48.4
9:41:06	58.5	68.2	47.8
9:42:06	55.5	63.4	48.4
9:43:06	59.3	68.5	46.5
9:44:06	48.7	53.2	46.2
9:45:06	51.1	58.7	46.6
9:46:06	52.7	61.2	47.1
9:47:06	50.9	58.4	46.3
9:48:06	53.4	59.4	45.0
9:49:06	47.8	53.4	45.1
9:50:06	47.4	51.4	45.0
9:51:06	52.3	63.8	44.6
9:52:06	53.5	53.2	51.9

15-minute LAeq

55.0

Monitoring Location: Site 7
Monitoring Date: 2/1/2023

Monitoring Period

Time	LAeq	LASmax	LASmin
9:18:52	71.8	80.9	54.2
9:19:52	68.9	74.5	52.9
9:20:52	71.4	77.9	54.0
9:21:52	65.9	72.5	56.5
9:22:52	68.6	75.0	58.4
9:23:52	67.5	74.7	54.9
9:24:52	63.5	68.9	53.0
9:25:52	69.9	74.5	56.6
9:26:52	67.2	73.8	56.4
9:27:52	68.3	76.6	52.0
9:28:52	69.0	74.2	52.6
9:29:52	70.7	78.6	57.1
9:30:52	66.0	73.7	51.4
9:31:52	68.9	73.2	57.9
9:32:52	68.0	75.6	53.3
9:33:52	69.3	69.7	69.0



15-minute LAeq

68.9



ATTACHMENT B

Construction Noise Worksheets

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 1/26/2023

Case Description: Demolition

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Reference at 50 feet	Residential	55	55	55

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	50	0
Dozer	No	40		81.7	50	0
Tractor	No	40	84		50	0
Tractor	No	40	84		50	0

Equipment	Results													
	Calculated (dBA)				Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	84	80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	84	80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	89.6	86.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 1/26/2023
 Case Description: Grading

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Reference at 50 feet	Residential	55	55	55

Description	Impact Device	Usage(%)	Equipment Spec		Receptor Distance (feet)	Estimated Shielding (dBA)
			Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85	85	50	0
Dozer	No	40	81.7	81.7	50	0
Tractor	No	40	84	84	50	0

Equipment	Results													
	Calculated (dBA)				Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
Grader	85	81	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	84	80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85	84.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 1/26/2023
 Case Description: Building Construction

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Reference at 50 feet	Residential	55	55	55

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane	No	16		80.6	50	0
All Other Equipment > 5 HP	No	50	85		50	0
All Other Equipment > 5 HP	No	50	85		50	0
Tractor	No	40	84		50	0
Tractor	No	40	84		50	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	80.6	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	85	82	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	84	80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	84	80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85	87.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 1/26/2023

Case Description: Paving

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Reference at 50 feet	Residential	55	55	55

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	50	0
Concrete Mixer Truck	No	40		78.8	50	0
Concrete Mixer Truck	No	40		78.8	50	0
Concrete Mixer Truck	No	40		78.8	50	0
Paver	No	50		77.2	50	0
Roller	No	20		80	50	0
Tractor	No	40	84		50	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Mixer Truck	78.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	78.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	78.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	78.8	74.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	77.2	74.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	80	73	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	84	80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	84	84.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 1/26/2023
 Case Description: Architectural Coating

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Reference at 50 feet	Residential	55	55	55

		Equipment				
		Spec	Actual	Receptor	Estimated	
Description	Impact Device	Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)	
Compressor (air)	No	40	77.7	50	0	

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)		77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Demolition

Receiver	Fl	Leq-1hr/dB(A)	Source	Source type	Time slice	Lw dB(A)	Lw dB(A)	I or A	m,m²	Kl dB	KT dB	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	Amisc dB	ADI dB	dLrefl dB(A)	LS dB(A)	dLw dB	Cmet dB	ZR dB	Lr dB(A)
Site 2	G	74.4	Demolition	Area	Leq-1hr	86.4	119.5		2060.5	0	0	3	53.6	-45.6	-3.1	0	-0.1		0	0.6	74.4	0	0	0	74.4
Site 3	G	81.5	Demolition	Area	Leq-1hr	86.4	119.5		2060.5	0	0	3	28.04	-39.9	-1.3	0	0		0	0.3	81.5	0	0	0	81.5
Site 4	G	77.1	Demolition	Area	Leq-1hr	86.4	119.5		2060.5	0	0	3	41.04	-43.3	-2.6	0	-0.1		0	0.5	77.1	0	0	0	77.1
Site 5	G	62.8	Demolition	Area	Leq-1hr	86.4	119.5		2060.5	0	0	3	109.44	-51.8	-4.2	-4.2	-0.2		0	0.5	62.8	0	0	0	62.8
Site 6	G	63.5	Demolition	Area	Leq-1hr	86.4	119.5		2060.5	0	0	3	108.27	-51.7	-4.3	-4.7	-0.2		0	1.8	63.5	0	0	0	63.5
Site 7	G	62.7	Demolition	Area	Leq-1hr	86.4	119.5		2060.5	0	0	3	145.83	-54.3	-4.4	-2.1	-0.3		0	1.3	62.7	0	0	0	62.7

Grading

Receiver	Fl	Leq-1hr/dB(A)	Source	Source type	Time slice	L'w dB(A)	Lw dB(A)	l or A m,m ²	Kl dB	KT dB	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	Amisc dB	ADI dB	dLrefl dB	dLs dB(A)	dLw dB	Cmet dB	ZR dB	Lr dB(A)
Site 2	G	72.6	Grading	Area	Leq-1hr	84.6	117.7	2060.5	0	0	3	53.6	-45.6	-3.1	0	-0.1		0	0.6	72.6	0	0	0	72.6
Site 3	G	79.7	Grading	Area	Leq-1hr	84.6	117.7	2060.5	0	0	3	28.04	-39.9	-1.3	0	0		0	0.3	79.7	0	0	0	79.7
Site 4	G	75.3	Grading	Area	Leq-1hr	84.6	117.7	2060.5	0	0	3	41.04	-43.3	-2.6	0	-0.1		0	0.5	75.3	0	0	0	75.3
Site 5	G	61	Grading	Area	Leq-1hr	84.6	117.7	2060.5	0	0	3	109.44	-51.8	-4.2	-4.2	-0.2		0	0.5	61	0	0	0	61
Site 6	G	61.7	Grading	Area	Leq-1hr	84.6	117.7	2060.5	0	0	3	108.27	-51.7	-4.3	-4.7	-0.2		0	1.8	61.7	0	0	0	61.7
Site 7	G	60.9	Grading	Area	Leq-1hr	84.6	117.7	2060.5	0	0	3	145.83	-54.3	-4.4	-2.1	-0.3		0	1.3	60.9	0	0	0	60.9

Building Construction

Receiver	Fl	Leq-1hr/dB(A)	Source	Source type	Time slice	Lw dB(A)	Lw dB(A)	l or A m,m ²	Kl dB	KT dB	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	Amisc dB	ADI dB	dLrefl dB(A)	LS dB(A)	dLw dB	Cmet dB	ZR dB	Lr dB(A)
Site 2	G	75.3	Building Construction	Area	Leq-1hr	87.3	120.4	2060.5	0	0	3	53.6	-45.6	-3.1	0	-0.1		0	0.6	75.3	0	0	0	75.3
Site 3	G	82.4	Building Construction	Area	Leq-1hr	87.3	120.4	2060.5	0	0	3	28.04	-39.9	-1.3	0	0		0	0.3	82.4	0	0	0	82.4
Site 4	G	78	Building Construction	Area	Leq-1hr	87.3	120.4	2060.5	0	0	3	41.04	-43.3	-2.6	0	-0.1		0	0.5	78	0	0	0	78
Site 5	G	63.7	Building Construction	Area	Leq-1hr	87.3	120.4	2060.5	0	0	3	109.44	-51.8	-4.2	-4.2	-0.2		0	0.5	63.7	0	0	0	63.7
Site 6	G	64.4	Building Construction	Area	Leq-1hr	87.3	120.4	2060.5	0	0	3	108.27	-51.7	-4.3	-4.7	-0.2		0	1.8	64.4	0	0	0	64.4
Site 7	G	63.6	Building Construction	Area	Leq-1hr	87.3	120.4	2060.5	0	0	3	145.83	-54.3	-4.4	-2.1	-0.3		0	1.3	63.6	0	0	0	63.6

Paving

Receiver	Fl	Leq-1hr/dB(A)	Source	Source type	Time slice	Lw dB(A)	Lw dB(A)	I or A m,m ²	Kl dB	KT dB	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	Amisc dB	ADI dB	dLrefl dB(A)	Ls dB(A)	dLw dB	Cmet dB	ZR dB	Lr dB(A)
Site 2	G	72.3	Paving	Area	Leq-1hr	84.3	117.4	2060.5	0	0	3	53.6	-45.6	-3.1	0	-0.1		0	0.6	72.3	0	0	0	72.3
Site 3	G	79.4	Paving	Area	Leq-1hr	84.3	117.4	2060.5	0	0	3	28.04	-39.9	-1.3	0	0		0	0.3	79.4	0	0	0	79.4
Site 4	G	75	Paving	Area	Leq-1hr	84.3	117.4	2060.5	0	0	3	41.04	-43.3	-2.6	0	-0.1		0	0.5	75	0	0	0	75
Site 5	G	60.7	Paving	Area	Leq-1hr	84.3	117.4	2060.5	0	0	3	109.44	-51.8	-4.2	-4.2	-0.2		0	0.5	60.7	0	0	0	60.7
Site 6	G	61.4	Paving	Area	Leq-1hr	84.3	117.4	2060.5	0	0	3	108.27	-51.7	-4.3	-4.7	-0.2		0	1.8	61.4	0	0	0	61.4
Site 7	G	60.6	Paving	Area	Leq-1hr	84.3	117.4	2060.5	0	0	3	145.83	-54.3	-4.4	-2.1	-0.3		0	1.3	60.6	0	0	0	60.6

Architectural Coating

Receiver	Fl	Leq-1hr/dB(A)	Source	Source type	Time slice	L'w dB(A)	Lw dB(A)	I or A	m,m ²	Kl dB	KT dB	Ko dB	S	m	Adiv dB	Agr dB	Abar dB	Aatm dB	Amisc dB	ADI dB	dLrefl dB(A)	Ls dB(A)	dLw dB	Cmet dB	ZR dB	Lr dB(A)
Site 2	G	61.7	Architectural Coating	Area	Leq-1hr	73.7	106.8	2060.5		0	0	3	53.6		-45.6	-3.1	0	-0.1		0	0.6	61.7	0	0	0	61.7
Site 3	G	68.8	Architectural Coating	Area	Leq-1hr	73.7	106.8	2060.5		0	0	3	28.04		-39.9	-1.3	0	0		0	0.3	68.8	0	0	0	68.8
Site 4	G	64.4	Architectural Coating	Area	Leq-1hr	73.7	106.8	2060.5		0	0	3	41.04		-43.3	-2.6	0	-0.1		0	0.5	64.4	0	0	0	64.4
Site 5	G	50.1	Architectural Coating	Area	Leq-1hr	73.7	106.8	2060.5		0	0	3	109.44		-51.8	-4.2	-4.2	-0.2		0	0.5	50.1	0	0	0	50.1
Site 6	G	50.8	Architectural Coating	Area	Leq-1hr	73.7	106.8	2060.5		0	0	3	108.27		-51.7	-4.3	-4.7	-0.2		0	1.8	50.8	0	0	0	50.8
Site 7	G	50	Architectural Coating	Area	Leq-1hr	73.7	106.8	2060.5		0	0	3	145.83		-54.3	-4.4	-2.1	-0.3		0	1.3	50	0	0	0	50



ATTACHMENT C

Construction Vibration Worksheets

**1724 W. Adams Boulevard
Construction Vibration Model
(Site 2)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance ^a	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	90	0.013	0.003	70
Jackhammer		1	0.035	90	0.005	0.001	62
Large bulldozer		1	0.089	90	0.013	0.003	70
Loaded trucks		1	0.076	90	0.011	0.003	69
Pile Drive (impact)		1	0.644	90	0.094	0.024	87
Vibratory Roller		1	0.210	90	0.031	0.008	78
Small bulldozer		1	0.003	90	0.000	0.000	41

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

**1724 W. Adams Boulevard
Construction Vibration Model
(Site 3)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance ^a	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	30	0.068	0.017	85
Jackhammer		1	0.035	30	0.027	0.007	76
Large bulldozer		1	0.089	30	0.068	0.017	85
Loaded trucks		1	0.076	30	0.058	0.014	83
Pile Drive (impact)		1	0.644	30	0.490	0.122	102
Vibratory Roller		1	0.210	30	0.160	0.040	92
Small bulldozer		1	0.003	30	0.002	0.001	55

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

**1724 W. Adams Boulevard
Construction Vibration Model
(Site 4)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance ^a	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	30	0.068	0.017	85
Jackhammer		1	0.035	30	0.027	0.007	76
Large bulldozer		1	0.089	30	0.068	0.017	85
Loaded trucks		1	0.076	30	0.058	0.014	83
Pile Drive (impact)		1	0.644	30	0.490	0.122	102
Vibratory Roller		1	0.210	30	0.160	0.040	92
Small bulldozer		1	0.003	30	0.002	0.001	55

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

**1724 W. Adams Boulevard
Construction Vibration Model
(Site 5)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance ^a	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	195	0.004	0.001	60
Jackhammer		1	0.035	195	0.002	0.000	52
Large bulldozer		1	0.089	195	0.004	0.001	60
Loaded trucks		1	0.076	195	0.003	0.001	59
Pile Drive (impact)		1	0.644	195	0.030	0.007	77
Vibratory Roller		1	0.210	195	0.010	0.002	68
Small bulldozer		1	0.003	195	0.000	0.000	31

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

**1724 W. Adams Boulevard
Construction Vibration Model
(Site 6)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance ^a	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	250	0.003	0.001	57
Jackhammer		1	0.035	250	0.001	0.000	49
Large bulldozer		1	0.089	250	0.003	0.001	57
Loaded trucks		1	0.076	250	0.002	0.001	56
Pile Drive (impact)		1	0.644	250	0.020	0.005	74
Vibratory Roller		1	0.210	250	0.007	0.002	64
Small bulldozer		1	0.003	250	0.000	0.000	28

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

**1724 W. Adams Boulevard
Construction Vibration Model
(Site 7)**

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance ^a	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	370	0.002	0.000	52
Jackhammer		1	0.035	370	0.001	0.000	44
Large bulldozer		1	0.089	370	0.002	0.000	52
Loaded trucks		1	0.076	370	0.001	0.000	50
Pile Drive (impact)		1	0.644	370	0.011	0.003	69
Vibratory Roller		1	0.210	370	0.004	0.001	59
Small bulldozer		1	0.003	370	0.000	0.000	22

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment**

TRANSPORTATION ASSESSMENT FOR PROPOSED APARTMENT DEVELOPMENT

Located at 1722 - 1734 W. Adams Boulevard
in the City of Los Angeles



Prepared by:
Overland Traffic Consultants, Inc.
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Manhattan Beach, California 90266
(661) 799-8423

March 2023

TRANSPORTATION ASSESSMENT
FOR RESIDENTIAL DEVELOPMENT
(CPC-2023-397-DB-SPR-HCA)

Located at 1722 – 1734 W. Adams Boulevard
in the South Los Angeles Community Plan Area
of the City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl., Suite 100
Manhattan Beach, California 90266
(310) 930 - 3303

March 2023



EXECUTIVE SUMMARY

Overland Traffic Consultants has prepared this assessment of the transportation impacts for a proposed residential land development project located at 1722 – 1734 W. Adams Boulevard (southeast corner of Adams Boulevard and Brighton Avenue) in the City of Los Angeles, see Project’s location on Figure 1.

The purpose of this Transportation Assessment (TA) is to document potential transportation impacts associated with the Project using the Los Angeles Department of Transportation’s (LADOT) Transportation Assessment Guidelines (TAG, August 2022). The TAG establishes procedures and methods for review of development projects following the California Environmental Quality Act (CEQA) guidelines. LADOT has determined a TA report is required for the Project and has reviewed and approved a Transportation Assessment Referral Form for the Project’s CEQA analysis (see TA Referral Appendix A).

Project Description

The Project Site is located at 1722 - 1734 W. Adams Boulevard (Project Site) in the South Los Angeles Community Plan area. The Project Site is also located in Los Angeles Council District 8 and the Empowerment Congress North Area Neighborhood Council area. The Project Site is approximately 24,534 square feet (0.56 acres) and occupied by one commercial building and surface parking lot that will be removed as part of the Project.

The Project consists of a five-story apartment building with 90 units (80 market rate and 10 affordable units) over a subterranean garage.

Project Parking and Access

The Project proposes 52 parking spaces in one subterranean parking level. Vehicular access to the parking spaces will be from the adjacent east – west alley along the south side of the Project Site. The Project is providing 76 bicycle parking spaces (69 secured long-term spaces and 7 short-term spaces).

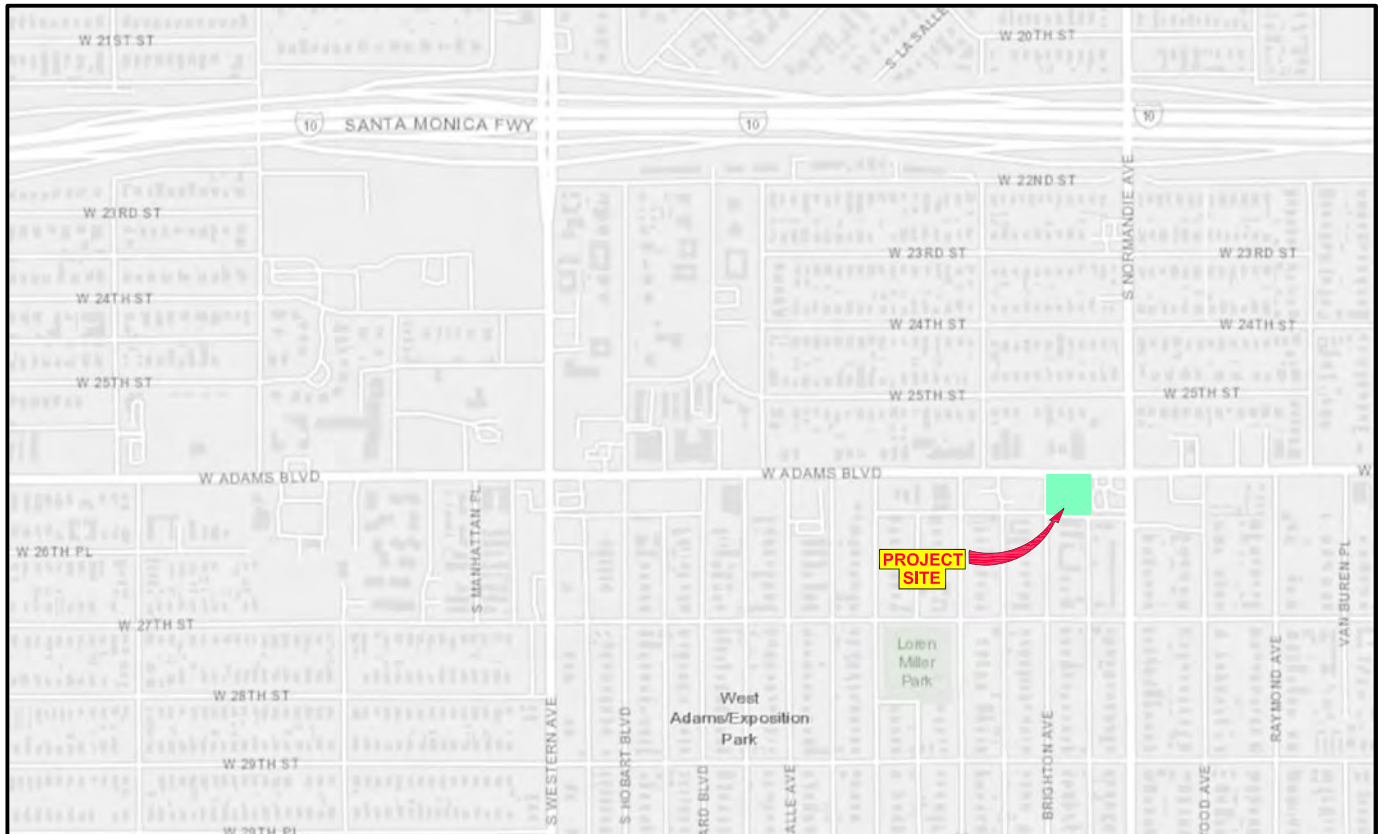


FIGURE 1

2/2023

PROJECT SETTING



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Transportation Assessment (CEQA)

On July 30, 2019, the City of Los Angeles adopted the vehicle miles traveled (VMT) metric as its criterion for determining transportation impacts under the California Environmental Quality Act (CEQA). These changes follow the requirements of the State of California Senate Bill 743 (SB 743) and the State’s CEQA Guidelines.

These CEQA guidelines for evaluating transportation impacts no longer focus on measuring automobile delay and level of service (LOS). Instead, SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric which promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses.

The LADOT TAG (August 2022) is the City of Los Angeles’ document providing guidance for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA threshold questions for evaluating potential significant transportation impacts in accordance with SB 743.

- 1) Does the Project conflict with Plans, Programs, Ordinances, or Policies?
- 2) Does the Project cause substantial vehicle miles traveled (VMT)?
- 3) Does the Project substantially increase hazards due to a geometric design feature or incompatible use?

The City’s adopted review process may also include an additional non-CEQA traffic flow qualitative analysis for large land development projects that generate 500 or more net daily trips. The purpose of this review is to evaluate how large projects affect vehicular access, circulation, and safety for all users of the transportation system.

A non-CEQA qualitative traffic flow analysis is not required for this Project because the daily traffic flow is 406 daily trips as calculated by the LADOT VMT calculator tool, (LADOT Referral Form Appendix A).



Findings

Based on this evaluation of the CEQA thresholds, the Project does not create a significant transportation impact.

Cumulative VMT impacts have also been evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the LADOT TAG, projects consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT. The Project is consistent with the RTP/SCS plan.

Therefore, no cumulative land development impacts have been identified that would preclude the City's ability to provide transportation mobility in the area. As such, the Project will not create any cumulative operational impacts, emergency access impacts, and/or hazardous geometric design features.



TABLE OF CONTENTS

Chapter 1 - Project Description 1

 Environmental Setting 4

 Land Use 4

 Transportation Facilities 4

 Transit Information 5

 Complete Streets Mobility Networks 7

 Project Initial Screening 11

Chapter 2 - CEQA Transportation Assessment 11

 I. Conflicts Evaluation with Plans, Programs, Ordinances, or Policies 14

 Cumulative Consistency Check 18

 II. Causing Substantial Vehicle Miles Traveled (VMT) 19

 Transportation Demand Management 20

 Cumulative VMT Consistency Check 21

 III. Substantially Increasing Hazards Due to Geometric Design Feature or Incompatible Use 22



APPENDIX

- Appendix A – Transportation Assessment Referral Form
- Appendix B – Community Plan Land Use Map
- Appendix C – Street Standards, Circulation & High Injury Network Map
- Appendix D – Overview of City Plans, Policies, Programs and Ordinances
- Appendix E – Other Development Projects
- Appendix F – VMT Report

LIST OF FIGURES

Figure 1 - Project Setting..... ii

Figure 2 - Project Site Plan 2 - 3

LIST OF TABLES

Table 1 Consistency Check with Plans, Policies, Programs, and Ordinances 16 - 17



The Project Site is located at 1722 – 1734 W. Adams Boulevard (Project Site) in the South Los Angeles Community Plan area. The Project Site is also located near (less than 200 feet) from the intersection of Adams Boulevard and Normandie Avenue, Major Transit Stop¹, which qualifies the Project Site for a Transit Oriented Community (TOC) designation (LAMC 12.22.A.31).

Project Description

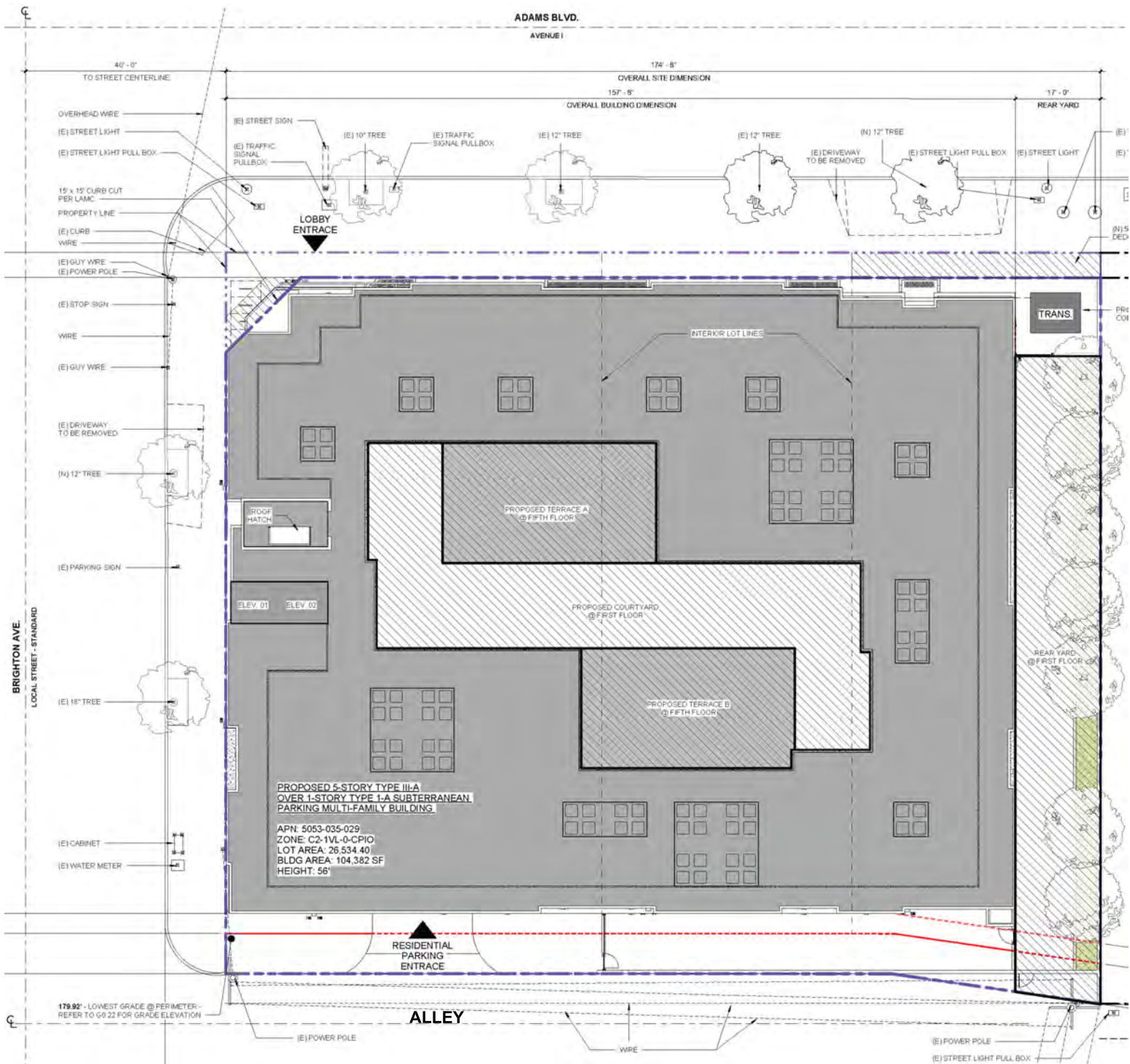
A five-story apartment building will be constructed with 90 units (80 market rate and 10 affordable units).

Project Parking and Access

The Project proposes 52 parking spaces in one subterranean parking level. Vehicular access to the parking spaces will be from the adjacent east – west alley. The Project is providing 76 bicycle parking spaces (69 secured long-term spaces and 7 short-term spaces).

Figures 2a and b show the plot plan and the ground floor/basement parking level, respectively.

¹ Per AB 744, A major transit stop is defined as a site containing an existing rail transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Pub. Resources Code, § 21064.3).



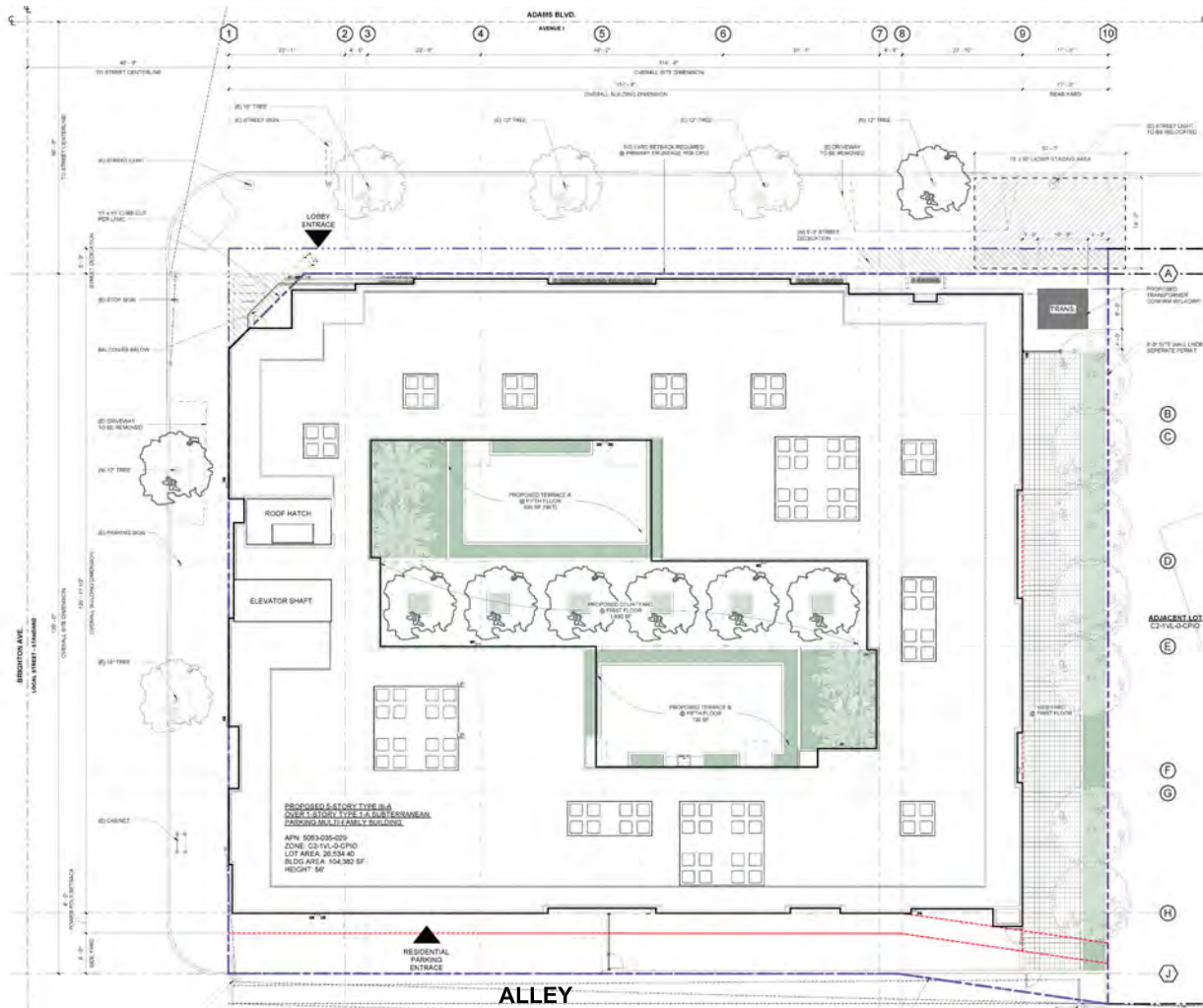
2/2023

PROJECT PLOT PLAN

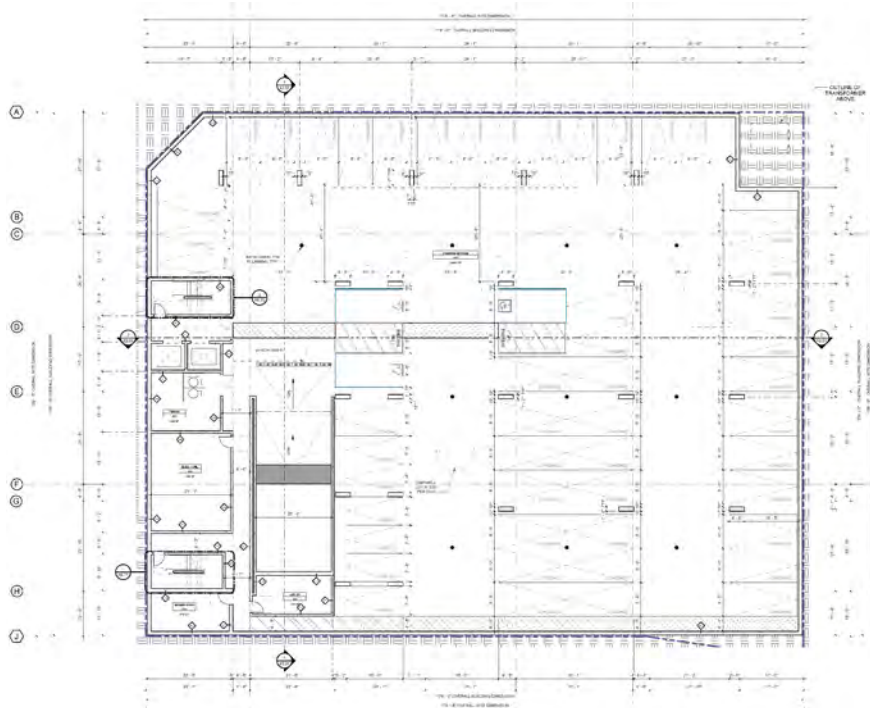


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GROUND FLOOR



**BASEMENT PARKING LEVEL
FIGURE 2B**

2/2023

**GROUND FLOOR AND
BASEMENT PARKING LEVEL**



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ENVIRONMENTAL SETTING

Land Use



The South Los Angeles Community Plan is approximately 7,415 acres in size and is bounded by Pico Boulevard on the north; by an irregular boundary consisting of Century Boulevard, 105th, 108th, and 120th Streets to the south, Figueroa Street/Harbor Freeway to the east, and Van Ness and Arlington Avenues to the west.

The land uses within the plan area are approximately 29% single family, 42.3% multi-family, 15% commercial, 1.6 % industrial, 12.1% open space/public/streets.

The South Los Angeles Community Plan currently in effect was adopted in 2017. Appendix B contains the South Los Angeles Community Plan land use map.

The Project Site is bounded by Adams Boulevard to the north, Brighton Avenue to the west, an automotive gas station/mart to the east, and an alley to the south.

Transportation Facilities

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations for all users. Appendix C provides the community plan circulation map of the area roadway designations and roadway design standards.

Regional access to the project area is serviced by the Santa Monica Freeway (I-10) which is located approximately 0.3 miles to the north with full access ramps located on Normandie and Western Avenues. This east-west freeway provides four mixed-flow lanes plus auxiliary lanes between ramp connections in each direction.



The Santa Monica Freeway carries approximately 330,000 vehicles per day (VPD) with 20,000 vehicles per hour (VPH) at Normandie Avenue. Freeway traffic volumes are provided by Caltrans in the 2020 Traffic Volumes Book.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets, which typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right - of - way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated Collector or Local streets. The standard for a Collector Street is a right - of - way width of 66 feet and a roadway width of 40 feet. The standard for a Local Street is a right - of - way width of 60 feet and a roadway width of 36 feet.

Descriptions of the streets serving the Project Site are presented below.

Adams Boulevard is an east - west roadway designated an Avenue I street that provides two lanes in each direction, on-street parking with a left-turn lanes at Normandie Avenue and at Western Avenue. A traffic signal controls the traffic flow at its intersection with Normandie Avenue and at Western Avenue.

Brighton Avenue is a north – south roadway designated a local street that provides one lane in each direction and on-street parking. Brighton Avenue forms a “T” intersection with Adams Boulevard. Brighton Avenue traffic is controlled by a stop-sign.

An east-west alley connects Brighton Avenue and Normandie Avenue.

Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro). The Project Site is located near a Major Transit Stop at Adams

Boulevard and Normandie Avenue, less than 200 feet to the east. The transit service available to the Project is briefly described below.

Regional Transit Service

The Metro E line (Expo) is a 15.2-mile light rail line generally running along Exposition Boulevard (approximately 1 mile to the south) between the City of Santa Monica and Downtown Los Angeles. The E Line stations are located at Western Avenue and at Vermont Avenue. In addition, a Regional Connector is a light-rail subway corridor through Downtown Los Angeles that connects the Metro Blue, Expo, and Gold Lines.

Local Transit Service



Metro is implementing The NextGen Bus Plan approved by the Metro Board of Directors and is being implemented with a 3-phased roll-out that began in December 2020 and continues. The approved Bus Plan is a reimagined bus system that focuses on providing fast, frequent, dependable, and accessible service to meet the needs of today’s riders. Metro lines serving the Project Site include:

Metro NextGen Local Route 37 runs along Adams Boulevard from Downtown Los Angeles to

the Mid-City District. Metro line 37 provides 10-minute headways during the morning and afternoon peak hours and midday hours with 20 to 60-minute headways during the evening hours. Key stops include USC and the Washington/Fairfax Transit Hub.



Transit stops for this line are located at the intersection of Adams Boulevard and Normandie Avenue, less than 200 feet from the Project Site.

Metro NextGen Local Route 206 runs along primarily along Normandie Avenue from Hollywood to the Community of Athens. Line 206 provides 15-minute headways during the peak hours and midday hours with 30 to 60-minute headways during the evening hours. Key stops include Barnsdall Park, Vermont/Sunset B Line (Red) Station, Wilshire/Normandie D Line (Red and Purple) Station and the Vermont/Athens C Line (Green) Station. Transit stops for this line are located at the intersection of Adams Boulevard and Normandie Avenue.

Metro NextGen Tier 1 Rapid Route 207 runs along Western Avenue from Los Feliz to Hawthorne (merges lines 207 and Rapid 757). Line 207 provides 6 to 7-minute headways during the peak hours, 7 to 8-minute headways during midday hours with 8 to 25-minute headways during the weekday evening hours. Key stops include Hollywood/Western B Line (Red) Station, Wilshire/Western D Line (Purple) Station Expo/Western E Line (Expo) Station, LA Southwest College, and the Crenshaw C Line (Green) Station. Transit stops for this line are located at the intersection of Adams Boulevard and Western Avenue, less than 0.5 miles from the Project Site.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

The Mobility Plan Element establishes a layered network of street standards designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements.

Network layers have been created that prioritize a certain mode within each layer with the goal of providing better connectivity. The network layers are Vehicle Enhanced Network, Transit Enhanced Network, Bicycle Enhanced Network, Neighborhood Enhanced Network, and Pedestrian Enhanced District. Streets may be listed in several



networks with the goal of selecting a variety of mobility enhancements, see the link below for the Mobility Network Layers.

<https://lahub.maps.arcgis.com/apps/View/index.html?appid=77094c99878341bfadf15814aec76fb0&extent=-119.0527,33.8893,-118.1360,34.4013>

Definitions of these networks per the Complete Street Design Guidelines are provided below.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- No nearby roadways are designated on the VEN network.

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders. Moderate enhancements typically include bus stop improvements and increased service, with transit vehicles continuing to operate in mixed traffic. Moderate Plus enhancement would include an exclusive bus lane during the peak travel period only. Comprehensive enhancements typically include transit vehicles operating in an all-day exclusive bus lane.

- Western Avenue is designated a Moderate Plus Transit Enhanced Street.
- Vermont Avenue is designated a Comprehensive Transit Enhanced Street.

Bicycle Enhanced Network (BEN) – The BEN is comprised of a network of low – stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponding to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation - The difference between Tier 2 and Tier 3 implies probability that some bike lanes are not expected to be implemented by 2035.



The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation and provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the city street systems.

Bicycle Path – A bicycle path is a facility separated from vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

- No nearby bike paths are identified in the BEN.

Bicycle Lane – A bicycle lane is typically provided on-street with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections. Protected bike lanes are located next to the curb and separate from moving vehicles by bollard posts or parking vehicles "parking-protected".

- Adams Boulevard is a Tier 2 bicycle lane street.
- Vermont Avenue is a Tier 3 bicycle lane street.
- Jefferson Boulevard is listed as a Tier 1 bicycle lane street east of Budlong Avenue (midway between Normandie and Vermont Avenues) and Tier 2 street west of Budlong Avenue.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclists would follow the route and share the right-of-way with the vehicle.

- No study area streets are identified as a bike route in the City of Los Angeles Bicycle Master Plan.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local



streets to other enhanced networks. These enhancements encourage lower vehicle speeds, providing added safety for pedestrians and bicyclists.

- Budlong Avenue and 29th Street are part of the NEN.

Pedestrian Enhanced District (PEDs) - In addition to these street networks, many arterial streets could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts. The PED segments provided in the mobility map identify streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

Several streets within the study area have been identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips. Adding pedestrian design features and street trees encourages people to take trips on foot instead of by car.

The Pedestrian Enhanced Districts (PEDs) call out Western Avenue, Vermont Avenue and portions of Adams Boulevard segments west and east of Western Avenue and at Normandie Avenue where pedestrian improvements could be prioritized to provide better walking connections to and from the major destinations.



The TAG is the City document that establishes procedures and methods for conducting transportation analyses for land development projects. The TAG identifies three CEQA threshold questions for identifying significant transportation impacts in accordance with SB 743 applicable to the Project.

- 1) Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- 2) Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- 3) Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

Project Initial Screening

A project is reviewed through a series of screening criteria to determine whether further CEQA analysis is required. If the development project requires a discretionary action, and the answer is yes to any of the following screening questions, further analysis may be needed to assess whether the proposed project would conflict with plans, programs, ordinances, or policies.

1. Does the Project involve a discretionary action that would be under review by the Department of Planning?

Yes, the Project is requesting a Density Bonus (LAMC Section 12.22.A25), a Site Plan Review and CPIO Administrative Approval.

2. Would the Project generate a net increase of 250 or more daily vehicle trips?

Yes, using the LADOT VMT calculator (version 1.3) for screening purposes, the Project will generate an increase of 406 daily vehicle trips without any TDM strategies. TDM strategies are not considered in the screening criteria. Appendix D provides screening questions and Appendix F contains the VMT reports.

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

Yes, according to the Mobility Plan 2035 (Mobility Plan) street standards:

- a. Adams Boulevard – an Avenue I roadway along the northern boundary of the Project Site requires a 50-foot half right of way with 35-foot half roadway. The current half right-of-way along the Adams Boulevard frontage is 50 feet adjacent to Lots 4 & 5 and 45-feet adjacent to Lot 3. A 5-foot dedication will be necessary adjacent to Lot 3. The current half roadway is 30 feet, which would require a 5-foot street widening, along the entire Adams Boulevard frontage.
 - b. Brighton Avenue - a Local roadway along the western boundary of the site requires a 60-foot right of way with 36-foot roadway. The current right-of-way along the Brighton Avenue frontage is 80-feet with a 56-foot roadway. No additional dedication or street widening is required along the Brighton Avenue frontage.
 - c. Alley – the adjacent alley satisfies the 20-foot alley dedication requirement.
4. Is the Project's frontage along a street classified as an Avenue, Boulevard or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the Project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan)?

No, Adams Boulevard, adjacent to the Project site, is designated an Avenue I in the Mobility Plan but the Project frontage is approximately 157' - 7" in length.

5. Would the Project generate a net increase in daily VMT?

Yes, using the LADOT VMT calculator Version 1.3, the Project would generate an increase of 2,533 daily VMT. Note that TDM strategies are not considered in the screening criteria. Appendix F contains the VMT reports.

6. Would the Project be located within a one-half mile of a fixed-rail or fixed-guideway transit station and replace the existing number of residential units with a smaller

number of residential units?

No. The location of the Project is not within a half mile of the Metro E Line rail station. The nearest stations are over 1-mile to the south (Expo/Western and Expo/Vermont). The Project will replace commercial space and will not replace residential units with a smaller number of residential units as none are currently on-site.

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

Yes, The Project will remove one driveway on Adams Boulevard and one on Brighton Avenue. A new alley access to the Project Site is planned.

8. Does the land use project include the development of 50 dwelling units or guest rooms or combination thereof or 50,000 square feet of non-residential space?

Yes, the Project will provide 90 residential units.

The TAG also provides screening criteria for consistency in accordance with CEQA Section 15064.3 subdivision (b)(2) on VMT impacts from Transportation Projects. The screening criteria for Transportation Projects is determined from the following question.

Criteria for Transportation Projects - Would the Transportation Project include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

Not Applicable - The analysis for Transportation Projects is not applicable to land development projects and the Project is not a transportation project because the Project is a land development project. Therefore, the transportation project analysis is not part of the Project's CEQA review.

I. Conflicts with Plans, Programs, Ordinances or Policies (Threshold T-1)

To guide the City’s Mobility Plan 2035 (Transportation Element of the General Plan), the City adopted programs, plans, ordinances, and policies to establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects are evaluated for conformance with these City adopted transportation plans, programs, and policies.

The Threshold T-1 impact criteria applies if the project conflicts with a program, plan, ordinance(s), or policy addressing the transportation circulation system. Please note however, a project would not result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

1. Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?

Yes, the Project does require discretionary action. The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review. This review has been conducted and the Project does substantially conform to the purpose, intent, and provisions of the General Plan, as shown in Table 1 and Appendix D.

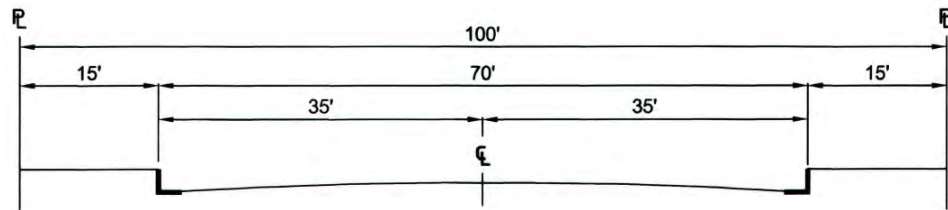
2. Is the Project known to directly conflict with a transportation plan, policy or program adopted to support multi-modal transportation options or public safety?

No, the Project would not conflict with these key City planning documents, and potential impacts would be less than significant, see Table 1, Consistency Check.

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

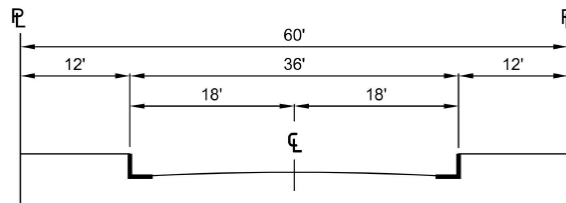
Yes, Pursuant to the following Mobility Element Street Standards, a 5-foot dedication and street widening is necessary on Adams Boulevard to satisfy the Avenue I standard.

Adams Boulevard is an Avenue I roadway with a street standard of 100-foot right-of-way (50-foot half width) and 70-foot roadway (35-foot half width). Adams Boulevard's right-of-way varies from 90 - 100 feet (45 to 50-foot south half width) with a 60-foot roadway (30-foot south half width) adjacent to the Project Site. A 5-foot dedication is required on Adams Boulevard adjacent to lot 3 of the Project Site.

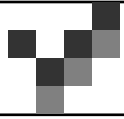


AVENUE I (SECONDARY HIGHWAY)

Brighton Avenue is a local street with a street standard of 60-foot right-of-way (30-foot half width) and 36-foot roadway (18-foot half width). Brighton Avenue is dedicated to 80-foot right-of-way (40-foot east half width) and 56-foot roadway (28-foot east half width) adjacent to the Project Site. No dedication or street widening is necessary on Brighton Avenue.



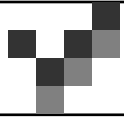
LOCAL STREET - STANDARD



The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review as shown in Table 1. As summarized below and in more detail in Appendix D, Projects that conform with and do not conflict with these City's development standards will be considered consistent and impacts would be less than significant.

**Table 1
Consistency Check with Key City Plans, Programs, Ordinances or Policies**

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	Yes	The Project will comply with the LA Mobility Plan 2035 street standards as required by the City of Los Angeles Bureau of Engineering Department.	No
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health, and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its proximity to high quality and high frequency transit service. The Project would include both electric charging stations and pre-wiring spaces for potential future electric vehicle charging (Ord. 186485). The Project provides safe ADA compliant pedestrian access separate from vehicular access. The Project would not conflict with policies in the Plan for Healthy LA that promote active transportation, safe communities, and healthy neighborhoods.	No
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the South Los Angeles Community Plan area. The Project will be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan.	No
4.	Specific Plans	Yes	None	No
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of a new non-residential floor area greater than 25,000 s.f. The Project will comply with the existing and future TDM Ordinances, as required.	No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	No waivers for street dedications or improvements are requested. The Project will comply with the Mobility Street Standards to serve long-term mobility needs identified in the Mobility Plan 2035.	No



	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
8.	Vision Zero Action Plan	Yes	Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The Project would not preclude or conflict with the implementation of any current or future Vision Zero projects in the public right-of-way. Vision Zero Project maps can be checked using the link shown below. https://ladotlivablestreets.org/programs/vision-zero/maps	No
9.	Vision Zero Corridor Plan	Yes	A Vision Zero Complete Streets Project is identified on Normandie Avenue from the I-10 to Vernon Avenue, which includes leading pedestrian intervals, night time flashing yellow signals and protected left-turn signals. The Project would not preclude or conflict with the implementation of this Vision Zero street project. https://ladotlivablestreets.org/projects/Normandie-Avenue-Safety-Improvements	No
10.	Citywide Design guidelines	Yes		No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide adequate sidewalk width and right-of-way to accommodate pedestrian flow and activity. Pedestrian access will be at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations and does not discourage and/or inhibit the pedestrian experience. Vehicular access is from the adjacent east – west alley.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No



Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects are reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects.

A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. A listing and map of 14 other known planned development projects is provided in Appendix E. No other development projects have been identified on the same block of Adams Boulevard. Note that any other land development projects would be individually responsible for complying with the City's transportation plans, programs ordinances and policies.

The Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

II. Causing Substantial Vehicle Miles Traveled (Threshold T - 2.1)

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) requires the use of VMT as the new metric for analyzing transportation impacts.

To address this question, LADOT’s TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City of Los Angeles. A project’s VMT is compared against its APC threshold goal for household VMT per capita and work VMT per employee to evaluate the significance of the project’s VMT.

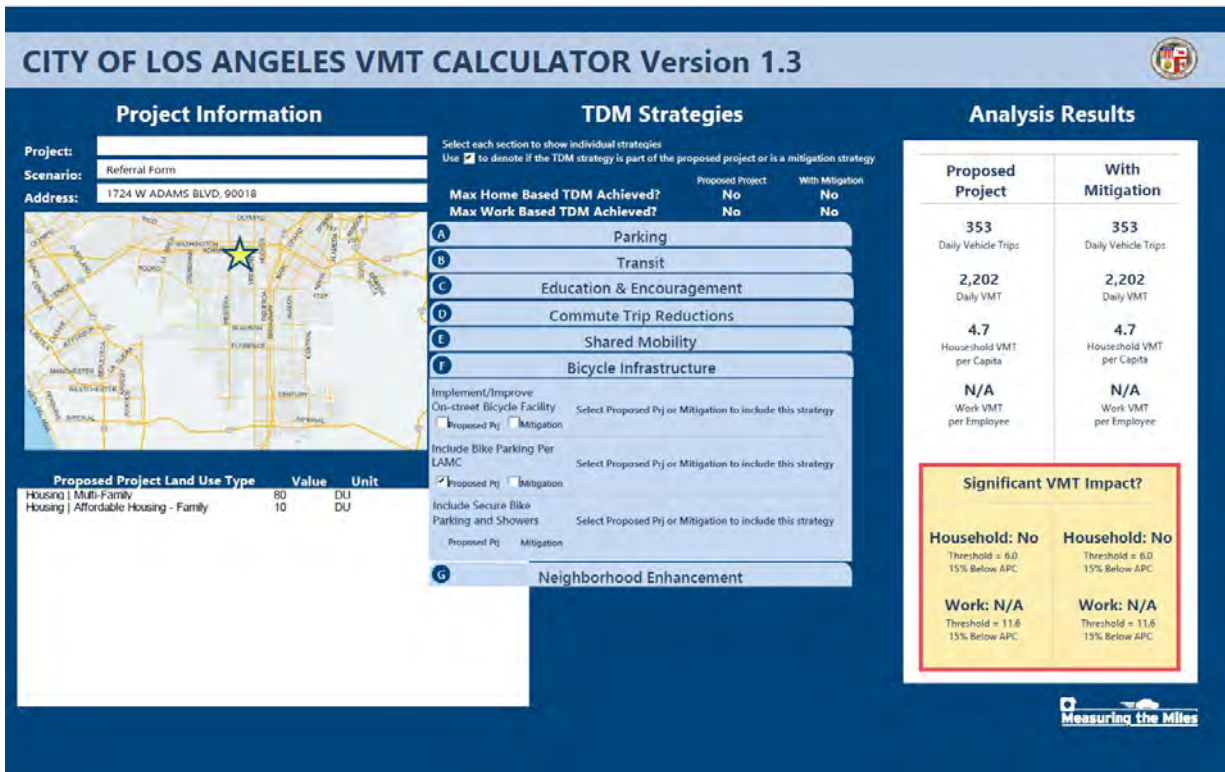
A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in that the project is located per TAG’s Table 2.2-1.

The Project is in the South LA APC sub - area that limits daily household VMT per capita to a threshold value of 6.0 and a daily work VMT per employee to a threshold value of 11.6 (15% below the existing VMT for the South LA APC), see table below.

Table 2.2-1: VMT Impact Criteria (15% Below APC Average)

<i>AREA PLANNING COMMISSION</i>	<i>DAILY HOUSEHOLD VMT PER CAPITA</i>	<i>DAILY WORK VMT PER EMPLOYEE</i>
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

The Project’s household VMT per capita is 4.7 per the LADOT VMT calculator tool, as shown below, which is below the South LA APC VMT 6.0 threshold. The work VMT per employee is not applicable because no commercial use is proposed.



No VMT Project impacts are created by the development of the Project for the South LA APC. The Project’s VMT calculation report is provided in Appendix F.

Transportation Demand Management (TDM)

The Project’s design features include TDM measures that reduce trips and VMT through TDM strategies selected in the VMT calculator. Specifically, the Project’s TDM program includes reduced vehicle parking and providing bike parking that are regulatory measure(s), as described below by LADOT’S TAG:

- **Parking Strategy – Reduced Parking Supply** – This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC 12.21.A.4.a) without consideration of parking reduction mechanisms permitted in the code. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area.



- Bike Parking - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project is providing 76 bicycle parking spaces (69 secured long-term spaces and 7 short-term spaces).

The effectiveness of the TDM strategies included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

Cumulative VMT Consistency Check

Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT.

As shown, the Project VMT impact would not exceed the City's South LA APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact that would preclude the City's ability to provide transportation mobility in the area.



III. Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T- 3.1)

The third CEQA question is answered by an evaluation of the potential increase in hazards due to a geometric design feature associated with the Project Site access, and may include safety, operational, or capacity impacts related to vehicle conflicts with pedestrians, bikes, or other vehicles.

Project size, location and access design are considered in the review to evaluate any access deficiencies that may be considered significant. Below are the findings of the access review.

1. New Project vehicular access is proposed for the adjacent east – west alley. Existing driveways on Adams Boulevard (1) and Brighton Avenue (1) will be removed.
2. Adams Boulevard is not listed on the City’s High Injury Network – streets with a high concentration of traffic accidents that result in severe injury or death for all transportation modes.
3. Adams Boulevard is listed as a Tier 2 bicycle lane street in the City’s Bicycle Network. No vehicular access is planned for Adams Boulevard which would impact any future bike lane.
4. Pedestrian and vehicle access is separated with direct street level pedestrian access.
5. The residential Project is compatible with surrounding land uses.
6. Protected pedestrian crossings with continental crosswalks are provided at the nearby intersection of Adams Boulevard and Normandie Avenue.
7. Project generated traffic is also estimated to be light with 30 vehicles per hour during both the morning and afternoon peak hours (approximately 1 vehicle every 2 minutes).

ITE Code	Description	Size	VMT Daily Traffic	11th Edition Daily Traffic	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
<u>Proposed Project</u>										
221	Apartments (mid-rise)	80 units		363	7	23	30	19	12	31
	Transit/Walk Adjustment *	15%		-54	-1	-4	-5	-3	-2	-5
LADOT	Affordable (inside TPA per unit)	10 units		<u>42</u>	<u>2</u>	<u>3</u>	<u>5</u>	<u>2</u>	<u>2</u>	<u>4</u>
	New Street Traffic		353	351	8	22	30	18	12	30

* Metro major transit stop at Adams Bd. and Normandie Ave. (Metro 37 and 206).

8. A substantial increase in traffic demand can cause potential safety impacts to the regional freeway. Therefore, Caltrans' environmental analyses for new land use development projects may include freeway off-ramp safety considerations and analysis of vehicle queuing on freeway off-ramps. In response, LADOT has developed the following criteria to determine when a freeway safety analysis is necessary for a Transportation Assessments.

- The initial step is to identify the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site. If the Project adds twenty-five (25) or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queuing impacts. If the Project is not expected to generate more than twenty-five (25) or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.

As shown above, the Project generates a total of 30 am and 30 pm peak hour trips with less than the 25 inbound peak hour trips.

Therefore, no further freeway safety analysis is necessary using this guidance criteria. The Project does not substantially increase hazards due to freeway queuing or create freeway safety impacts.



Overland Traffic Consultants, Inc.

APPENDIX A

Transportation Assessment Referral Form



REFERRAL FORMS:

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: Prior 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 may be required to pay a traffic impact assessment fee 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 <http://ladot.lacity.org>.
- A transportation study is not needed for the following project applications:
 - 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
 - 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 ([CP-7771.1](#)).
- 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 [this map](#) for geographical reference):

Metro
213-972-8482
100 S. Main St, 9th Floor
Los Angeles, CA 90012

West LA
213-485-1062
7166 W. Manchester Blvd
Los Angeles, CA 90045

Valley
818-374-4699
6262 Van Nuys Blvd, 3rd Floor
Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: _____

Address: _____

Project Description: _____

Seeking Existing Use Credit (will be calculated by LADOT): Yes _____ No _____ Not sure _____

Applicant Name: _____

Applicant E-mail: _____ Applicant Phone: _____

Planning Staff Initials: _____ Date: _____

2. PROJECT REFERRAL TABLE

	Land Use (list all)	Size / Unit	Daily Trips ¹
Proposed ¹			
	<i>Total trips¹:</i>		406
a. Does the proposed project involve a discretionary action?			Yes <input type="checkbox"/> No <input type="checkbox"/>
b. Would the proposed project generate 250 or more daily vehicle trips ² ?			Yes <input type="checkbox"/> No <input type="checkbox"/>
c. 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 ³ ?			Yes <input type="checkbox"/> No <input type="checkbox"/>
If YES to a. and b. or c. , or to all of the above, the Project <u>must</u> be referred to LADOT for further assessment.			
Verified by: Planning Staff Name: _____ Phone: _____			
Signature: _____			Date: _____

¹ Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

² To 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 [VMT Calculator User Guide](#) 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
Proposed			
	<i>Total new trips:</i>		
Existing			
	<i>Total existing trips:</i>		
<i>Net Increase / Decrease (+ or -)</i>			

- a. Is the project a single retail use that is less than 50,000 square feet? Yes No
- 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. Project size:
 - i. Would the project generate a net increase of 1,000 or more daily vehicle trips? Yes No
 - ii. Is the project's frontage 250 linear feet or more along a street classified 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.** and **NO** to **e.** a VMT analysis is **NOT** required.

If **YES** to both **b.** and **d.**; or 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:

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 TDM Requirements: **Yes** **No**

Fee Calculation Estimate: _____

VMT Analysis Required (Question b. satisfied): **Yes** **No**

Access, Safety, and Circulation Evaluation Required (Question c. satisfied): **Yes** **No**

Access Assessment Required (Question c., f., and either g.i., g.ii. or g.iii satisfied): **Yes** **No**

Prepared by DOT Staff Name: _____ Phone: _____

Signature: *Eileen Hunt* Date: _____



APPENDIX B

Community Plan Land Use Map and Summary Table

South Los Angeles Community Plan

General Plan Land Use Map

A Part of the General Plan of the City of Los Angeles

Land Use - Corresponding Zones

- Low Density Residential**
 - Low II - R1
 - Low Medium I - R2, RD3
- Multiple Family Residential**
 - Low Medium II - RD1.5, RD2, RZ2.5
 - Medium - R3
 - High Medium
- Commercial**
 - Neighborhood Commercial - CR, C1, C1.5, C2, C4, RAS3, P3
 - Community Commercial - C2, C4, RAS3, R3, RAS4, R4
- Industrial**
 - Hybrid Industrial - CM
 - Limited Industrial - MR1, M1
 - Light Industrial - MR2, M2
- Open Space; Public Facilities**
 - Open Space - OS, A1
 - Public Facilities - PF
 - Public Facilities - Freeways

Service Systems

- AS Animal Shelter
- CE Cemetery
- CL Community Library
- CO Community Park
- CS Cultural/Recreation Site
- FD Fire Station
- HC Health Center/Hospital
- MS Metro Station
- MT Maintenance Yard
- NP Neighborhood Park
- PK Pocket Park
- PS Police Station
- PD Power Distribution Station
- PR Power Recycling Station
- PE Public Elementary School
- PH Private Senior High
- PS Private Special School
- PE Public Elementary School
- PK Public Golf Course
- PS Public Senior High
- PS Public Senior High
- PS Public Senior High
- PS Regional Library
- PS Regional Park
- PS Special School Facility

Utility Lines

- Department of Water and Power Lines

Special Boundary

- Figure 1 Street Corridor; Planned Development

PLAN FOOTNOTES

1. 100% commercial projects located on Community Commercial-designated properties on Figueroa Street and Flower Street (north of Martin Luther King Jr. Boulevard) shall be limited to the existing Height District 1 or 1L and a 1.5:1 FAR. However, hotels and mixed-use (residential/commercial) developments may be designated Height District 2D, provided that the City approves the corresponding zone change to establish the Height District 2D, and provided that no such development exceeds a maximum total floor area ratio (FAR) of 3:1. An additional FAR of 1.5:1, for a maximum total FAR of 4.5:1, may be granted for mixed-use projects that, 1) set aside dwelling units in accordance with LAMC Section 11.5.11, for affordable housing, or 2) for projects reserved for and designed primarily to house students and/or students and their families. Commercial uses in such mixed-use projects shall comprise no less than 0.5 and no more than 0.9 FAR. 100% residential development shall not be permitted.

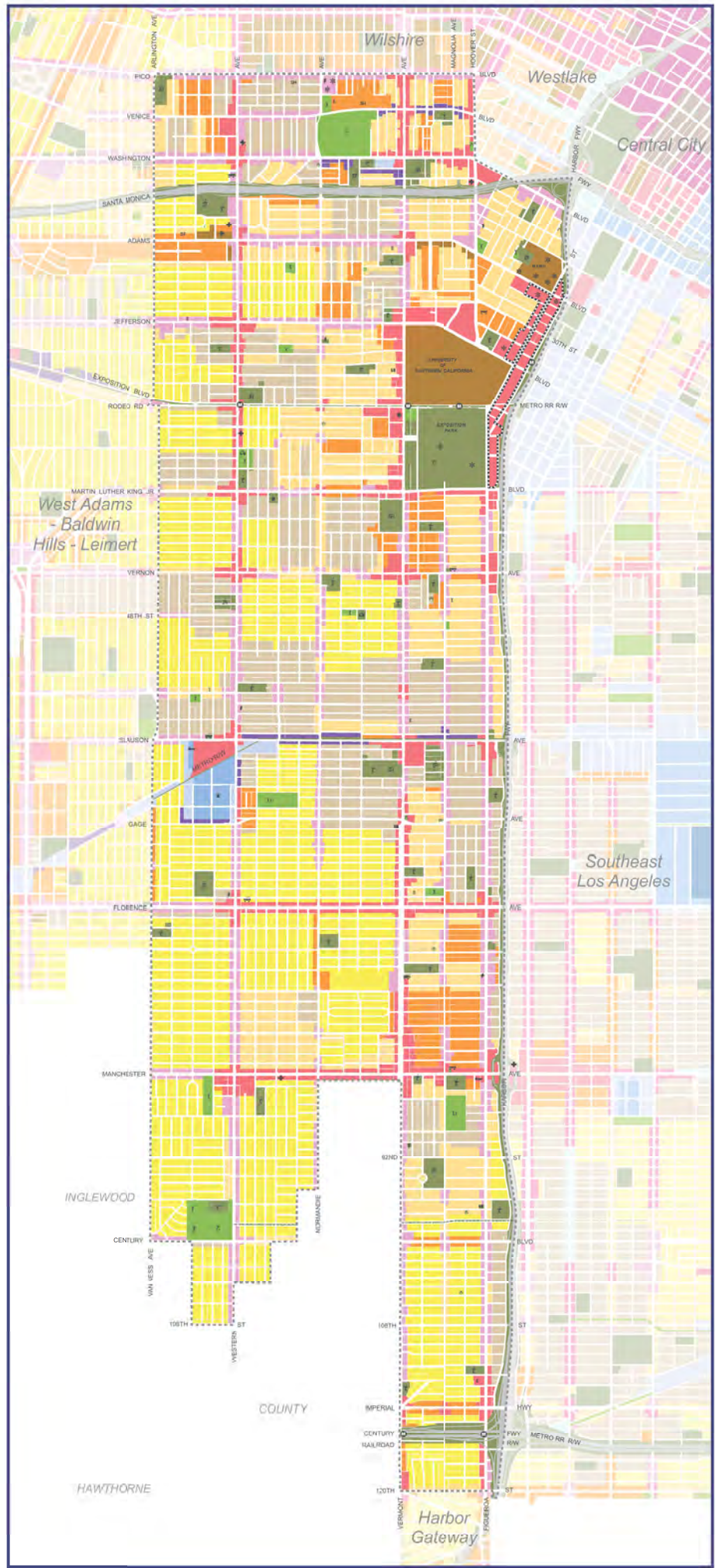
ADMINISTRATIVE NOTES

1. Symbols, local streets and freeways are shown for reference only.
2. Bikeways are shown on maps contained in the City's Mobility Plan 2035, an Element of the General Plan, which was adopted by the City Council on August 11, 2015.
3. A complete list of designated historic-cultural monuments is available at the Office of Historic Resources (OHR). OHR also maintains a list of potential historic resources identified through SurveyLA (The Los Angeles Historic Resources Survey) or other historic resources surveys as eligible for designation under local, state and federal designation programs.
4. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
5. Existing mobile home parks are consistent with the Plan. Future mobile home parks shall be consistent with the Plan when developed in the RH/P Zone.
6. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.



Scale: 1 inch = 1 mile
 Date: 11/15/2017
 Prepared by: Los Angeles Department of City Planning

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**TABLE 3-1
General Plan Land Use**

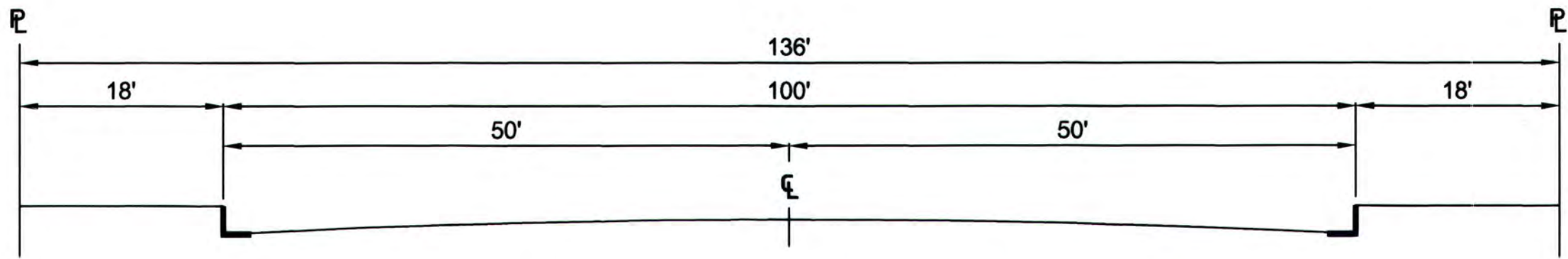
	Corresponding Zones	Net Acres	% of Area	Total Net Acres	Total % of Area
Residential				5,287	71.3%
<i>Single-Family Neighborhoods</i>				2,154	29%
Low II Residential	R1 (RZ5)	2,154	29%		
Low III Residential	RD5	0	0%		
<i>Multi-Family Neighborhoods</i>				3,133	42.3%
Low Medium I Residential	R2, RD3	1,200	16.2%		
Low Medium II Residential	RD1.5, RD2, RZ2.5	1,273	17.2%		
Medium Residential	R3	466	6.3%		
High Medium Residential	R4	194	2.6%		
Commercial				1,113	15%
Neighborhood Commercial	C1, C1.5, CR, C2, C4, R3, RAS3	568	7.7%		
Community Commercial	C2, C4, CR, R3, RAS3, R4, RAS4	545	7.3%		
Industrial				121	1.6%
Hybrid Industrial	CM	45	0.6%		
Limited Industrial	MR1, M1	32	0.4%		
Light Industrial	MR2, M2	44	0.6%		
Other				894	12.1%
Open Space	OS, A1, A2	161	2.2%		
Public Facilities	PF	551	7.4%		
Public Facilities - Freeway	PF	182	2.5%		



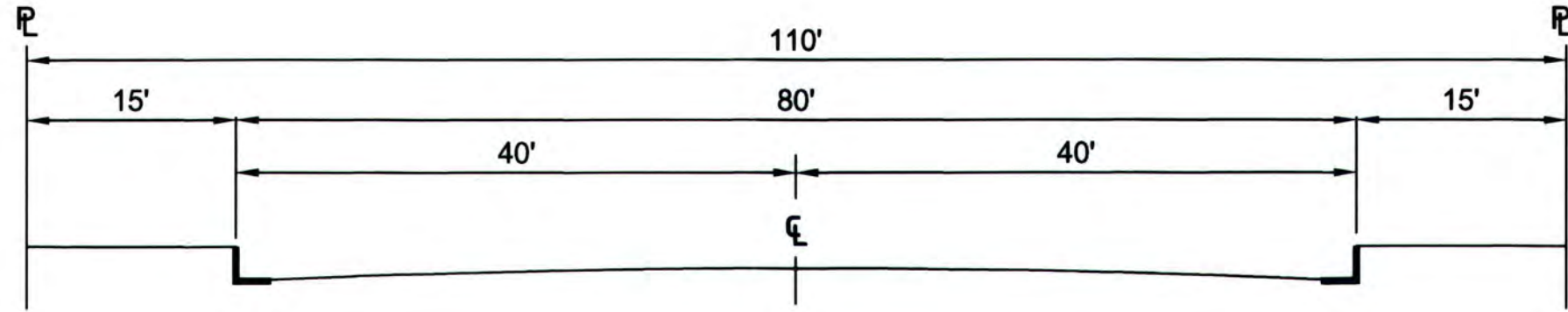
APPENDIX C

Street Standards, Circulation & High Injury Network Map

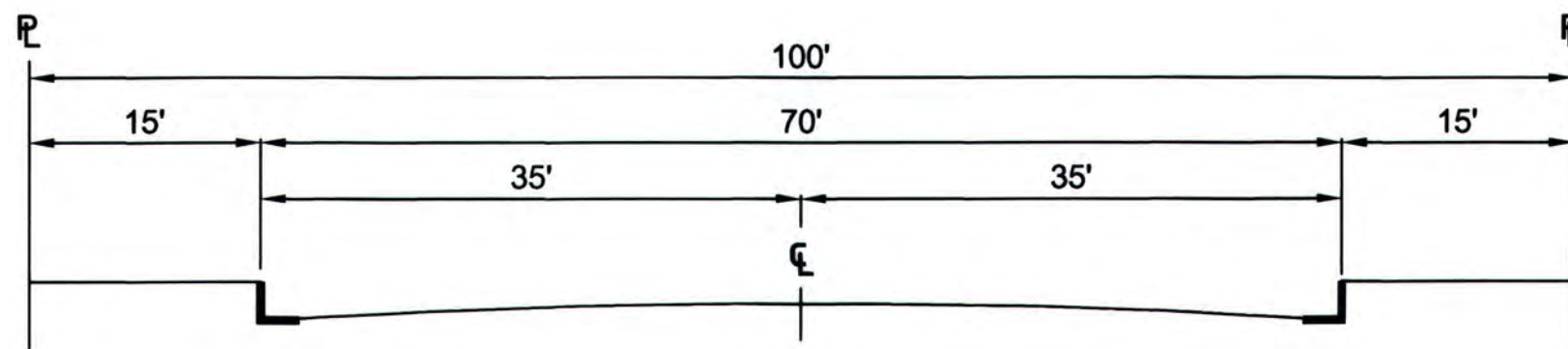
ARTERIAL STREETS



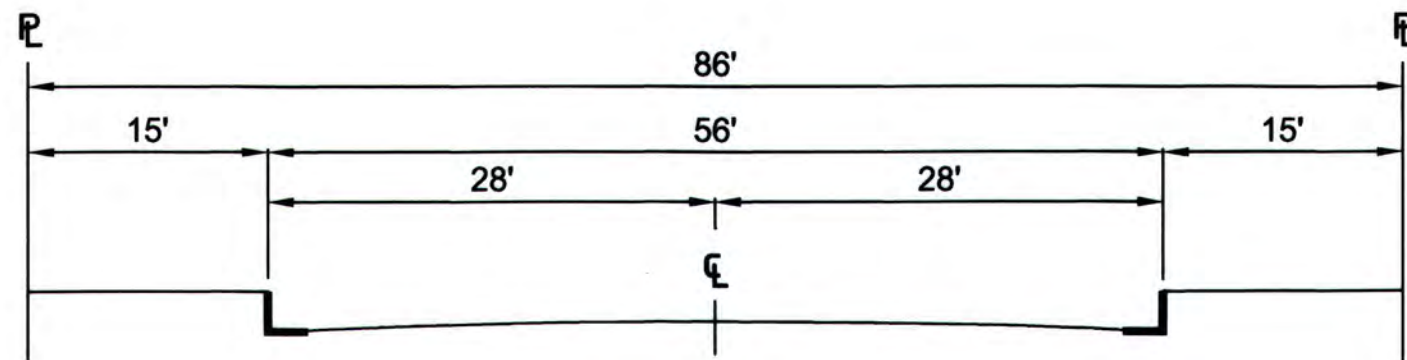
BOULEVARD I (MAJOR HIGHWAY CLASS I)



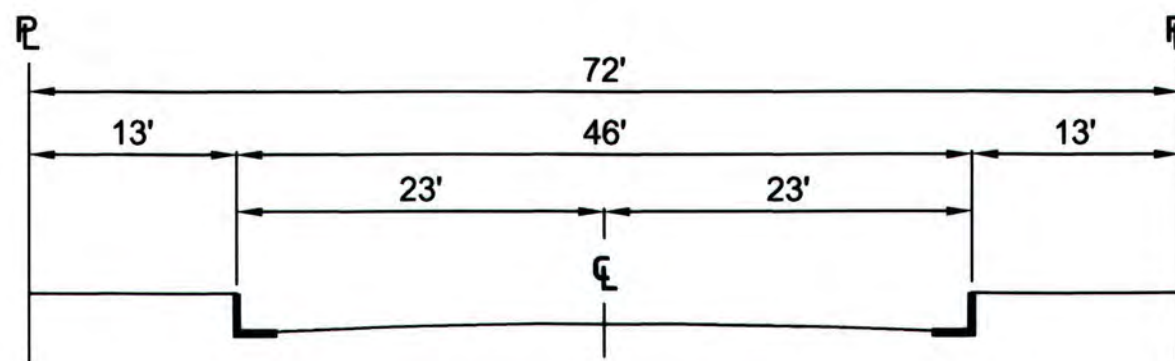
BOULEVARD II (MAJOR HIGHWAY CLASS II)



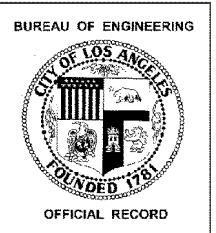
AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)



AVENUE III (SECONDARY HIGHWAY)



BUREAU OF ENGINEERING

DEPARTMENT OF PUBLIC WORKS

CITY OF LOS ANGELES

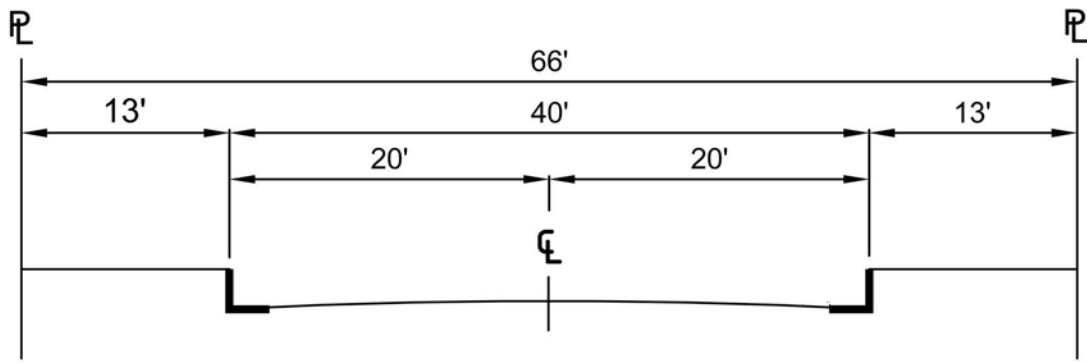
STANDARD STREET DIMENSIONS

STANDARD PLAN S-470-1

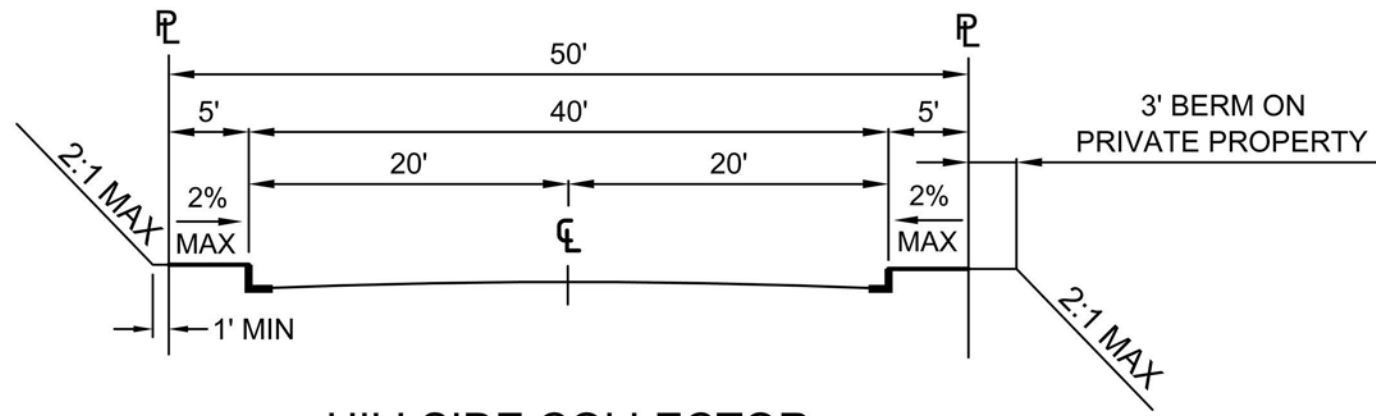
<p>PREPARED</p> <p>KITTY SIU, P.E. BUREAU OF ENGINEERING</p> <p>CHECKED</p> <p>RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING</p>	<p>SUBMITTED</p> <p><i>[Signature]</i> 10/13/15 SAMARA ALI-AHMAD, P.E. DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING</p> <p><i>[Signature]</i> 10/13/15 KENNETH REDD, P.E. DATE DEPUTY CITY ENGINEER</p>	<p>APPROVED</p> <p><i>[Signature]</i> 10-20-15 GARY LEE MOORE, P.E., ENV. SP. DATE CITY ENGINEER</p> <p><i>[Signature]</i> 10-21-15 DEPARTMENT OF TRANSPORTATION DATE GENERAL MANAGER</p> <p><i>[Signature]</i> 10-21-15 Mick J. DeBorja DATE DIRECTOR OF PLANNING</p>	<div style="text-align: center;"> </div> <table style="width: 100%; border: none;"> <tr> <td style="border: none;">SUPERSEDES</td> <td style="border: none;">REFERENCES</td> </tr> <tr> <td style="border: none;">D-22549 S-470-0</td> <td style="border: none;"></td> </tr> <tr> <td colspan="2" style="border: none;">VAULT INDEX NUMBER: B-4738</td> </tr> <tr> <td colspan="2" style="border: none;">SHEET 1 OF 4 SHEETS</td> </tr> </table>	SUPERSEDES	REFERENCES	D-22549 S-470-0		VAULT INDEX NUMBER: B-4738		SHEET 1 OF 4 SHEETS	
SUPERSEDES	REFERENCES										
D-22549 S-470-0											
VAULT INDEX NUMBER: B-4738											
SHEET 1 OF 4 SHEETS											

NON-ARTERIAL STREETS

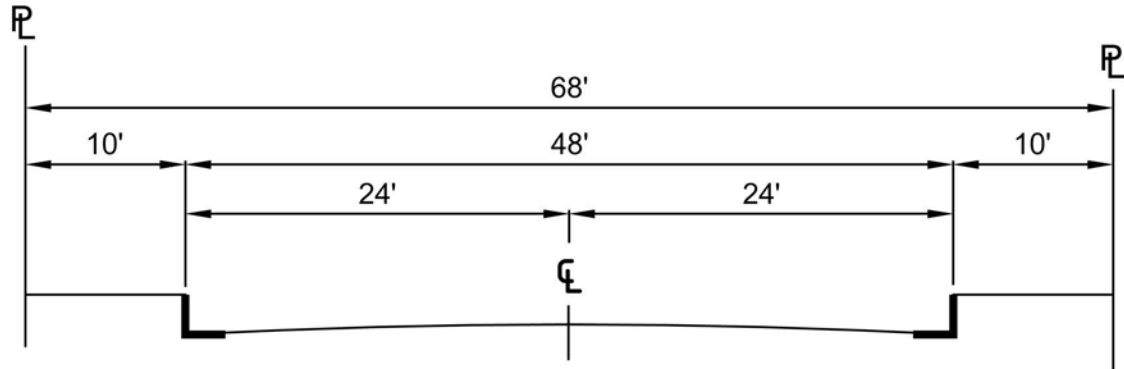
HILLSIDE STREETS



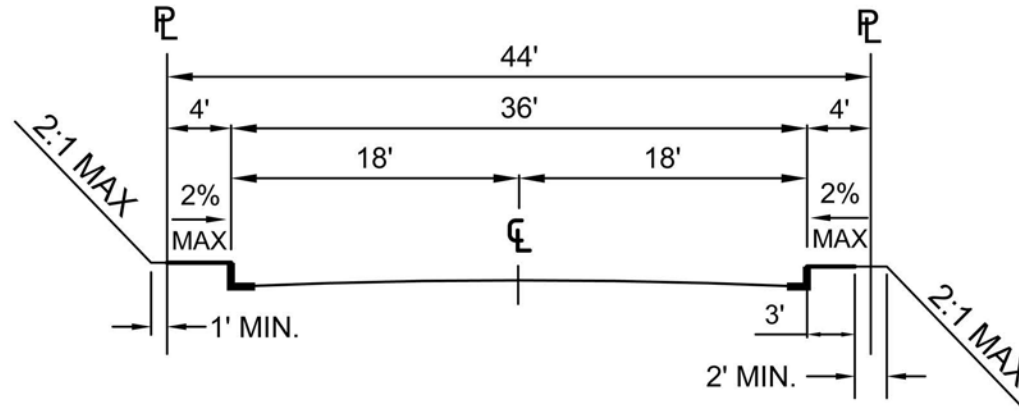
COLLECTOR STREET



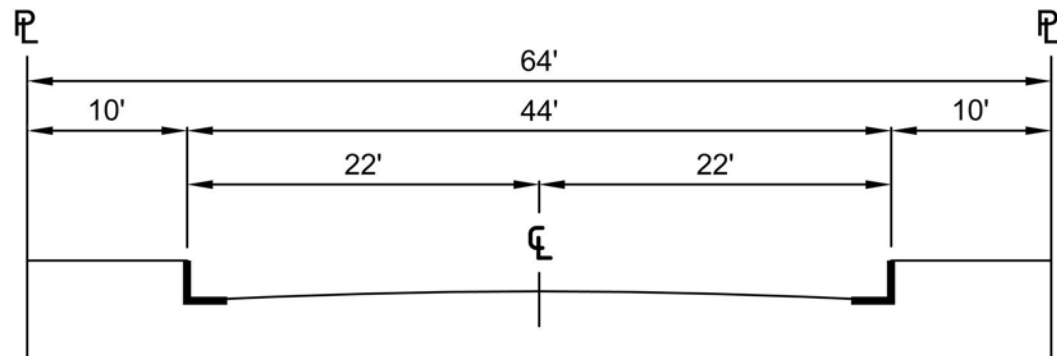
HILLSIDE COLLECTOR



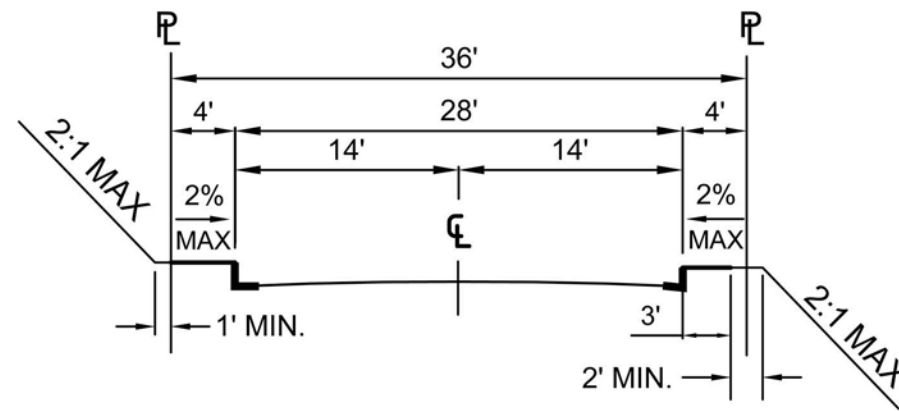
INDUSTRIAL COLLECTOR STREET



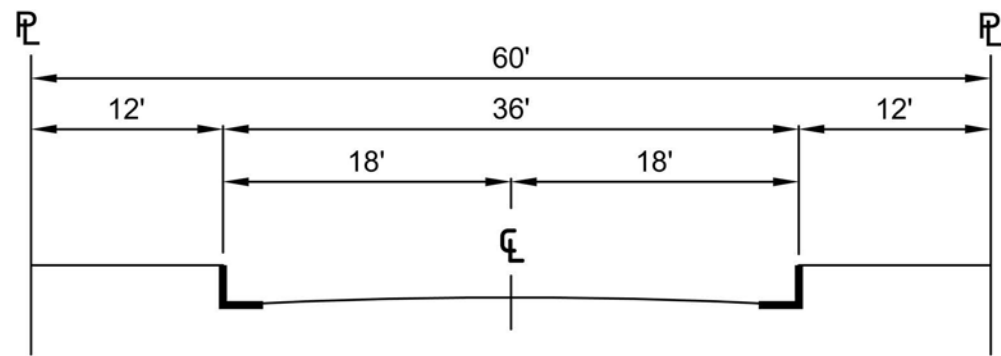
HILLSIDE LOCAL



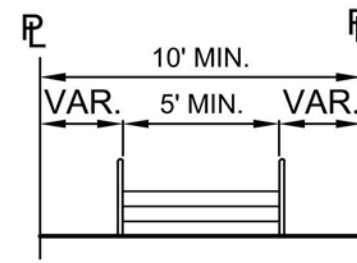
INDUSTRIAL LOCAL STREET



HILLSIDE LIMITED STANDARD

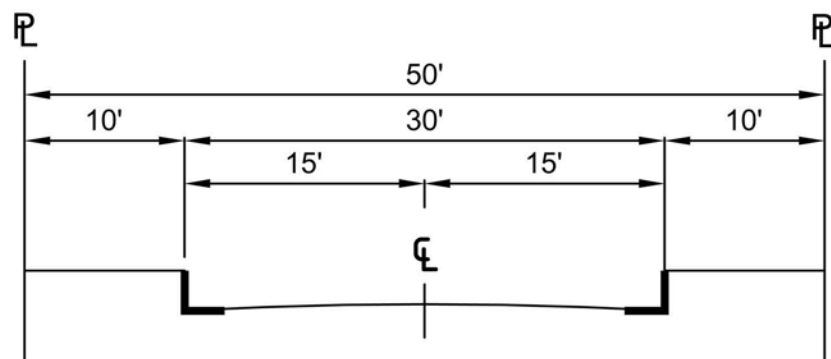


LOCAL STREET - STANDARD

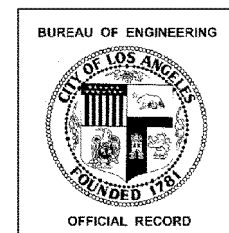


PUBLIC STAIRWAY

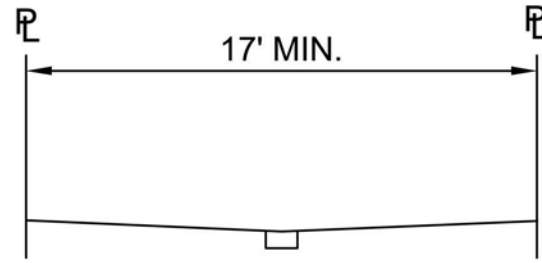
CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS



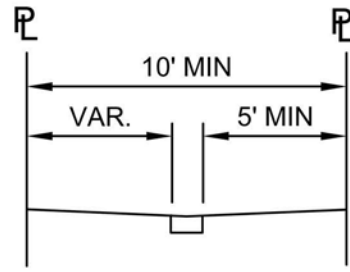
LOCAL STREET - LIMITED



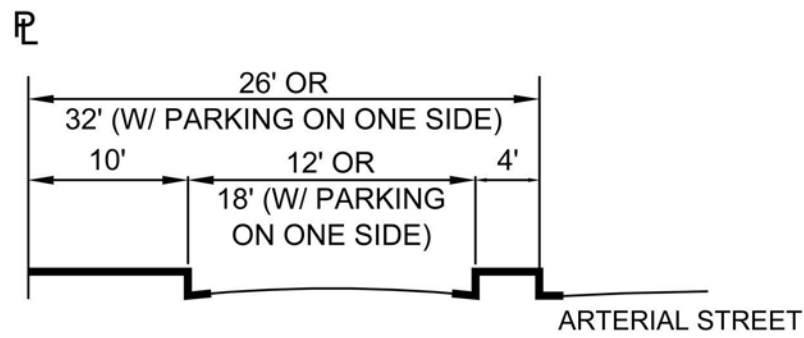
OTHER PUBLIC RIGHTS-OF-WAY



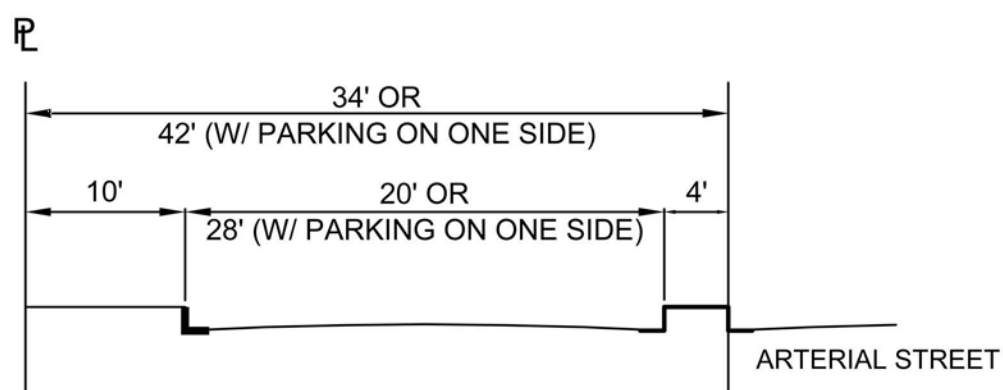
SHARED STREET



PEDESTRIAN WALKWAY

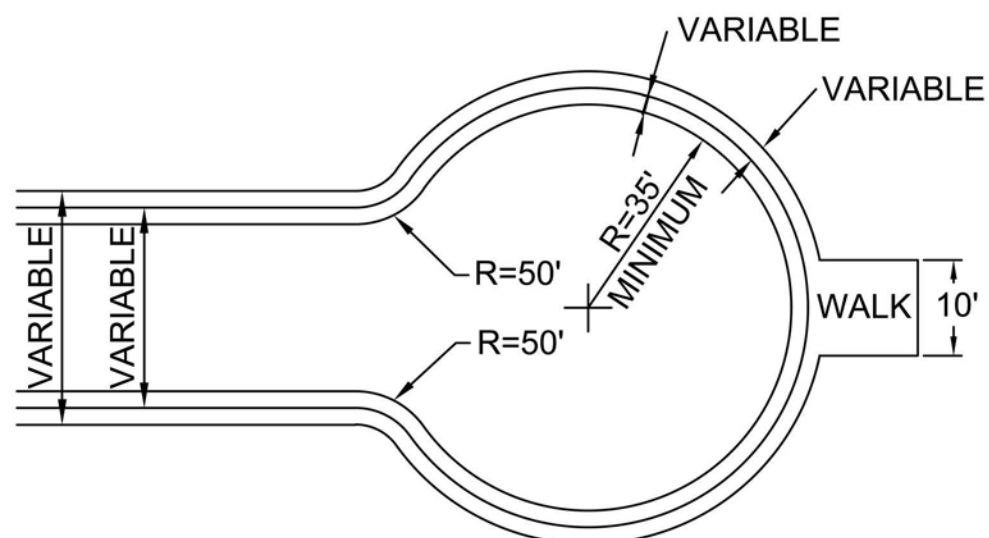


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

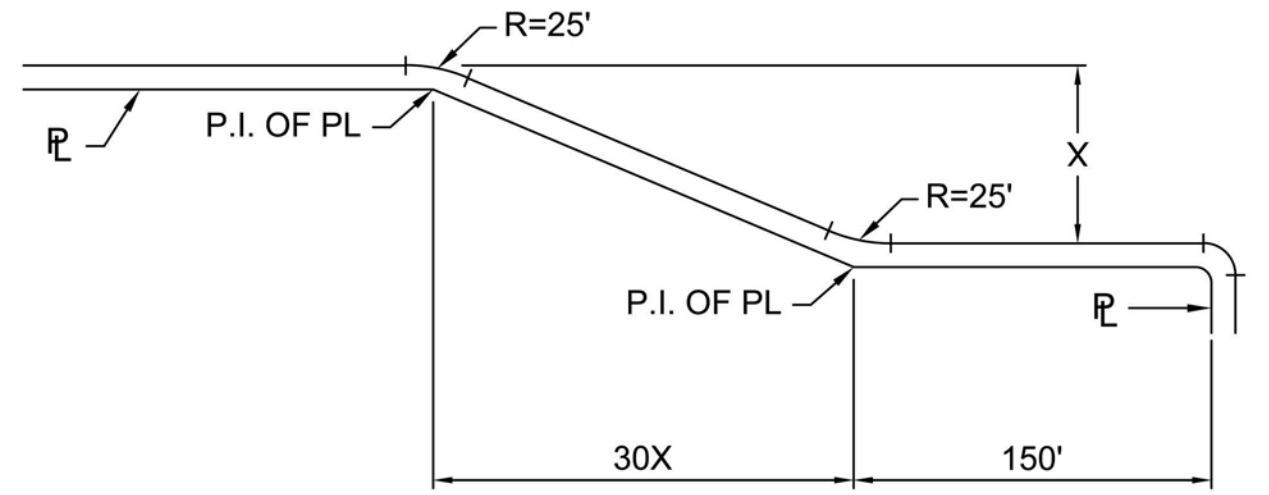
CUL-DE-SAC



MAY BE UNSYMMETRICAL (PLAN VIEW)

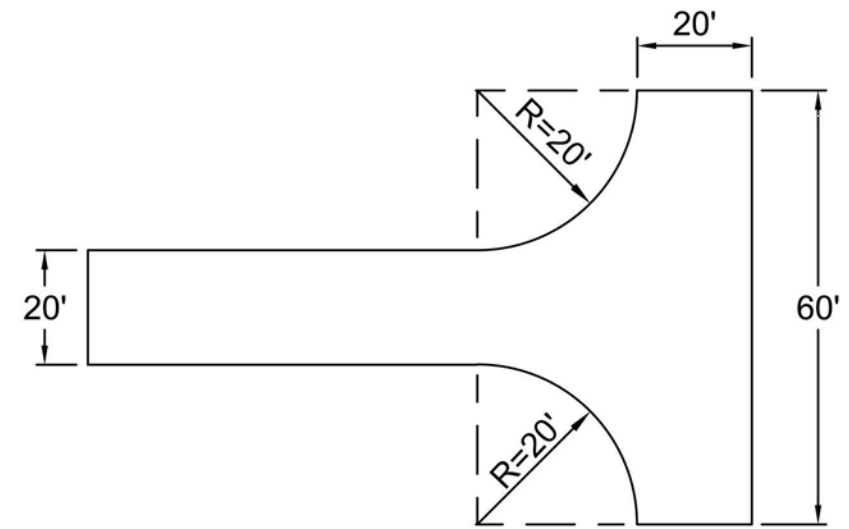
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

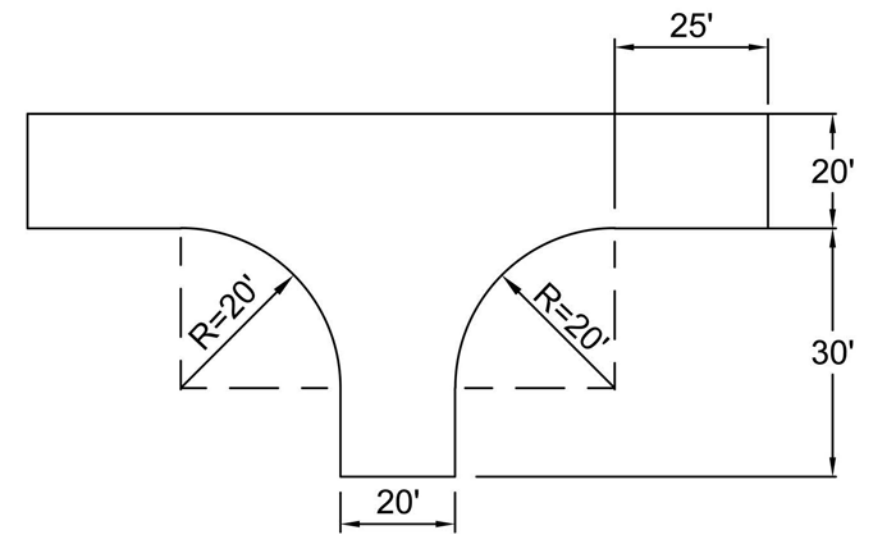


STANDARD FLARE SECTION (PLAN VIEW)

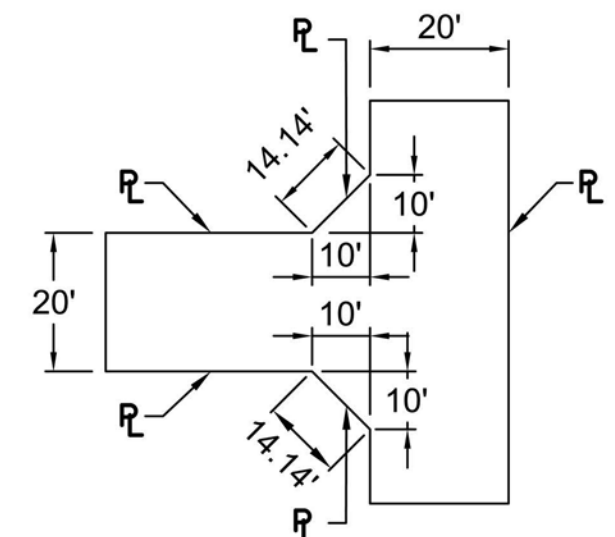
ALLEYS



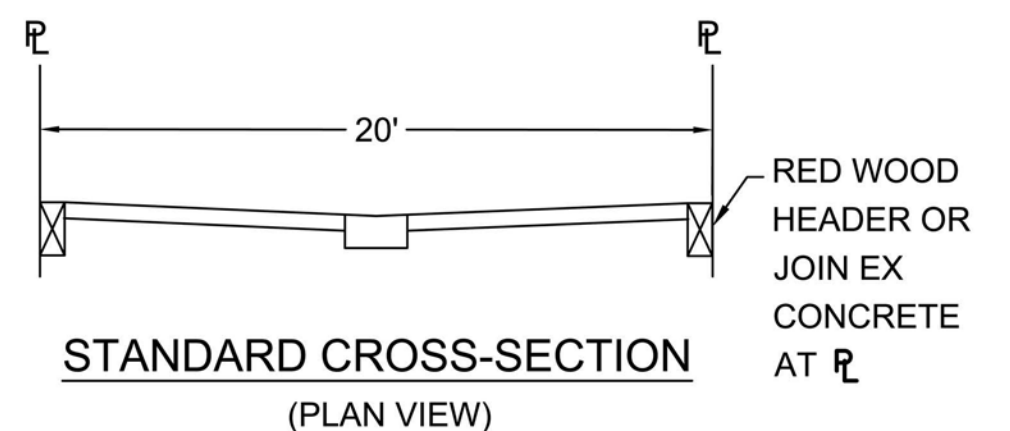
STANDARD TURNING AREA (PLAN VIEW)



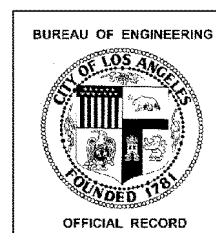
MINIMUM TURNING AREA (PLAN VIEW)



STANDARD CUT CORNERS FOR 90° INTERSECTION (PLAN VIEW)

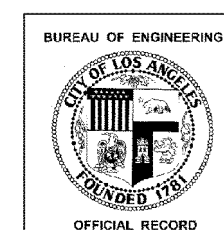


STANDARD CROSS-SECTION (PLAN VIEW)



NOTES








1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.
2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.
3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.
4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.
5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.
6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.
7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.
8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY;
 - A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.
 - B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.
9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.
10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.
11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.
12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.
13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.










SOUTH LOS ANGELES CIRCULATION

Legend

Designations

-  Boulevard II
-  Boulevard II Modified
-  Avenue I
-  Avenue I Divided
-  Avenue I Modified
-  Avenue I Modified Scenic
-  Avenue I Modified Divided Scenic
-  Avenue I Scenic
-  Avenue II
-  Avenue II Divided
-  Avenue II Modified
-  Avenue II Modified Divided
-  Avenue III
-  Avenue III Modified
-  Collector Street
-  Collector Street Divided
-  Collector Street Modified
-  Local Standard

Transit & Other Infrastructure

-  Freeway
-  Scenic Freeway Highway
-  Interchanges
-  On-Off Ramp
-  Passenger Light Rail
-  Railroad
-  Private Street

Community Plan Area Boundary



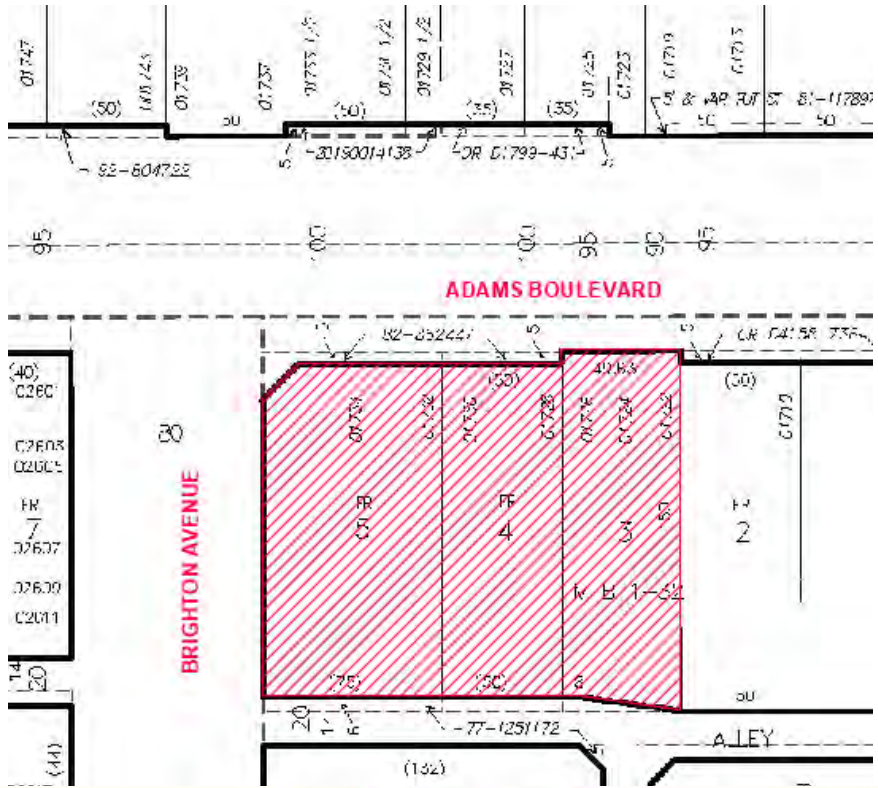
Date: 2/21/2019

DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

Data Source: DCP, BOE

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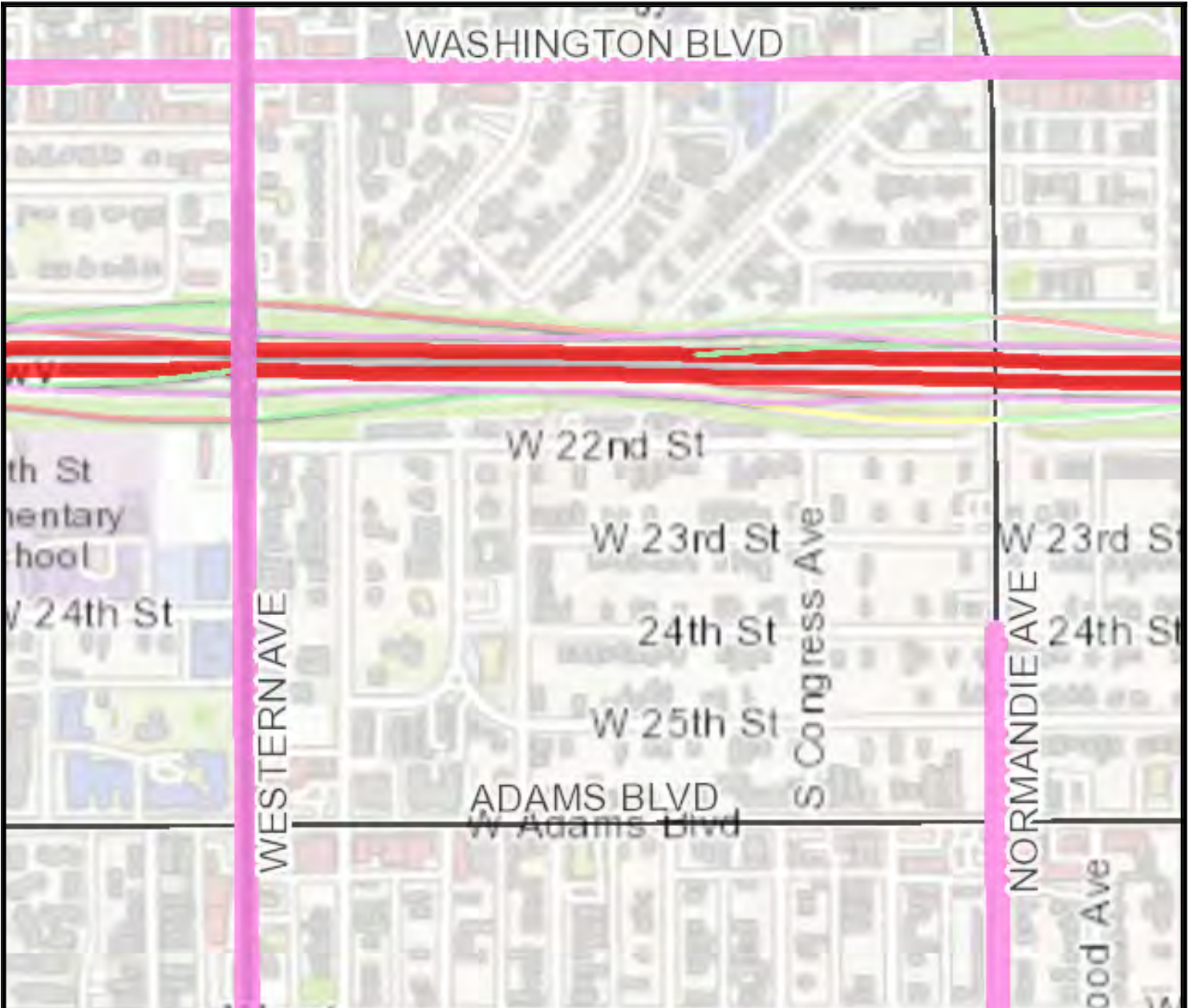




Street Designations and Standard Roadway Dimensions

Previous Designation	Previous Designated Dimensions	Example of Previous Built Dimensions	New Designation(s)	New Designated Dimensions (right-of-way/Roadway widths, feet)
Major Highway Class I	(126/102)	(126/102)	Boulevard I	(136/100)
		(110/80)	Boulevard II	(110/80)
Major Highway Class II	(104/80)	(104/80)	Boulevard II	(110/80)
		(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
Secondary Highway (90/70)	(90/70)	(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
		(66/40)	Collector Street	(66/40)
Collector Street	(64/44)	(64/44)	Collector Street	(66/40)
Industrial Collector Street	(64/48)	(64/48)	Industrial Collector Street	(68/48)
Local Street	(60/36)	(60/36)	Local Standard	(60/36)
		(50/30)	Local Limited	(50/30)
Industrial Local	(60/44)	(60/44)	Industrial Local	(64/44)
Standard Walkway	10	10	Pedestrian Walkway	(10-25)
	(New Designation)		Shared Street	(30' / 10')
	(New Designation)		Access Roadway	(20 right-of-way)
Service Road	20	Various	One-Way Service Road - Adjoining Arterial Streets	(28-35/12 or 18)
			Bi-Directional Service Road - Adjoining Arterial Streets	(33-41/20 or 28)
Hillside Collector	(50/40)	(50/40)	Hillside Collector	(50/40)
Hillside Local	(44/36)	(44/36)	Hillside Local	(44/36)
Hillside Limited Standard	(36/28)	(36/28)	Hillside Limited Standard	(36/28)

HIGH INJURY NETWORK



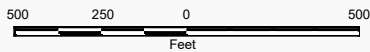
LEGEND

High Injury Network

Freeways and Ramps (TBM)

- Freeways
- On-ramps only
- Off-ramps only
- On/Off-ramps Combination
- Interchanges

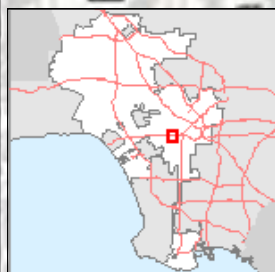
Streets (Arterial)



This map is a user generated static output from an Intranet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.



1 : 6,498



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors,



APPENDIX D

CITY PLANS, POLICIES, PROGRAMS AND ORDINANCES

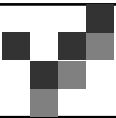


OVERVIEW LOS ANGELES CITY PLAN, POLICIES AND PROGRAMS

Mobility Plan 2035 - The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. The Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals contains objectives and policies that guide the City's achievement of the Plan's five goals. Below are the 5 goals for the Mobility Plan 2035.:

1. Design and operate streets that enable safe access for all users and transportation modes. Safety is a key issue when deciding whether to walk, bike, drive, or take transit.
2. Design a connected network of individual roads enhanced for a particular mode (pedestrians, bicycles, transit, vehicles, and trucks).
3. Develop an accessible, convenient, well connected, and affordable transportation system for all users.
4. Improve mobility through communication, collaboration, distribution of mobility information (MaaS) and educate transit users how to gain access to multi-modal transportation information and services.
5. Promote and develop active transportation modes (bicycling and walking) to improve personal fitness while lessening impacts on the environment.

The Plan for A Healthy Los Angeles - Includes policies directing City departments to develop plans that promote quality-of-life issues: safe neighborhoods, a clean environment, access to health services, affordable housing, healthy and sustainably produced food, and active transportation. The Plan acknowledges the relationship between public health and issues such as transportation, housing, environmental justice, and open space, among others, by reviewing the relevant policies in the General Plan and identifying where further policy direction is needed to achieve the goal of creating a healthy and sustainable City.



Community Plans - The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific goals and objectives.

Vision Zero Action Plan - The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through several strategies, including modifying the design of streets to increase the safety of vulnerable road users. Fundamental to the Vision Zero strategy is the design of a safe system where vehicles move at reasonable speeds. Vision Zero is a road safety policy that promotes smart behaviors and roadway design, which anticipate mistakes to the extent that collisions do not result in severe injury or death. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero.

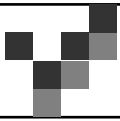
Citywide Design Guidelines are intended to develop projects where improvements are proposed to promote a pedestrian-first design. Guidelines include promoting a safe, comfortable, and accessible pedestrian experience for all; incorporating vehicular access such that it does not discourage and/ or inhibit the pedestrian experience; design projects to actively engage with streets and public space and maintain human scale addresses sidewalks, crosswalks, and on-street parking design projects.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.



Mobility Plan 2035		
1.	Does the Project include additions or new construction along a street designated as a Boulevard I, II and/or Avenue I, II or III on property zoned for R3 or less restrictive zone?	Yes, the Project Site is located on Adams Boulevard, an Avenue I roadway. The Project Site is currently zoned C2-1VL-O-CPIO with a land use designation of Neighborhood Commercial. Source: Zimas
2.	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	Yes, a 5-foot dedication is necessary on a portion of Adams Boulevard (lot 3).
3.	Is Project Site along any network identified in the City's Mobility Plan?	Yes, Adams Boulevard adjacent to the Project Site is identified on the Bicycle Enhance Network, and Pedestrian Enhance District Network Maps.
4.	Is Project Site in an identified Transit Oriented Community (TOC)?	Yes, the Project Site has a TOC site designation (LAMC 12.22 A,31).
5.	Is Project Site on a roadway identified in City's High Injury Network?	No, Adams Boulevard adjacent to the Project Site is <u>not</u> identified on the High Injury Network.
Driveway Access		
6.	Does Project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	No, the Project will remove the existing driveways from Adams Boulevard (Avenue I) and from Brighton Avenue (Local) and install vehicle access from the adjacent east – west alley.
7.	Would the physical modifications or new driveways conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?	No
8..	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?	No
9.	Does Project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension)	No
10.	Does Project propose narrowing or shifting existing sidewalk placement?	No
11.	Does Project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	No
12.	Are loading zones proposed as part of the Project?	No
Network Access		
13.	Does the Project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	No



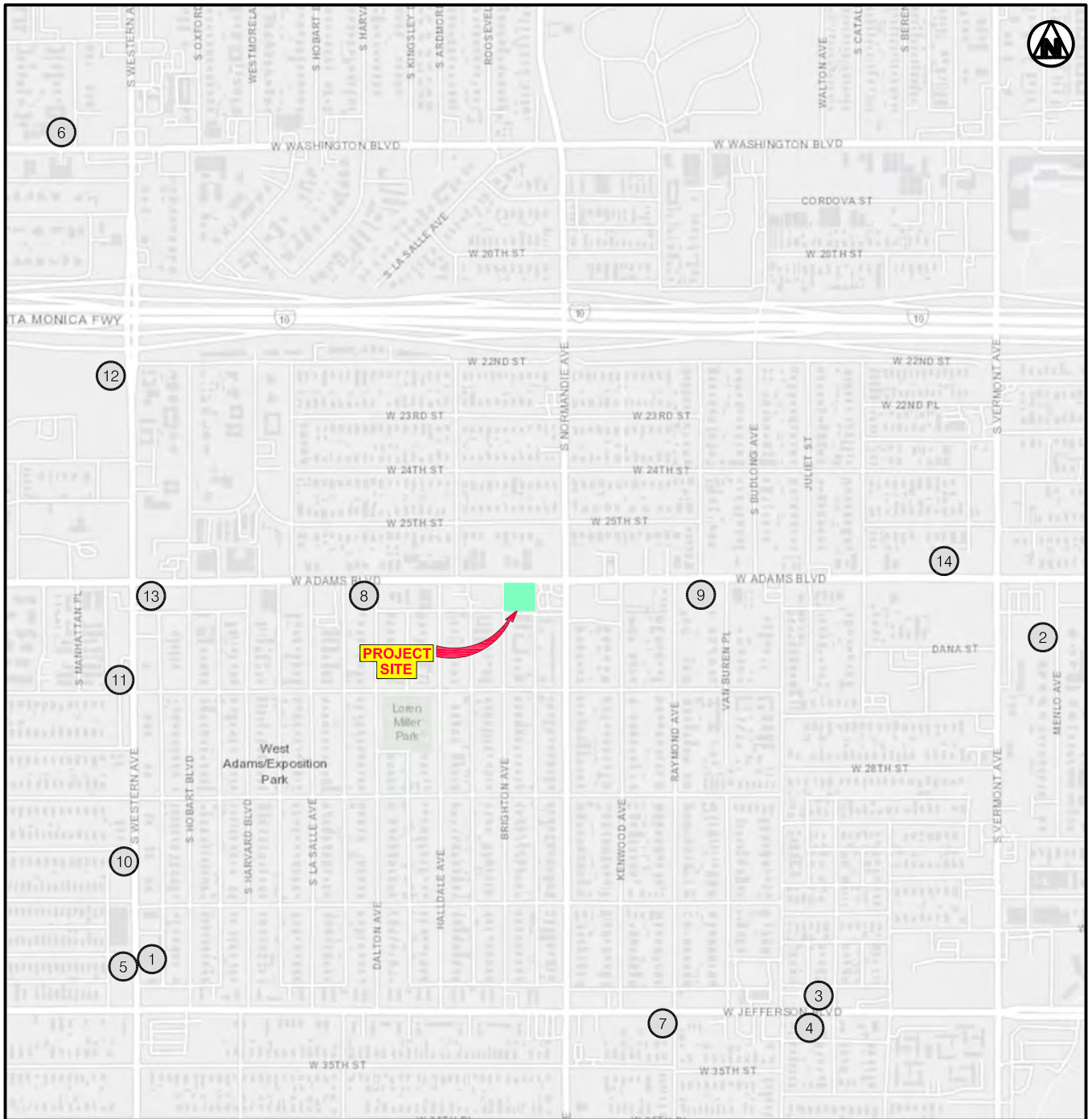
Overland Traffic Consultants, Inc.

14.	Is the Project Site adjacent to an alley? If yes, will Project make use of, modify, or restrict alley access?	Yes, The project is using alley access.
15.	Does the Project create a cul-de-sac or is the project site located adjacent to an existing cul-de-sac? If yes, does the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?	No, not applicable
16.	Does Project Site include a corner lot? (Avoid driveways too close to intersections)	Yes, southeast corner of Adams Boulevard and Brighton Avenue and providing alley access
17.	Does Project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the buildings?	No
Parking Supply and TDM Plans		
18.	Would the Project propose a supply of onsite parking that exceeds the baseline amount required in the LAMC or a Specific Plan?	No
19.	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?	No
20.	Would the Project provide the minimum on, and off-site bicycle parking spaces as required by the Section 12.21A.16 of the LAMC?	Yes, on-site bike parking provided.
21.	Does the Project comply with City's TDM ordinance Section 12.26.J of the LAMC?	Yes
Regional Plans		
23.	Does the Project apply one of the City's efficient-based impact thresholds (i.e., VMT per capita, VMT per employee, or VMT per service population)	Yes, The Project applies the VMT per household efficient-based threshold.
24.	Does the Project result in a significant VMT impact?	No
25.	Does the Project align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS?	Yes



APPENDIX E

Other Development Projects



RELATED PROJECT MAP LOCATION



Overland Traffic Consultants, Inc.
 952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
 (310) 930 - 3303, OTC@overlandtraffic.com

RELATED PROJECT TRAFFIC GENERATION

No.	Use	Size		Location	Daily	AM Peak Hour			PM Peak Hour		
					Traffic	In	Out	Total	In	Out	Total
1	Apartments	100	units	3022 Western Avenue	454	9	28	37	24	15	39
	Affordable	14	units		58	3	4	7	3	2	5
	Retail	2,400	s.f.		91	1	0	2	4	5	9
2	Apartments	6	units	2645 Menlo Avenue	27	1	1	2	1	1	2
3	Apartments	16	units	1317 Jefferson Boulevard	73	4	2	6	4	2	6
	Affordable	2	units		8	0	1	1	1	0	1
4	Apartments	117	units	1320 Jefferson Boulevard	531	10	33	43	28	18	46
	Affordable	13	units		54	2	4	6	3	2	5
5	Apartments	35	units	3101 Western Avenue	159	3	10	13	8	6	14
	Affordable	5	units		21	1	1	2	1	1	2
	Restaurant	2,050	s.f.		230	11	9	20	12	8	20
6	Apartments	18	units	2239 Washington Boulevard	82	2	5	7	4	3	7
	Affordable	2	units		8	0	1	1	1	0	1
7	Apartments	48	units	1436 Jefferson Boulevard	218	4	14	18	12	7	19
	Affordable	6	units		25	1	2	3	1	1	2
8	Co-living	96	residents	1840 Adams Boulevard	219	4	17	21	11	7	18
9	Apartments	10	units	1602 Adams Boulevard	45	1	3	4	2	2	4
10	Apartments	16	units	2925 Western Avenue	73	4	2	6	4	2	6
	Affordable	2	units		8	0	1	1	1	0	1
11	Hotel	77	rooms	2645 Western Avenue	615	20	16	35	23	22	45
12	Hotel	82	rooms	2211 Western Avenue	655	21	17	38	24	25	48
13	Retail	10,000	s.f.	1982 Adams Boulevard	378	6	3	9	18	20	38
	Office	22,000	s.f.		243	30	4	34	6	27	33
14	Apartments	45	units	1421 Adams Boulevard	204	4	13	17	11	7	18
	Retail	3,640	s.f.		137	2	1	3	7	7	14



APPENDIX F
VMT Report

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



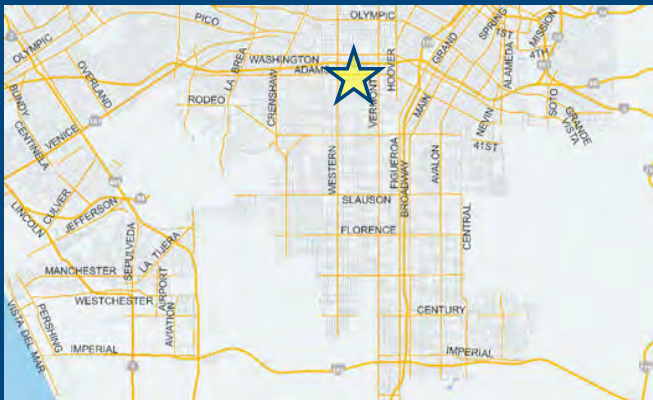
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [www](#)

Address:



Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family		DU

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Multi-Family	80	DU
Housing Multi-Family	80	DU
Housing Affordable Housing - Family	10	DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	406 Daily Vehicle Trips
0 Daily VMT	2,533 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips 406
Net Daily Trips

The net increase in daily VMT ≤ 0 2,533
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. 0.000
ksf

The proposed project is required to perform VMT analysis.

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

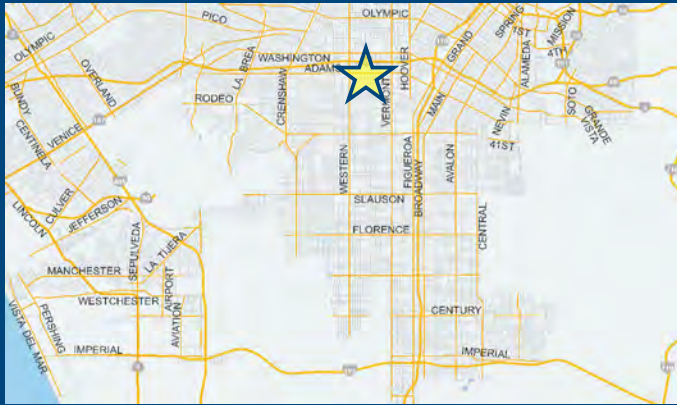


Project Information

Project:

Scenario: Referral Form

Address: 1724 W ADAMS BLVD, 90018



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	80	DU
Housing Affordable Housing - Family	10	DU

TDM Strategies

Select each section to show individual strategies
Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No
A Parking		
B Transit		
C Education & Encouragement		
D Commute Trip Reductions		
E Shared Mobility		
F Bicycle Infrastructure		
Implement/Improve On-street Bicycle Facility	Select Proposed Prj or Mitigation to include this strategy	
<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Bike Parking Per LAMC	Select Proposed Prj or Mitigation to include this strategy	
<input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Secure Bike Parking and Showers	Select Proposed Prj or Mitigation to include this strategy	
<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
G Neighborhood Enhancement		

Analysis Results

Proposed Project	With Mitigation
353 Daily Vehicle Trips	353 Daily Vehicle Trips
2,202 Daily VMT	2,202 Daily VMT
4.7 Household VMT per Capita	4.7 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	Work: N/A Threshold = 11.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	80	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	10	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
	Office	General Office	0.000
Medical Office		0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

<i>Other</i>	<i>0</i>	<i>Trips</i>
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CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

Analysis Results			
Total Employees: 0			
Total Population: 212			
Proposed Project		With Mitigation	
353	Daily Vehicle Trips	353	Daily Vehicle Trips
2,202	Daily VMT	2,202	Daily VMT
4.7	Household VMT per Capita	4.7	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 11.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 11.6	N/A	Work > 11.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	102	102
		Actual parking provision (spaces)	52	52
	<i>Unbundle parking</i>	<i>Monthly cost for parking (\$)</i>	<i>\$0</i>	<i>\$0</i>
	<i>Parking cash-out</i>	<i>Employees eligible (%)</i>	<i>0%</i>	<i>0%</i>
	<i>Price workplace parking</i>	<i>Daily parking charge (\$)</i>	<i>\$0.00</i>	<i>\$0.00</i>
		<i>Employees subject to priced parking (%)</i>	<i>0%</i>	<i>0%</i>
	<i>Residential area parking permits</i>	<i>Cost of annual permit (\$)</i>	<i>\$0</i>	<i>\$0</i>
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	80	-23.8%	61	7.5	600	458
Home Based Other Production	222	-34.7%	145	4.8	1,066	696
Non-Home Based Other Production	104	-2.9%	101	6.9	718	697
Home-Based Work Attraction	0	0.0%	0	10.5	0	0
Home-Based Other Attraction	106	-29.2%	75	6.6	700	495
Non-Home Based Other Attraction	25	-4.0%	24	7.8	195	187

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	53	398	-13.0%	53	398
Home Based Other Production	-13.0%	126	605	-13.0%	126	605
Non-Home Based Other Production	-13.0%	88	606	-13.0%	88	606
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	65	430	-13.0%	65	430
Non-Home Based Other Attraction	-13.0%	21	163	-13.0%	21	163

MXD VMT Methodology Per Capita & Per Employee

Total Population: 212

Total Employees: 0

APC: South Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,003	1,003
<i>Total Home Based Work Attraction VMT</i>	0	0
<i>Total Home Based VMT Per Capita</i>	4.7	4.7
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term “City” as used below shall refer to the City of Los Angeles. The terms “City” and “Fehr & Peers” as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City’s consultant calibrated the VMT Calculator’s parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator’s accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED “as is” WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

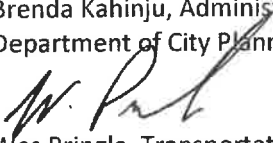
You, the User	
By:	<u><i>Jerry Overland</i></u>
Print Name:	<u>Jerry Overland</u>
Title:	<u>President</u>
Company:	<u>Overland Traffic Consultants</u>
Address:	<u>952 Manhattan Beach #100 Manhattan Beach, Ca 90266</u>
Phone:	<u>310.930.3303</u>
Email Address:	<u>otc@overlandtraffic.com</u>
Date:	<u>3-10-2023</u>

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1722-1734 W Adams Bl
DOT Case No. CEN23-55067

Date: April 13, 2023

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT LOCATED AT 1722-1734 WEST ADAMS BOULEVARD (CPC-2023-397-DB-SPR-HCA/ENV-2023-398-EAF)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Overland Traffic Consultants, Inc. (OTC), dated March 2023, for the proposed residential project located at 1722-1734 West Adams Boulevard within the South Los Angeles Area Planning Commission (APC), and a Transit Oriented Community (TOC) Tier 1. 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. Project Description

The project proposes to remove a commercial building and surface parking lot and construct a five-story apartment building on the southeast corner of Adams Boulevard and Brighton Avenue. The project will provide a total of 90 apartments (80 market rate apartments and 10 affordable units), a total of 76 (69 long-term and 7 short-term) bicycle parking spaces, and 52 vehicle parking spaces in a subterranean garage. The development will be accessed via the adjacent east-west alley along the south side of the project as illustrated in **Attachment A**. The project is expected to be completed by 2025.

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. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the

project would exceed 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 **does** 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 **not** 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. Transportation Impacts

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 South Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 11.6

As cited in the VMT Analysis report, prepared by OTC, the project proposes to incorporate the TDM strategies of reduced parking supply by providing 52 of the Code-required 102 parking spaces and include bike parking per Los Angeles Municipal Code (LAMC) as a project design features. With the application of these TDM measures, the proposed project is projected to have no Work VMT and Household VMT per capita of 4.7. 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. Access and Circulation

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 updated TAG issued by LADOT on August 17, 2022, projects that generate more than 500 daily vehicle trips shall be 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 the subject 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. Parking Requirements
The project would provide parking for 52 vehicles and 76 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 1.
2. Highway Dedication and Street Widening Requirements
Per the Mobility Element of the General Plan, **Adams Boulevard**, an Avenue I, would require a 25-foot half-width roadway within a 50-foot half-width right-of-way and **Brighton Avenue**, a Local Street, would require an 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 project would be accessed via the adjacent alley along the south side of the project. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of any changes to the site plan should be coordinated with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact 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 access location 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. TDM Ordinance Requirements
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. Development Review Fees

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

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2023\CEN23-55067_1724 Adams_res_vmt_only_ltr.docx

c: Kidada Malloy, Council District 8
Hokchi Chiu, Central District, BOE
Quan Tran, Southern District, DOT
Taimour Tanavoli, Case Management Office, DOT
Jerry Overland, OTC

ATTACHMENT A
 CEN23-55067_1724 Adams Bl

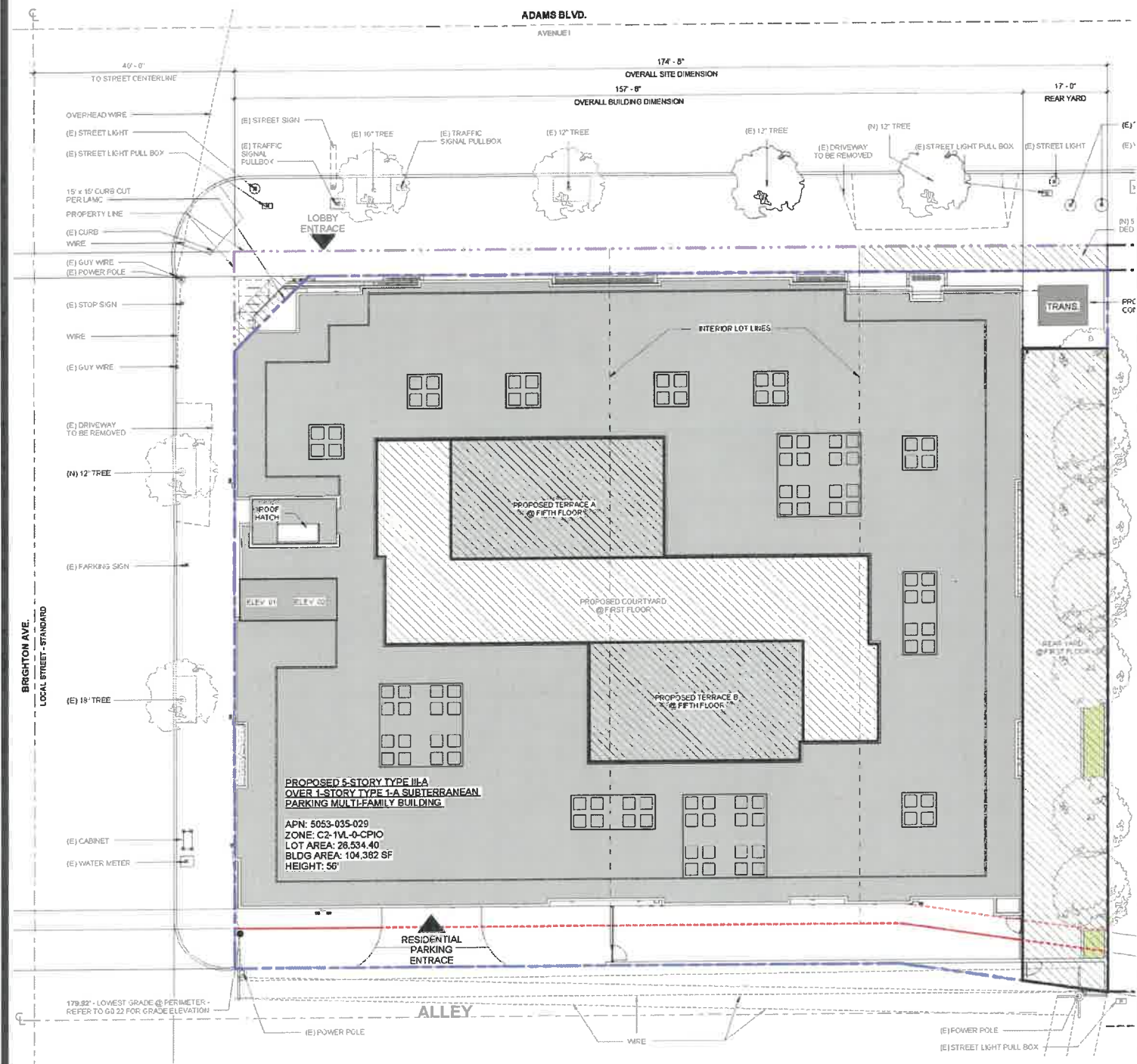
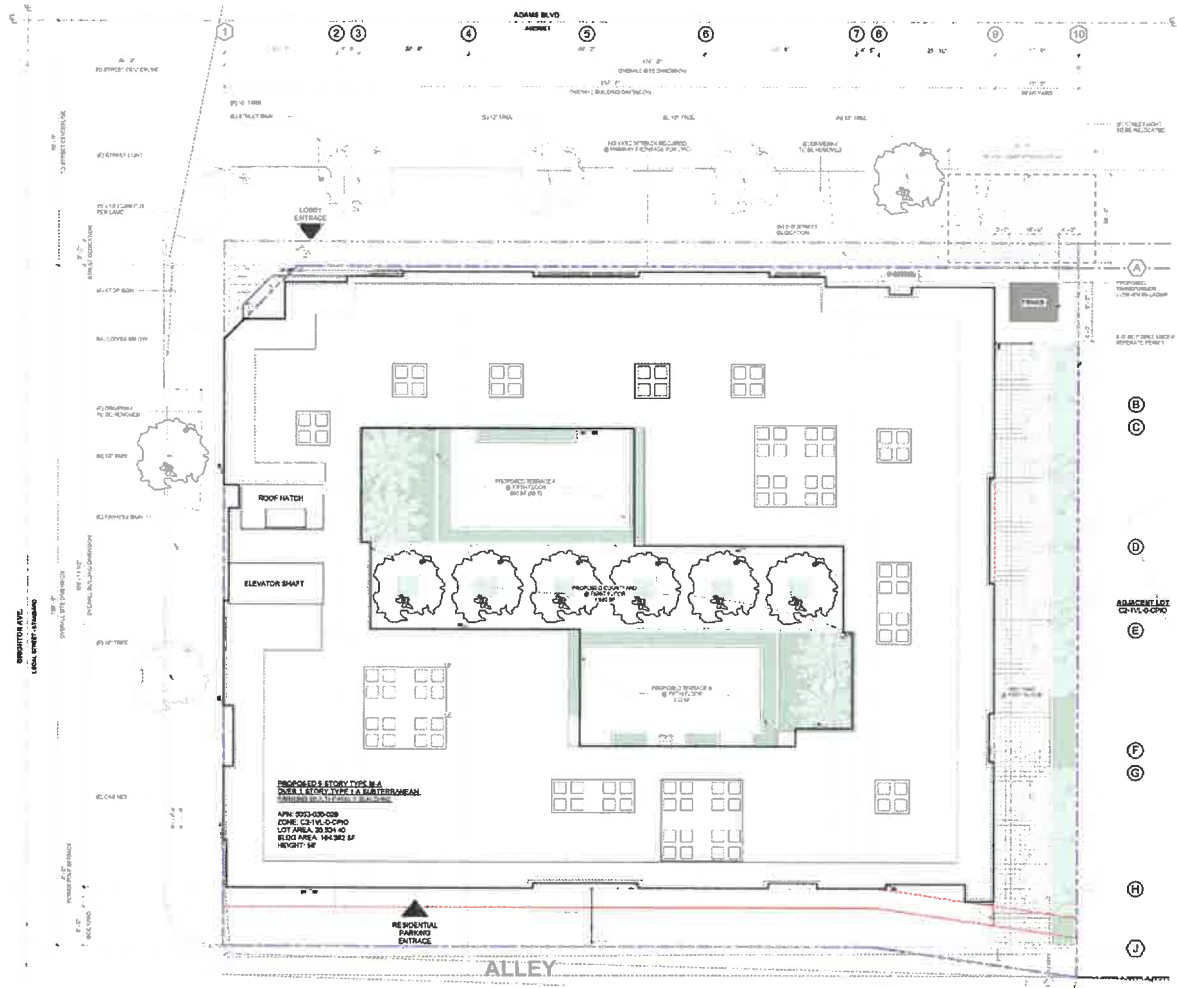


FIGURE 2A

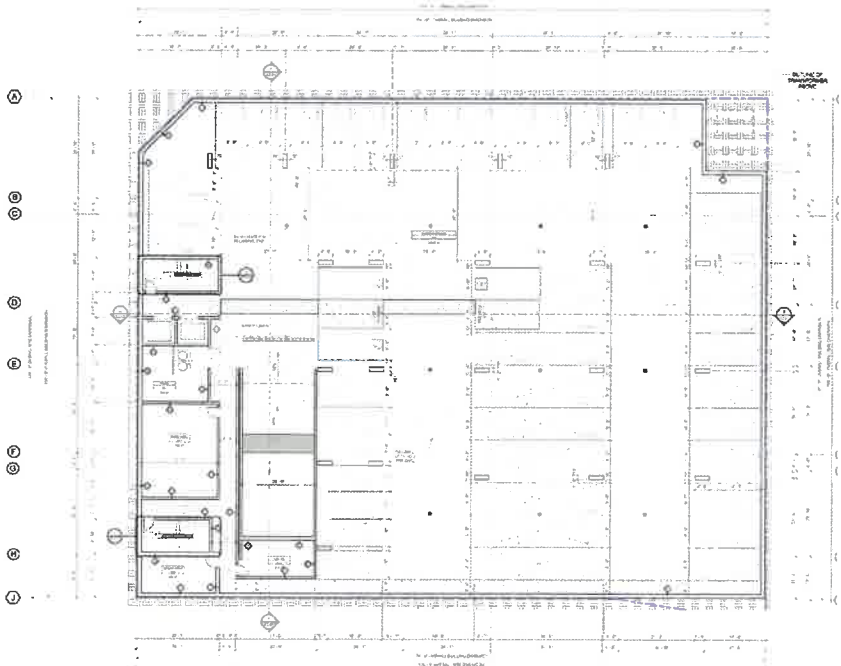
2/2023

PROJECT PLOT PLAN

 **Overland Traffic Consultants, Inc.**
 952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
 (310) 930 - 3303, OTC@overlandtraffic.com



GROUND FLOOR



**BASEMENT PARKING LEVEL
FIGURE 2B**

2/2023

**GROUND FLOOR AND
BASEMENT PARKING LEVEL**

Overland Traffic Consultants, Inc.
 952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
 (310) 930 - 3303, OTC@overlandtraffic.com

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

Project:

Scenario:

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family		DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Multi-Family	80	DU
Housing Multi-Family	80	DU
Housing Affordable Housing - Family	10	DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	406 Daily Vehicle Trips
0 Daily VMT	2,533 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips 406
Net Daily Trips

The net increase in daily VMT ≤ 0 2,533
Net Daily VMT

The proposed project consists of only retail land uses 50,000 square feet total. 0.000
ksf

The proposed project is required to perform VMT analysis.



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	80	DU
Housing Affordable Housing - Family	10	DU

TDM Strategies

Select each section to show individual strategies
 Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

- A** Parking
- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
 - Implement/Improve On-street Bicycle Facility Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation
 - Include Bike Parking Per LAMC Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation
 - Include Secure Bike Parking and Showers Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
353 Daily Vehicle Trips	353 Daily Vehicle Trips
2,202 Daily VMT	2,202 Daily VMT
4.7 Household VMT per Capita	4.7 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	Work: N/A Threshold = 11.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

Project Information		
Land Use Type	Value	Units
Housing	<i>Single Family</i>	0
	<i>Multi Family</i>	80
	<i>Townhouse</i>	0
	<i>Hotel</i>	0
	<i>Motel</i>	0
Affordable Housing	<i>Family</i>	10
	<i>Senior</i>	0
	<i>Special Needs</i>	0
	<i>Permanent Supportive</i>	0
Retail	<i>General Retail</i>	0.000
	<i>Furniture Store</i>	0.000
	<i>Pharmacy/Drugstore</i>	0.000
	<i>Supermarket</i>	0.000
	<i>Bank</i>	0.000
	<i>Health Club</i>	0.000
	<i>High-Turnover Sit-Down</i>	0.000
	<i>Restaurant</i>	0.000
	<i>Fast-Food Restaurant</i>	0.000
	<i>Quality Restaurant</i>	0.000
	<i>Auto Repair</i>	0.000
	<i>Home Improvement</i>	0.000
	<i>Free-Standing Discount</i>	0.000
	<i>Movie Theater</i>	0
	Office	<i>General Office</i>
<i>Medical Office</i>		0.000
Industrial	<i>Light Industrial</i>	0.000
	<i>Manufacturing</i>	0.000
	<i>Warehousing/Self-Storage</i>	0.000
School	<i>University</i>	0
	<i>High School</i>	0
	<i>Middle School</i>	0
	<i>Elementary</i>	0
	<i>Private School (K-12)</i>	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

<i>Other</i>	0	<i>Trips</i>
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CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

Analysis Results			
Total Employees: 0			
Total Population: 212			
Proposed Project		With Mitigation	
353	Daily Vehicle Trips	353	Daily Vehicle Trips
2,202	Daily VMT	2,202	Daily VMT
4.7	Household VMT per Capita	4.7	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 11.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 11.6	N/A	Work > 11.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	City code parking provision (spaces)	102	102	
	Reduce parking supply	Actual parking provision (spaces)	52	52
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

TDM Adjustments by Trip Purpose & Strategy														
Place type: Compact Infill														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 16, 2023

Project Name:

Project Scenario: Referral Form

Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum } (X\%, 1-[(1-A)*(1-B)...])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1-[(1-A)*(1-B)...])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 16, 2023

Project Name:
 Project Scenario: Referral Form
 Project Address: 1724 W ADAMS BLVD, 90018



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	80	-23.8%	61	7.5	600	458
Home Based Other Production	222	-34.7%	145	4.8	1,066	696
Non-Home Based Other Production	104	-2.9%	101	6.9	718	697
Home-Based Work Attraction	0	0.0%	0	10.5	0	0
Home-Based Other Attraction	106	-29.2%	75	6.6	700	495
Non-Home Based Other Attraction	25	-4.0%	24	7.8	195	187

MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-13.0%	53	398	-13.0%	53	398
Home Based Other Production	-13.0%	126	605	-13.0%	126	605
Non-Home Based Other Production	-13.0%	88	606	-13.0%	88	606
Home-Based Work Attraction	-13.0%	0	0	-13.0%	0	0
Home-Based Other Attraction	-13.0%	65	430	-13.0%	65	430
Non-Home Based Other Attraction	-13.0%	21	163	-13.0%	21	163

MXD VMT Methodology Per Capita & Per Employee

Total Population: 212

Total Employees: 0

APC: South Los Angeles

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	1,003	1,003
Total Home Based Work Attraction VMT	0	0
Total Home Based VMT Per Capita	4.7	4.7
Total Work Based VMT Per Employee	N/A	N/A



**PRELIMINARY GEOTECHNICAL
ENGINEERING INVESTIGATION**

Proposed Five Story At Grade Apartment Building

**Tract: Prudential Improvement Company's Subdivision No. 1 , Lot:
3 – 5
1722 – 1734 West Adams Boulevard
Los Angeles, CA**

for

**Haroni Investments, LLC
1929 South Hooper Avenue,
Los Angeles, CA 90011**

Project 6020

May 16, 2022

PRELIMINARY GEOTECHNICAL ENGINEERING INVESTIGATION

TABLE OF CONTENTS

INTRODUCTION	1
SCOPE	1
PROPOSED DEVELOPMENT	1
SITE DESCRIPTION	2
Location and Description	2
Drainage.....	2
Groundwater.....	2
FIELD EXPLORATION	2
SUMMARY OF FINDINGS	3
Previous Work	3
Stratigraphy.....	3
Quaternary Alluvium (Qal).....	3
Excavation Characteristics	3
Landslides	3
Seismic Hazards	4
Earthquake Faults	4
Holocene Active Faults	4
Pre-Holocene Faults	6
Seismic Effects.....	7
Ground Rupture	8
Ground Shaking.....	8
Tsunamis & Seiches	8
Earthquake Induced Landslides.....	9
Liquefaction	9
Seismically Induced Settlements	10
CONCLUSIONS	11
RECOMMENDATIONS	11
Specific.....	11
Drainage and Maintenance	11
Grading and Earthwork	13
Flatland Grading.....	13
Foundations.....	14
Settlement	15
Expansive Soils	15
Excavations	16
Excavations Maintenance – Erosion Control.....	16
Slabs on Grade	17
Decking	18
REVIEWS	18
Plan Review and Plan Notes	18
Construction Review	18
LIMITATIONS	19
General.....	19
CONSTRUCTION NOTICE	19

APPENDICES

- APPENDIX I SITE INFORMATION
 LOCATION MAP
 GROUNDWATER MAP
 REGIONAL GEOLOGIC MAP
 USGS FAULT MAP
 SEISMIC HAZARD MAP
 PLOT MAP
 FIELD EXPLORATION
 BORINGS 1 THROUGH 3
- APPENDIX II LABORATORY TEST RESULTS
 LABORATORY RECAPITULATION - TABLE 1
 LABORATORY RECAPITULATION - TABLE 2
 FIGURES S.1 THROUGH S.3
 FIGURES C.1 THROUGH C.7
- APPENDIX III ANALYSES
 BEARING
 LATERAL
 SEISMIC EVALUATION
- APPENDIX IV REFERENCES

INTRODUCTION

This report presents the results of a Preliminary Geotechnical Engineering Investigation on a portion of the subject property. The purpose of this investigation has been to ascertain the subsurface conditions pertaining to the proposed project. The work performed for the project included reconnaissance mapping, description of earth materials, obtaining representative samples of earth materials, laboratory testing, engineering analyses, and preparation of this report. Results of the project include findings, conclusions, and appropriate recommendations.

SCOPE

The scope of this investigation included the following:

- Review of preliminary plans by the client.
- Review of three borings. Explorations were backfilled with the excavated materials but not compacted.
- Preparation of the enclosed Plot Map (see Appendix I).
- Sampling of representative earth materials, laboratory testing, and engineering analyses (see Appendix II).
- Review of referenced materials and available public reports at the City of Los Angeles (see Appendix V).
- Presentation of findings, conclusions, and recommendations for the proposed project.

Davis Land Surveying Inc. prepared the topographic base map utilized in this investigation. Preliminary building plans by the client were incorporated onto the base map for this investigation.

The scope of this investigation is limited to the project area explored as depicted on the Plot Map. This report has not been prepared for use by other parties or for purposes other than the proposed project. GeoConcepts, Inc. should be consulted to determine if additional work is required when our work is used by others or if the scope of the project has changed. If the project is delayed for more than one year, this office should be contacted to verify the current site conditions and to prepare an update report.

PROPOSED DEVELOPMENT

It is our understanding that the site will be developed with a five story at grade apartment building. Anticipated foundations will range from 5 to 6 kips per lineal foot and 200-300 kips for column foundations. The proposed development is depicted on the enclosed Plot Map.

Grading will consist of conventional cut and fill methods. Final plans have not been prepared and await the conclusions and recommendations of this investigation. These plans should be reviewed by GeoConcepts, Inc. to ensure that our recommendations have been followed.

SITE DESCRIPTION

Location and Description

Access to the property is via West Adams Boulevard from Normandie Avenue (see Location Map in Appendix I). The site is developed with a one story commercial building.

The pad has a light growth of vegetation consisting of grasses, lawn areas, shrubs and trees.

Adjacent sites are developed with a gas station to the east, bounded by Adams Boulevard to the north, bounded by Brighton Avenue to the west, and bounded by an alley to the south. Adjacent structures to the east are approximately (5) feet from the property line.

Drainage

Surface water at the site consists of direct precipitation onto the property. Much of this water drains as sheet flow down descending slopes to low-lying areas, offsite and/or to the street. No area drains and/or subdrain outlet pipes were observed on the property.

Groundwater

No active surface groundwater seeps or springs were observed on the subject site. The subsurface exploration did not encounter groundwater to a depth of (30) feet. The depth to groundwater, when encountered in the explorations, is only valid for the date of exploration. Based on the Seismic Hazard Zone Report by the California Geological Survey (formerly Division of Mines and Geology), the depth to historical high groundwater level is about 50 feet below the surface. Seasonal fluctuations of groundwater levels may occur by varying amounts of rainfall, irrigation and recharge.

FIELD EXPLORATION

The scope of the field exploration was developed based on the preliminary plans of the proposed development available at the time of the exploration and was limited to the area of the proposed development. The locations of the explorations are depicted on the Plot Map.

The field exploration of the site was conducted on September 20, 2021. The geotechnical conditions were mapped by a representative of this office (refer to Exploration Logs). Subsurface exploration was performed by drill rig into the underlying earth materials. Explorations were excavated to a maximum depth of 31 feet. All explorations were backfilled and tamped upon completion of down-hole observation. However, some settlement within exploration areas should be anticipated.

Detailed descriptions of the earth materials encountered during the field exploration are provided in the Boring Logs in Appendix I.

Undisturbed and bulk samples representative of the earth materials were obtained and transported to our laboratory. Undisturbed Modified California (MC) samples were obtained within the explorations through the use of a thin-walled steel sampler with successive blows of a 140 pound drop hammer dropped thirty inches (30"). MC samples were retained in brass rings

of two and one-half inches (2½") in diameter and one inch (1") in height. The samples were transported in moisture tight containers. The results of the laboratory testing and a summary of the test procedures are included within Appendix II.

SUMMARY OF FINDINGS

Previous Work

The subject property was developed circa 1925 and prior to the City of Los Angeles Grading Ordinance. No geology and/or geotechnical reports were found on file at the City of Los Angeles covering the construction of the site.

Stratigraphy

The site is underlain by Quaternary (Q) earth materials. The earth materials encountered on the subject property are briefly described below. Approximate depths and more detailed descriptions are given in the enclosed Exploration Logs (see Appendix I).

Quaternary Alluvium (Qal)

Alluvial deposits occupy the site. Alluvium is weathered bedrock material and sediments that have been eroded from natural slopes and deposited in generally flat lying areas. Alluvium primarily consists of light brown to reddish brown, moderately dense to very dense, silty sand to coarse granular sands with abundant clasts that generally range between (1/2) and (2) inches in length. These deposits were encountered within all of the exploratory borings.

Excavation Characteristics

Subsurface exploration was performed through the use of hollow-stem drill rig excavating into generally alluvium. Due to the nature of hollow stem drilling, observation of the caving potential of the soil is not possible. Excavation difficulty is considered normal within the earth materials encountered and should not be limited to consideration of rippability of the earth material. Cohesionless sandy material, although easy to remove, may be subject to sloughing and caving. Therefore difficulty may be encountered maintaining an open excavation. Fine grained materials such as clays and silts may increase in density with depth due to overburden pressure. Thus, difficulty excavating into the material may increase with depth.

Landslides

Landslides are a mass wasting phenomenon in mountainous and hillside areas which include a wide range of movements. In Southern California common slope movements include shallow surficial slumps and flows, deep-seated rotational and translational bedrock failures, and rock falls. Landslides occur when the stability of the slopes change to an unstable condition resulting from a number of factors. Common natural factors include the physical and/or chemical weathering of earth materials, unfavorable geologic structure relative to the slope geometry, erosion at the toe of a slope, and precipitation. These factors may be further aggravated by human activities such as excavations, removal of lateral support at the toe of a slope, surcharge at the top of a slope, clearing of vegetation, alteration of drainage, and the addition of water from irrigation and leaking pipes.

The subject site is relatively flat with very little topography which precludes the potential for landslides and/or other hazards typically associated with hillside properties.

Seismic Hazards

Earthquake Faults

The Alquist-Priolo Earthquake Fault Zoning (AP) Act was passed into law following the destructive February 9, 1971 San Fernando earthquake. The intent of the Act is to increase public safety by reducing the siting of most structures for human occupancy across an active fault. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The property is not located within an Alquist-Priolo Earthquake Fault Zone. The general locations of major faults within Southern California are depicted on a fault map provided by the USGS in Appendix I.

Holocene-Active Faults

The following active faults are capable of producing seismic waves (ground shaking) on the subject property. Recent publications have reclassified active faults as Holocene-active faults. A Holocene-active Fault as defined by Department of Conservation California Geological Survey (CGS) is one which has moved during the past 11,700 years. This age boundary is an absolute age (number of years before present) and is not a radiocarbon ¹⁴C age determination, which requires calibration in order to derive an absolute age. The following faults are considered to be Holocene-active and therefore subject to the regulations under the AP Act.

The San Andreas Fault zone (13) is the dominant Holocene-active fault in California. Geologic studies show that over the past 1,400 to 1,500 years large earthquakes have occurred at about 150-year intervals on the southern San Andreas Fault. It consists of numerous subparallel faults of varied lengths in a zone generally 0.3 to 1.5 km wide in Southern California. The dip of the fault is near vertical and the sense of motion is right lateral. Historically, the 1857 Fort Tejon earthquake with an estimated magnitude of 7.9 ruptured the ground surface from the vicinity of Cholame (near Paso Robles) to somewhere between the Cajon Pass and San Geronio Pass (Wrightwood), approximately 200 miles. Studies of offset stream channels indicate that as much as (29) feet of movement occurred in 1857. The fault extends from the Gulf of California northward to the Cape Mendocino area where it continues along the ocean floor, approximately 750 miles in length.

The Northridge earthquake occurred on January 17, 1994, in the San Fernando Valley. The epicenter was about 1 mile south-southwest of Northridge at a focal depth of 12 miles. The surface wave magnitude was issued by the National Earthquake Information Center at Mw=6.7. This event occurred on a previously unrecognized south-dipping blind reverse fault without surface rupture. This earthquake produced the strongest ground motions ever instrumentally recorded in an urban setting in North America. Damage was wide-spread with sections of major freeways collapsed include some parking structures and office buildings. Common surface disruptions included buckled curbs and sidewalks, fissured concrete and asphalt, and rupture of utility lines which are generally aligned in northwest and east-west directions. Shattered ridges were reported along Mulholland Drive in the Sherman Oaks area, consisting of intense ground disturbances associated with strong vibratory ground motions within the north trending ridges underlain by shale of the Lower Modelo formation.

The Whittier-Elsinore fault zone (20) consists of several subparallel, overlapping and en echelon fault strands in a zone up to 1.2 km wide. It extends nearly 125 miles from the Mexican border to the northern edge of the San Fernando Valley. Seismicity includes the Whittier Narrows earthquake of October 1, 1987 with a magnitude of 5.9 and an epicenter in the city of Rosemead. This earthquake occurred on a previously unknown and concealed thrust fault. There was no reported surface rupture from the earthquake. Also, numerous close and scattered small earthquakes have occurred in historic time near and along the fault.

The San Fernando fault (14) consists of five major en echelon strands at least 9.5 miles in length. The "San Fernando" earthquake of February 9, 1971 produced a magnitude of Mw 6.5 at a depth of 8.4 km along an east west trending reverse fault with a northerly dip. The length of the surface rupture was about 9.5 miles and ground shaking lasted for approximately 60 seconds. The earthquake ruptured the northwestern end of the Sierra Madre Fault zone forming the San Fernando Fault. Major damage included the Olive View and Veterans Administration Hospitals and collapse of freeway overpasses. Landslides occurred in the Upper Lake area of Van Norman Lakes. Additionally the Van Norman Dam and the Pacoima Dam were severely damaged.

The eastern portion of the Santa Susana fault (12) ruptured during the 1971 San Fernando Earthquake. The Santa Susana fault consists of several strands in a zone as wide as 1 km. It generally strikes from north 75 degrees west to north 50 degrees east and dips to the north. The fault is a high angle reverse fault. The fault appears to have been generated by northeast-southwest oriented compressional stress.

The Newport-Inglewood fault zone (7) consists of several strands that extend from offshore by Laguna Beach to either merge with or be truncated by the Malibu-Santa Monica fault zone near Beverly Hills. The fault has a length of about 45 miles. It was the source of the "Long Beach" earthquake, which occurred on March 10, 1933 with a magnitude of 6.3. Numerous small earthquakes have occurred in historic time along and near the fault zone. The fault zone is easily observed by an alignment of hills and mesas including Cheviot Hills, Baldwin Hills, Rosecrans Hills, Dominguez Hills, Signal Hill, Reservoir Hill, Alamitos Heights, Landing Hill, Bolsa Chica Mesa, and Newport Mesa.

In June 1995, two portions of the Malibu Coast fault zone (6) were reclassified as active fault zones by the State of California. On August 16, 2007, the fault zone near the east side of Malibu Bluff Park was removed from the State of California Earthquake Fault Zone map by the State of California. The east west trending Malibu Coast fault consists of several subparallel strands in a zone as wide as 0.5 km, with a length of at least 17 miles. It strikes east west and dips (45) to (80) degrees to the north. The Malibu Coast fault has the potential to produce a large Maximum Credible Peak and Repeatable Acceleration on the subject property. The duration of the Malibu Coast fault is estimated at (11) seconds assuming fault end nucleation and unidirectional rupture propagation, (Bolt, 1981). The Malibu Coast fault is thought to be part of other faults such as the Santa Monica fault and Hollywood fault that separate the Transverse Ranges on the north from the Peninsula Range on the south. Two Malibu Earthquakes occurred with Magnitudes of M_L 5.2 and M_L 5.0 on January 1, 1979 and January 18, 1989, respectively. It was reported that only minor damage occurred in the areas closest to the epicenter.

The Raymond fault (10) is a combination fault with reverse and left slip movement that acts as a groundwater barrier within the densely populated San Gabriel Valley. The activity of the fault is attested to by the numerous geomorphic features found along its entire length of approximately

14 miles. Scattered small earthquakes have occurred north of the fault trace. It may be the source of the 1855 Los Angeles earthquake. The Raymond fault is an east-trending fault made up of other faults such as the Hollywood and Santa Monica faults that separate the Transverse Ranges on the north from the Peninsula Range on the south. The Raymond fault has a minimum slip rate of 0.1 to 0.2 mm per year, and is capable of generating an earthquake of Mw 6.0 to 7.0 (SCEC).

The Sierra Madre fault zone (17) is often divided into five main segments; Vasquez Creek fault, Clamshell fault, Sawpit Canyon fault, Duarte fault and the Cucamonga fault. The Sierra Madre earthquake of June 28, 1991 (Mw5.8) was in the San Gabriel Mountains. An estimated 33.5 million dollars of damage has been reported. The Sierra Madre fault zone is about 75 km long. It's a thrust fault system along the south edge of the San Gabriel Mountains. The east end of the Sierra Madre fault zone intersects the San Jacinto fault and the San Andreas Fault. The 1971 San Fernando earthquake occurred on the San Fernando-Sunland segment of the Sierra Madre fault zone.

The San Gabriel fault (15) consists of several en echelon fault strands in a zone approximately 0.5 km wide, with a length of about 90 miles. The fault trends northwestward and subparallel to the San Andreas Fault. As of March 1, 1988, a portion of the Newhall segment of the fault zone was reclassified as an active fault. Fault activity has been dated between 1550 and 3500 years before present within the Newhall segment. The youngest ground rupture event has broken alluvial beds to within five feet of the ground surface. Geologic evidence suggests 38 miles of right lateral offset has occurred between 14 million and 3 million years ago and may have functioned as an ancestral branch of the San Andreas Fault. Recent studies suggest that the major strike slip movement has become inactive and dip slip movement is active present.

Pre-Holocene Faults

Pre-Holocene faults are faults that have not moved in the past 11,700 years and thus do not meet the criteria of "Holocene-active fault" as defined in the A-P Act and State Mining and Geology Board (SMGB) regulations. This class of fault may be still capable of surface rupture, but is not regulated under the A-P Act. Depending on available site-specific and regional data such as proximity to other Holocene-active faults, average recurrence, variability in recurrence, the timing of the most recent surface rupturing earthquake, and case studies from other surface rupturing earthquakes, the project geologist may, but is not required to, recommend setbacks. Engineered solutions can also be considered by a licensed engineer operating within his or her field of practice. The following faults may be capable of producing seismic waves (ground shaking) on the subject property.

The Santa Monica fault (11) extends east from the coastline in Pacific Palisades through Santa Monica and West Los Angeles and merges with the Hollywood fault. The Santa Monica fault consists of one or more fault strands, with a poorly known geometry. Generally, the fault strikes northeast 60 to 80 degrees and dips 45 to 65 degrees northwest at depth with a few near vertical surface traces. The length of the fault is at least 25 miles. The composite local mechanism of fault displacement is a reverse left lateral along the Santa Monica-Hollywood-Raymond fault zone. The Santa Monica and Hollywood faults may be part of a larger fault system that includes Malibu Coast, Raymond and Cucamonga fault system. This fault zone forms the central portion of a major tectonic boundary separating the east west trending Transverse Ranges province to the north from the northwest trending Peninsular Ranges province to the south.

The Benedict Canyon fault zone trends eastward through the Santa Monica Mountains. The fault may be part of the Hollywood-Santa Monica-Raymond fault system. The activity of the fault is based on offsets in groundwater bearing sediments that correlate with steep dipping gravity gradients. The fault extends through Universal City and along the north side of the eastern part of the Santa Monica Mountains.

The Simi fault (18) consists of a single strand that bifurcates at the western end. Generally, it strikes north 70-80 degrees east and dips 60 to 75 degrees north with a length of about 31-km.

The Mission Hills fault (5) is an east west trending fault with a length of about 9 km. The fault is presumed to be a single strand that strikes north 80 degrees east to east west and dips about 80 degrees to the north.

The Chatsworth fault (1) is a reverse fault which juxtaposes Cretaceous Chatsworth formation and Paleocene Martinez formation over Miocene Modelo formation within the San Fernando Valley.

The Palos Verdes Hills fault (9) consists of several en echelon strands locally in a zone as wide as 2 km with a length of 50 miles. It strikes north between 20 and 60 degrees west with dips of 70 degrees to the southwest.

Seismic Effects

During an earthquake there are several primary geologic hazards such as ground rupture, ground shaking, landslides, and liquefaction that can adversely affect property, structures, and improvements. On hillside properties, the potential exists for landsliding from ground shaking which may adversely affect property, structures, and improvements. Properties near and along the coastline may potentially be affected by inundation due to tsunamis generated from a seismic event. The State of California has prepared maps that detail areas which may require assessment for ground rupture, landsliding and/or liquefaction. Strong ground shaking is the primary hazard that causes damage from earthquakes and these areas have been zoned with a high level of seismic shaking hazard. The historical earthquake record in Southern California is less than 200 years; therefore, potential damage from a seismic event is not limited areas that have experienced damage in the past. Based on the above discussion, earthquake insurance with building code upgrades is suggested.

There are several Holocene-active and/or Pre-Holocene faults that could possibly affect the site within Los Angeles County. Although all of Southern California is within a seismically active region, some areas have a higher potential for seismic damage than others. The current scientific technology does not provide for accurate prediction of the time, location, or magnitude of an earthquake event.

It should be understood that the following discussion is an evaluation of risk and degree of potential damage to a structure if a fault were to rupture on or near the site and does not imply that a fault may or may not be present beneath the site. An assessment of damage to the structure is based on the Modified Mercalli Intensity Scale which is correlated to observed damage from seismic events. Intensity/damage associated with an earthquake is not directly correlated to magnitude. For a given magnitude of an earthquake, the intensity/damage to a structure may vary depending on the subsurface earth materials, type of fault rupture, hypocenter depth, and local building practices in effect during the construction of a structure.

An evaluation of the seismic effects on a property is designed to provide the client with rational and believable seismic data that could affect the property during the lifetime of the proposed improvements. The minimum design acceleration for a project is listed in the Building Code. It is recommended that the structural design of the proposed project be based on current design and acceleration practices of similar projects in the area. The project structural designer should review and verify all of the seismic design parameters prior to utilizing the information for the design.

Ground Rupture

Ground rupture is the result of movement from a Holocene-active fault. A fault is a fracture in the crust of the earth along which rocks on one side have moved relative to those on the other side. No known Holocene-active fault is mapped on the subject site.

Ground Shaking

Ground shaking caused by an earthquake is likely to occur at the site during the lifetime of the development due to the proximity of several Holocene-active and Pre-Holocene faults. Generally, on a regional scale, quantitative predictions of ground motion values are linked to peak acceleration and repeatable acceleration, which are a response to earthquake magnitudes relative to the fault distance from the subject property. Southern California major earthquakes are generally the result of large-scale earth processes in which the Pacific plate slides northwestward relative to the North American plate at about 2 inches/year.

The potential for lurching, surface manifestations, landslides, and topographic related features from ground/seismic shaking can occur almost anywhere in Southern California. Proper maintenance of properties can mitigate some of the potential for these types of manifestations, but the potential cannot be completely eliminated. Many structures were built before earthquake codes were adopted; others were built according to codes formulated when less was known about the intensity of near-fault shaking. Therefore, the margin of safety is difficult to quantify.

A publicly available computer program provided by the United States Geological Survey (USGS) was utilized for the probabilistic prediction of peak horizontal ground acceleration from digitized design maps of Maximum Considered Earthquake (MCE) ground response. A summary of the seismic design parameters is provided in Appendix III. The project structural designer should verify all of the input parameters and review all of the resulting seismic design parameters prior to utilizing the information for the design.

Tsunamis & Seiches

Properties located along the coastline have a potential for inundation from a tsunami. Tsunamis are ocean waves produced by sudden water displacement resulting generally from offshore earthquakes, large submarine landslides or submarine volcanic eruptions. Once generated, a tsunami can travel thousands of miles at high speeds up to 400 miles per hour. However, the topography of the sea floor and Channel Islands may minimize the risk of a large tsunami generated from a distant offshore earthquake impacting the Southern California coast.

The 1964 Alaskan Earthquake produced sea waves of less than four feet in the Los Angeles Harbor. The 1960 Chilean Earthquake produced sea waves of about five feet at Redondo Beach. Little data exists to evaluate the potential for a local tsunami generated off the coast of Southern California. Historically, two documented tsunamis have been generated off the coast of Southern California. The 1812 Santa Barbara Earthquake was reported to generate (10) to

(12) foot high sea waves at Gaviota. The 1927 Point Arguello Ms 7.3 Earthquake produced run-up heights of (5) feet at Port San Luis.

The lower threshold for tsunami development is considered to be about a magnitude of M6.5. Offshore faults and the Santa Monica faults appear capable of producing a magnitude of M6.5 earthquake and conceivably producing a sea wave. In their 2003 study, Evaluation of Tsunami Risk to Southern California Coastal Cities, Legg et al modeled tsunami propagation and run-up from a potential M7 to M7.4 magnitude earthquake on the offshore Catalina fault near Santa Catalina Island. The report concluded that run-up heights along the coast of Southern California could be on the order of 2 to 4 meters. Their stated recurrence times are on the order of a few hundred years for a large earthquake on offshore faults.

Seiches are waves with low-energy within reservoirs, lakes, and bays that are generally produced by strong earthquake shaking. The proposed project is not located near a reservoir, lake, or bay; therefore, the potential for damage to the site from a seiche is considered nil.

Earthquake Induced Landslides

The State of California has prepared Seismic Hazard Zone Reports to regionally map areas of potential increased risk of permanent ground displacement based on historic occurrence of landslide movement, local topographic expression, and geological and geotechnical subsurface conditions. The maps may not identify all areas that have potential for earthquake-induced landsliding, strong ground shaking, or other earthquake-related geologic hazards. The subject site is not located within an earthquake-induced landslide hazard zone on the State of California Seismic Hazard Map.

The subject site is relatively flat with very little topography which precludes the potential for landslides and/or other hazards typically associated with hillside properties.

Liquefaction

The State of California has prepared Seismic Hazard Zone Reports to regionally map areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacement. The maps may not identify all areas that have potential for liquefaction, strong ground shaking, and other earthquake and geologic hazards. The subject site is not located within a liquefaction hazard zone on the State of California Seismic Hazard Zone Map.

A detailed subsurface analysis can be performed to determine the liquefaction potential on the subject site and provide recommendations to mitigate the effects of liquefaction. A proposal for a detailed analysis will be prepared if requested.

Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. The types of sediments most susceptible are clay-free deposits of sand and silts; occasionally gravel liquefies. Liquefaction can occur when seismic waves, primarily shear waves, pass through saturated granular layers distorting the granular structure, and causing loosely packed groups of particles to collapse. These collapses increase the pore-water pressure between grains if drainage cannot occur. If the pore-water pressure rises to a level approaching the weight of the overlying soil, the granular layer temporarily behaves as a viscous liquid rather than a solid.

In the liquefied condition, soil may deform with little shear resistance; deformations large enough to cause damage to buildings and other structures are called ground failures. The ease with

which a soil can be liquefied depends primarily on the looseness of the material, the depth, thickness and areal extent of the liquefied layer, the ground slope and the distribution of loads applied by buildings and other structures.

Liquefaction induced ground deformations (detailed below) will have an effect on the proposed and existing development that can result in significant structural damage, collapse or partial collapse of a structure, especially if there is significant differential settlement or lateral spreading between adjacent structural elements. Even without collapse, significant settlement or lateral spreading could result in significant structural damage including, but not limited to, blocked doors and windows that could trap occupants.

Surface Manifestations

The determination of whether surface manifestation of liquefaction (such as sand boils, ground fissures etc.) will occur during earthquake shaking at a level-ground site can be made using the method outlined by Ishihara (1985). It is emphasized that settlement may occur, even with the absence of surface manifestation. Youd and Garris (1994 and 1995) evaluated the Ishihara method and concluded that the method is not appropriate for level ground sites subject to lateral spreading and/or ground oscillation.

Lateral Spreads

Whereas the potential for flow slides may exist at a building site, the degradation in undrained shear resistance arising from liquefaction may lead to limited lateral spreads (of the order of feet or less) induced by earthquake inertial loading. Such spreads can occur on gently sloping ground or where nearby drainage or stream channels can lead to static shear stress biases on essentially horizontal ground (Youd, 1995). At larger cyclic shear strains, the effects of dilation may significantly increase post liquefaction undrained shear resistance. However, incremental permanent deformations will still accumulate during portions of the earthquake load cycles when low residual resistance is available. Such low resistance will continue even while large permanent shear deformations accumulate through a ratcheting effect. Such effects have recently been demonstrated in centrifuge tests to study liquefaction induced lateral spreads, as described by Balakrishnan et al. (1998). Once earthquake loading has ceased, the effects of dilation under static loading can mitigate the potential for a flow slide.

It is clear from past earthquakes that damage to structures can be severe, if permanent ground displacements on the order of several feet occur. However, during the Northridge earthquake significant damage to building structures (floor slab and wall cracks) occurred with less than one (1) foot of lateral spread. The complexities of post-liquefaction behavior of soils noted above, coupled with the additional complexities of potential pore water pressure redistribution effects and the nature of earthquake loading on the sliding mass, lead to difficulties in providing specific guidelines for lateral spread evaluations.

Seismically Induced Settlements

Seismic settlement occurs when cohesionless soils densify as result of ground shaking. Typically seismically induced settlement is greatest in loose cohesionless sands. Lee and Albaisa (1974) and Yoshimi (1975) studied the volumetric strains (or settlements) in saturated sands due to dissipation of excess pore pressures generated in saturated granular soils by the cyclic ground motions. The volumetric strain, in the absence of lateral flow or spreading, results in settlement. Liquefaction-induced settlement could result in collapse or partial collapse of a

structure, especially if there is significant differential settlement between adjacent structural elements. Even without collapse, significant settlement could result in blocked doors and windows that could trap occupants.

CONCLUSIONS

1. Based on the results of this investigation and a thorough review of the proposed development, as discussed, the project is suitable for the intended use providing the following recommendations are incorporated into the design and subsequent construction of the project. Also, the development must be performed in an acceptable manner conforming to building code requirements of the controlling governing agency.
2. Based on the State of California Seismic Hazard Maps, the subject site is not located within a liquefaction or earthquake-induced landslide hazard zone.
3. The SITE CLASS based on California Building Code is D.
4. Based upon field observations, laboratory testing and analysis, the alluvium found in the exploratory borings should possess sufficient strength to support the proposed five story at grade apartment building.

RECOMMENDATIONS

Specific

1. To create a uniform building pad for the proposed five story at grade apartment building, the existing fill and soil should be removed to competent alluvium and replaced as compacted fill. In addition, the proposed removals should extend a minimum of five feet below the proposed foundations. Grading should be performed as outlined the Grading and Earthwork section below.
2. The proposed five story at grade apartment building should be supported on foundations embedded into compacted fill. Foundations should be designed as outlined the Foundations section below.
3. The soils chemistry results should be incorporated into the design of the proposed project.
4. The property owner shall maintain the site as outlined in the Drainage and Maintenance Section.

Drainage and Maintenance

Maintenance of properties must be performed to minimize the chance of serious damage and/or instability to improvements. Most problems are associated with or triggered by water. Therefore, a comprehensive drainage system should be designed and incorporated into the final plans. In addition, pad areas should be maintained and planted in a way that will allow this drainage system to function as intended. The property owner shall be fully responsible for dampness or water accumulation caused by alteration in grading, irrigation or installation of improper drainage system, and failure to maintain drain systems. The following are specific

drainage, maintenance, and landscaping recommendations. Reductions in these recommendations will reduce their effectiveness and may lead to damage and/or instability to the improvements. It is the responsibility of the property owner to ensure that improvements, structures and drainage devices are maintained in accordance with the following recommendations and the requirements of all applicable government agencies.

Drainage

Positive pad drainage should be incorporated into the final plans. The pad should slope away from the footings at a minimum five percent slope for a horizontal distance of ten feet. In areas where there is insufficient space for the recommended ten foot horizontal distance concrete or other impermeable surface should be provided for a minimum of three feet adjacent the structure. Pad drainage should be at a minimum of two percent slope where water flow over lawn or other planted areas. Drainage swales should be provided with area drains about every fifteen feet. Area drains should be provided in the rear and side yards to collect drainage. All drainage from the pad should be directed so that water does not pond adjacent to the foundations or flow toward them. Roof gutters and downspouts are required for the proposed structures and should be connected into a buried area drain system. All drainage from the site should be collected and directed via non-erosive devices to a location approved by the building official. Area drains, subdrains, weep holes, roof gutters and downspouts should be inspected periodically to ensure that they are not clogged with debris or damaged. If they are clogged or damaged, they should be cleaned out or repaired.

Landscaping (Planting)

The property owner is advised not to develop planter areas between patios, sidewalk and structures. Planters placed immediately adjacent to the structures are not recommended. If planters are proposed immediately adjacent to structures, impervious above-grade or below-grade planter boxes with solid bottoms and drainage pipes away from the structure are suggested. All slopes should be maintained with a dense growth of plants, ground-covering vegetation, shrubs and trees that possess dense, deep root structures and require a minimum of irrigation. Plants surrounding the development should be of a variety that requires a minimum of watering. It is recommended that a landscape architect be consulted regarding planting adjacent to improvements. It will be the responsibility of the property owner to maintain the planting. Alterations of planting schemes should be reviewed by the landscape architect.

Irrigation

An adequate irrigation system is required to sustain landscaping. Over-watering resulting in runoff and/or ground saturation must be avoided. Irrigation systems must be adjusted to account for natural rainfall conditions. Any leaks or defective sprinklers must be repaired immediately. To mitigate erosion and saturation, automatic sprinkling systems must be adjusted for rainy seasons. A landscape architect should be consulted to determine the best times for landscape watering and the proper usage.

Pools/Plumbing

Leakage from a swimming pool or plumbing can produce a perched groundwater condition that may cause instability or damage to improvements. Therefore, all plumbing should be leak-free.

Grading and Earthwork

Proposed grading will consist of remedial grading and foundation excavations.

Remedial grading is recommended within the building areas in order to remove the existing upper portion of the alluvial soils. Based on the conditions encountered in the explorations the recommended removals are anticipated to depths of about seven feet from the existing grade. The over-excavation should extend a minimum of five feet beyond the building perimeters, and to an extent equal to the depth of fill below the new foundations. If the proposed structure incorporates exterior columns (such as for an overhang) the over-excavation should also encompass these areas.

Following the completion of the over-excavation, the subgrade soils should be evaluated by the project geotechnical engineer to verify their suitability to support the structural fill as well as to support the foundation loads of the proposed development. This evaluation may include probing and proof-rolling to identify any soft, loose or otherwise unstable soils that must be removed. Some localized areas of deeper excavation may be required if additional fill materials or dry, loose, porous or otherwise unsuitable materials are encountered at the base of the over-excavation.

Flatland Grading

1. Prior to commencement of work, a pre-grading meeting shall be held. Participants at this meeting will consist of the contractor, the owner or his representative, and the soils engineer. The purpose of the meeting is to avoid misunderstanding of the recommendations set forth in this report that might cause delays in the project.
2. Prior to placement of fill, all vegetation, rubbish, and other deleterious material should be disposed of offsite. The proposed structures should be staked out in the field by a surveyor. This staking should, as a minimum, include areas for overexcavation, toes of slopes, tops of cuts, setbacks, and easements. All staking shall be offset from the proposed grading area at least five feet (5'). Line and grade verification is not provided by GeoConcepts, Inc.
3. The natural ground, that is determined to be satisfactory for the support of the filled ground, shall then be scarified to a depth of at least six inches (6") and moistened as required. The scarified ground should be compacted to at least 90 percent of the maximum laboratory density (ASTM D 1557).
4. The fill soils shall consist of materials approved by the project Soils Engineer or his representative. These materials may be obtained from the excavation areas and any other approved sources, and by blending soils from one or more sources. The material used shall be free from organic vegetable matter and other deleterious substances, and shall not contain rocks greater than eight inches (8") in diameter nor of a quantity sufficient to make compaction difficult.

5. The approved fill material shall be placed in approximately level layers six inches (6") thick, and moistened as required. Each layer shall be thoroughly mixed to attain uniformity of moisture in each layer.

When the moisture content is less than the optimum moisture content, as specified by the Soils Engineer, water shall be added and thoroughly mixed in until the moisture content is a minimum of the optimum moisture content to (3) percent above the optimum moisture content.

When the moisture content of the fill is (3) percent or more above the optimum moisture content as specified by the Soils Engineer, the fill material shall be aerated by scarifying or shall be blended with additional materials and thoroughly mixed until the moisture content is within (3) percent above the optimum moisture content.

Each layer of fill material shall be compacted to a minimum of (90) percent of the maximum dry density as determined by ASTM D 1557, using approved compaction equipment. Where cohesionless soil having less than (15) percent finer than (0.005) millimeters is used for fill, the fill material shall be compacted to a minimum of (95) percent of the maximum dry density.

6. Review of the fill placement should be provided by the Soils Engineer or his representative during the progress of grading. In general, density tests (ASTM D 1556) and (ASTM D 2922 & 3017) will be made at intervals not exceeding two feet (2') of fill height or every 500 cubic yards of fill placed.
7. During the inclement part of the year, or during periods when rain is threatening, all fill that has been spread and awaits compaction shall be compacted before stopping work for the day or before stopping because of inclement weather. These fills, once compacted, shall have the surfaces sloped to drain to one area where water may be removed.

Work may start again, after the rainy period, once the site has been reviewed by the Soils Engineer and he has given his authorization to resume. Loose materials not compacted prior to the rain shall be removed and aerated so that the moisture content of these fills will be within (3) percent of the optimum moisture content.

Surface materials previously compacted before the rain, shall be scarified, brought to the proper moisture content, and re-compacted prior to placing additional fill, if deemed necessary by the Soils Engineer.

8. Review of geotechnical data available for the local vicinity of the site indicates that septic tanks, seepage pits, or leach fields may be encountered during site grading. If encountered, these should be drained of effluent or drilled out if they have been backfilled. The cleaned-out area should be inspected by the soils engineer and governing inspector prior to backfill. The pool may be filled with approved compacted fill, lean concrete, or gravel. Whichever backfill material is selected, at least five feet (5') of approved manmade fill, placed at 90 percent relative compaction should cap the pool.

Foundations

It is recommended that the proposed structure be founded into compacted fill.

The minimum continuous footing size is (24) inches wide and (24) inches deep into the compacted fill, measured from the lowest adjacent grade. Continuous footings may be proportioned, using a bearing value of (2500) pounds per square foot. Column footings placed

into the compacted fill may be proportioned, using a bearing value of (3000) pounds per square foot, and should be a minimum of (2) feet in width and (24) inches deep, below the lowest adjacent grade.

All continuous footings shall be reinforced with a minimum of (4) #5 bars, two placed near the top and two near the bottom. Reinforcing recommendations are minimums and may be revised by the structural engineer.

The bearing values given above are net bearing values; the weight of concrete below grade may be neglected. These bearing values may be increased by one-third (1/3) for temporary loads, such as, wind and seismic forces.

Lateral loads may be resisted by friction at the base of the foundations and by passive resistance within the compacted fill. A coefficient of friction of (0.4) may be used between the foundations and the compacted fill. The passive resistance may be assumed to act as a fluid with a density of (300) pounds per square foot, with a maximum earth pressure of (3000) pounds per square foot. When combining passive and friction for resistance of lateral loads, the passive component should be reduced by one-third.

All footing excavation depths will be measured from the lowest adjacent grade of recommended bearing material. Footing depths will not be measured from any proposed elevations or grades. Any foundation excavations that are not the recommended depth into the recommended bearing materials will not be acceptable to this office.

Settlement

Settlement of the proposed five story at grade apartment building will occur. Settlement of (1/4) to (1/2) inches between walls, within 20 feet or less, of each other, and under similar loading conditions, are considered normal. Total settlement on the order of (3/4) inches should be anticipated.

Expansive Soils

Expansive soils were not encountered on the subject property that are anticipated to adversely affect the proposed development. Expansive soils can be a problem, as variation in moisture content will cause a volume change in the soil. Expansive soils heave when moisture is introduced and contract as they dry. During inclement weather and/or excessive landscape watering, moisture infiltrates the soil and causes the soil to heave (expansion). When drying occurs the soils will shrink (contraction).

Repeated cycles of expansion and contraction of soils can cause pavement, concrete slabs on grade and foundations to crack. This movement can also result in misalignment of doors and windows. To reduce the effect of expansive soils, foundation systems are usually deepened and/or provided with additional reinforcement design by the structural engineer. Planning of yard improvements should take into consideration maintaining uniform moisture conditions around structures. Soils should be kept moist, but water should not be allowed to pond. These designs are intended to reduce, but will not eliminate deflection and cracking and do not guarantee or warrant that cracking will not occur.

Excavations

Excavations ranging in vertical height up to seven feet will be required for the remedial grading. Conventional excavation equipment may be used to make these excavations. Excavations should expose alluvium. These soils are suitable for vertical excavations up to five feet. This should be verified by the project geotechnical engineer during construction so that modifications can be made if variations in the soil occur.

Excavations located along the property line may be made by the slot-cutting method to seven feet high. This method employs the use of the earth as a buttress and allows the excavation to proceed in phases. The initial excavation is made at a slope of 1:1 (h:v). Slots are cut, using the ABC method, in which all slots are of the same width. The initial slot "A" is cut eight feet in width, leaving the "B" and "C" slots to buttress the excavation. The "A" slot is backfilled; the same procedure is used for the "B" slots; then the "C" slots.

All excavations should be stabilized within 10 days of initial excavation. If this time is exceeded, the project geotechnical engineer must be notified, and modifications, such as shoring or slope trimming may be required. Water should not be allowed to pond on top of the excavation, nor to flow toward it. All excavations should be protected from inclement weather. This is required to keep the surface of the open excavation from becoming saturated during rainfall. Saturation of the excavation may result in a relaxation of the soils which may result in failures. Excavations should be kept moist, not saturated, to reduce the potential for raveling and sloughing during construction. No vehicular surcharge should be allowed within three feet (3') of the top of cut.

Excavations Maintenance – Erosion Control

The following recommendations should be considered a part of the excavation/erosion control plan for the subject site and are intended to supplement, but not supersede nor limit the erosion control plans produced by the Project Civil Engineer and/or Qualified SWPPP Developer. These recommendations should be implemented during periods required by the Building Code (typically between the months of October and April) or at any time of the year prior to a predicted rain event. Consideration should also be given to potential local sources of water/runoff such as existing drainage pipes or irrigation systems that remain in operation during construction activities.

Open Excavations:

All open excavations shall be protected from inclement weather, including areas above and at the toe of the excavation. This is required to keep the excavations from becoming saturated. Saturation of the excavation may result in a relaxation of the soils which may result in failures. Water/runoff should be diverted away from the excavation and not be allowed to flow over the excavation in a concentrated manner.

Open Trenches/Foundation Excavations:

No water should be allowed to pond adjacent to or flow into open trenches. All open trenches shall be covered with plastic sheeting that is anchored with sandbags. Areas around the trenches should be sloped away from the trenches to prevent water runoff from flowing into or ponding adjacent to the trenches.

After the inclement weather has ceased, the excavations shall be reviewed by the project geotechnical engineer and geologist for safety prior to recommencement of work. Foundation excavations that remain open during inclement weather shall be reviewed by the project geotechnical engineer and geologist prior to the placement of steel and concrete to ensure that proper embedment and contact with the bearing material have been maintained.

Grading In Progress:

During the inclement time of the year, or during periods prior to the onset of rain, all fill that has been spread and is awaiting compaction shall be compacted before stopping work for the day or before stopping work because of inclement weather. These fills, once compacted, shall have the surface sloped to drain to one area where water may be removed.

Additionally, it is suggested that all stock-piled fill materials be covered with plastic sheeting. This action will reduce the potential for the moisture content of the fill from becoming too high for compaction. If the fill stockpile is not covered during inclement weather, then aerating the fill to reduce the moisture content would be required. This action is generally very time consuming and may result in construction delays.

Work may recommence, after the rain event, once the site has been reviewed by the project geotechnical engineer.

Slabs on Grade

Slabs on grade should be reinforced with minimum #4 reinforcing bars, placed at (16) inches on center each way and supported on compacted fill. Provisions for cracks should be incorporated into the design and construction of the foundation system, slabs, and proposed floor coverings. Concrete slabs should have sufficient control joints spaced at a maximum of approximately 8 feet.

It is recommended that a vapor retarder/waterproofing be placed below the concrete slab on grade. Vapor/moisture transmission through slabs does occur and can impact various components of the structure.

Vapor retarder/waterproofing design and inspection of installation is not the responsibility of the geotechnical engineer (most often the responsibility of the architect). GeoConcepts, Inc. does not practice in the field of water and moisture vapor transmission evaluation/mitigation. Therefore, we recommend that a qualified person/firm be engaged/consulted to evaluate the general and specific water and moisture vapor transmission paths and any impact on the proposed development. This person/firm should provide recommendations for mitigation of potential adverse impact of water and moisture vapor transmission on various components of the structure as deemed necessary. The actual waterproofing design shall be provided by the architect, structural engineer or contractor with experience in waterproofing

In order to promote good building practices and alert the rest of the design/construction team of some of the appropriate standards and expert recommendations pertaining to vapor barriers/retarders, the waterproofing designer should consider recommending and citing specific

performance characteristics. The following paragraph includes some of the standards and expert recommendations and should be considered for use waterproofing designer own recommendations:

Vapor barrier shall consist of a minimum 15 mil extruded polyolefin plastic (no recycled content or woven materials permitted). Permeance as tested before and after mandatory conditions (ASTM E 1745 Section 7.1 and Sub-Paragraph 7.1.1-7.1.5): less than 0.01 perms [grains/(ft²-hr-inHg)] and comply with the ASTM E 1745 Class A requirements. Install vapor barrier according to ASTM E1643, including proper perimeter seal. Basis of design: Stego Wrap Vapor Barrier 15 mil and Stego Crete Claw Tape (perimeter seal tape). Approved Alternatives: Vaporguard by Reef Industries, Sundance 15 mil Vapor Barrier by Sundance Inc.

Decking

Exterior decking slabs on grade should be reinforced with minimum #4 reinforcing bars, placed at (16) inches on center each way and supported on compacted fill. Provisions for cracks should be incorporated into the design and construction of the decking. Concrete slabs should have sufficient control joints spaced at a maximum of approximately 8 feet. Decking planned adjacent to lawns, planters or adjacent to descending slopes should be provided with a 12-inch thickened edge. The deck reinforcement should be bent down into the edge. These recommendations are considered minimums unless superseded by the project structural engineer.

REVIEWS

Plan Review and Plan Notes

The final grading, building, and/or structural plans shall be reviewed and approved by the consultants to ensure that all recommendations are incorporated into the design or shown as notes on the plan.

The final plans should reflect the following:

1. The Preliminary Geotechnical Engineering Investigation by GeoConcepts, Inc. is a part of the plans.
2. Plans must be reviewed and signed by GeoConcepts, Inc.
3. The project geotechnical engineer must review all grading.
4. The project geotechnical engineer shall review all foundations.

Construction Review

Reviews will be required to verify all geotechnical work. It is required that all footing excavations, seepage pits, and grading be reviewed by this office. This office should be notified at least **two working days** in advance of any field reviews so that staff personnel may be made available.

The property owner should take an active role in project safety by assigning responsibility and authority to individuals qualified in appropriate construction safety principles and practices. Generally, site safety should be assigned to the general contractor or construction manager that is in control of the site and has the required expertise, which includes but not limited to construction means, methods and safety precautions.

LIMITATIONS

General

This report is intended to be used only in its entirety. No portion or section of the report, by itself, is designed to completely represent any aspect of the project described herein. If any reader requires additional information or has questions regarding this report, GeoConcepts, Inc. should be contacted.

Subsurface conditions were interpreted on the basis of our field explorations and past experience. Although, between exploratory excavations, subsurface earth materials may vary in type, strength and many other properties from those interpreted. The findings, conclusions and recommendations presented herein are for the soil conditions encountered in the specific locations. Earth materials and conditions immediately adjacent to, or beneath those observed may have different characteristics, such as, earth type, physical properties and strength. Other soil conditions due to non-uniformity of the soil conditions or manmade alterations may be revealed during construction. If subsurface conditions differ from those encountered in the described exploration, this office should be advised immediately so that further recommendations may be made if required. If it is desired to minimize the possibility of such changes, additional explorations and testing can/should be performed.

Findings, conclusions and recommendations presented herein are based on experience and background. Therefore, findings, conclusions and recommendations are professional opinions and are not meant to indicate a control of nature.

This preliminary report provides information regarding the findings on the subject property. It is not designed to provide a guarantee that the site will be free of hazards in the future, such as but not limited to, landslides, slippage, liquefaction, expansive soils, differential settlement, debris flows, seepage, concentrated drainage or flooding. It may not be possible to eliminate all hazards, but homeowners must maintain their property and improve deficiencies to minimize these hazards.

This report may not be copied. If you wish to purchase additional copies, you may order them from this office.

CONSTRUCTION NOTICE

Construction can be challenging. GeoConcepts, Inc. has provided this report to advise you of the general site conditions, geotechnical feasibility of the proposed project, and overall site stability. It must be understood that the professional opinions provided herein are based upon subsurface data, laboratory testing, analyses, and interpretation thereof. Recommendations

contained herein are based upon surface reconnaissance and minimum subsurface explorations deemed suitable by your consultants.

Although quantities for foundation concrete and steel may be estimated based on the findings provided in this report, provision should be made for possible changes in quantities during construction. If it is desired to minimize the possibility of such changes, additional exploration and testing should be considered. However, you must be aware that depths and magnitudes will most likely vary between explorations given in the report.

We appreciate the opportunity of serving you on this project. If you have any questions concerning this report, please contact the undersigned.

Respectfully submitted,
GEOCONCEPTS, INC.



Raffi Dermendjian
Project Engineer
PE C. 88261
RD/VG: 6020-1



Distribution: (3) Addressee

APPENDIX I

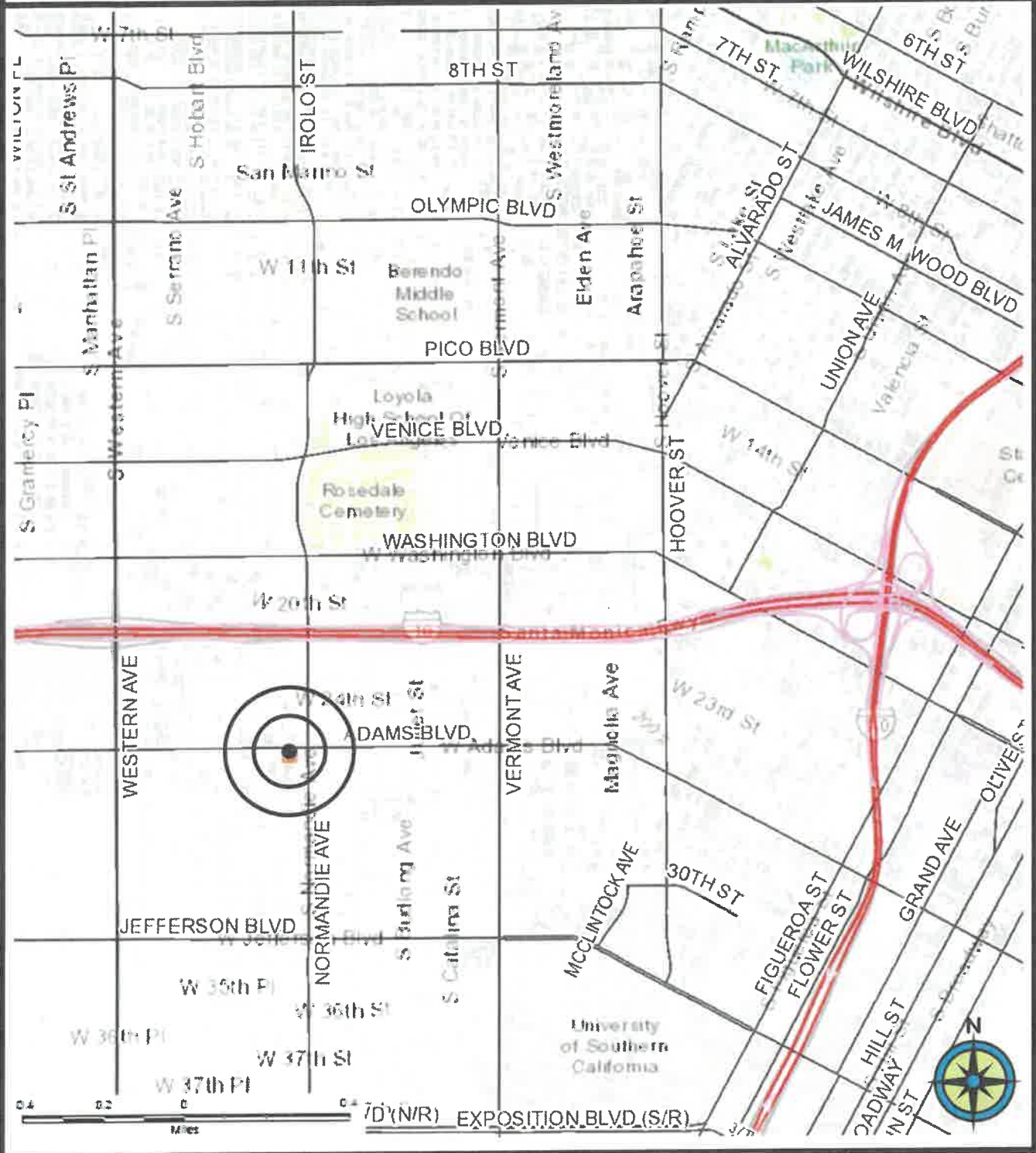
SITE INFORMATION

Location Map
Groundwater Map
Regional Geologic Map
USGS Fault Map
Earthquake Zone Map

Plot Map

Field Exploration
Borings 1 through 3

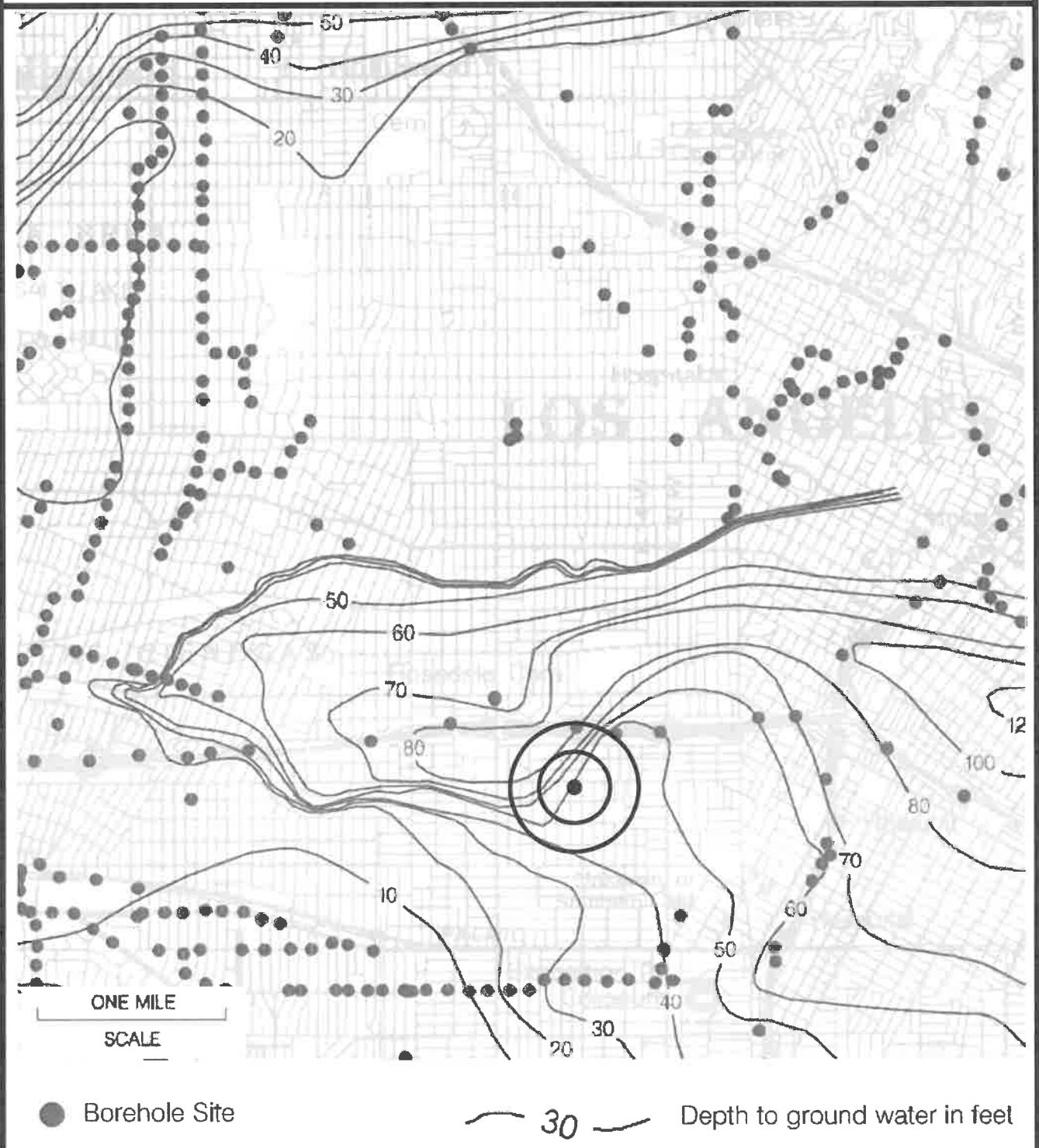
LOCATION MAP



Reference: Navigate LA

Scale: As Shown

GROUNDWATER MAP

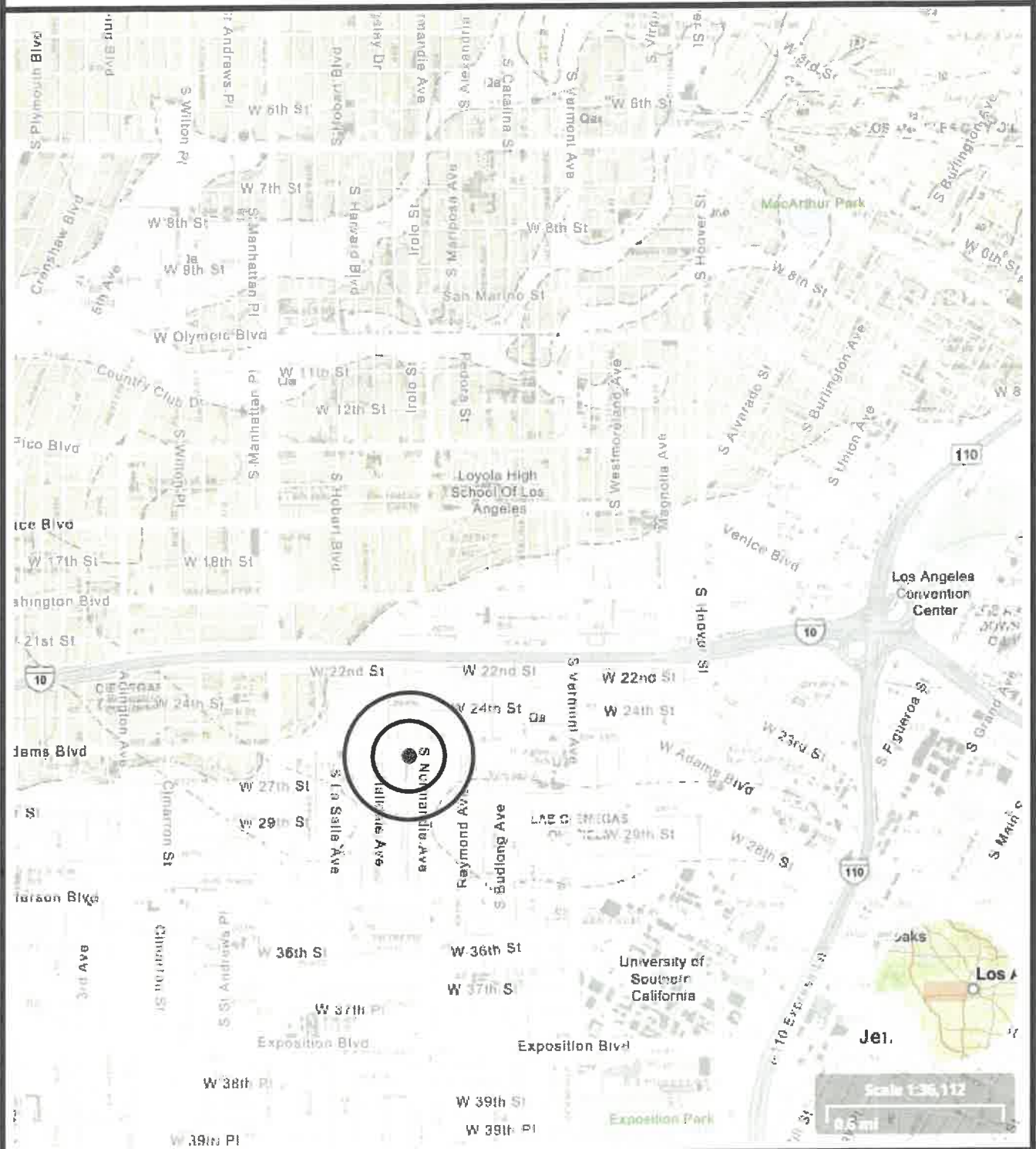


Reference:

State of California Seismic Hazard Report, Hollywood Quadrangle

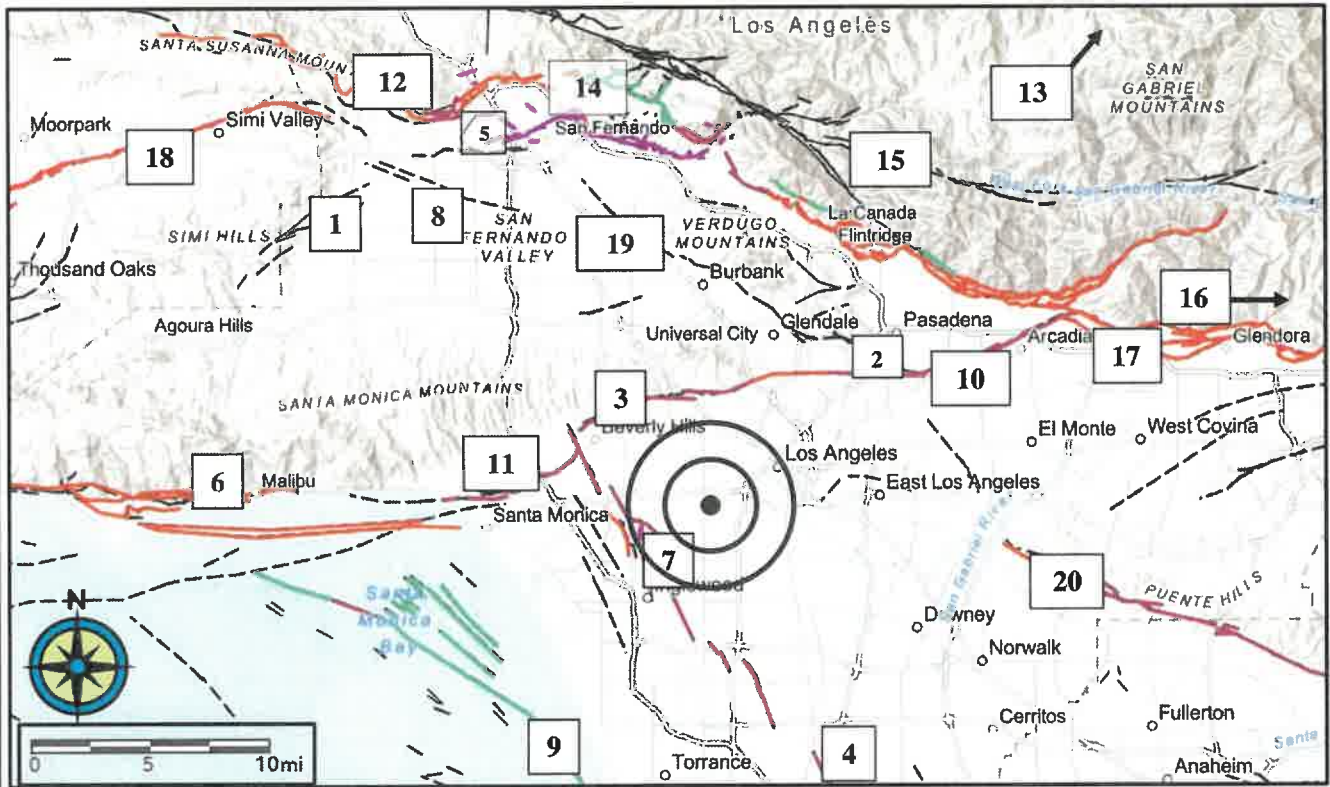
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REGIONAL GEOLOGIC MAP



Reference:	Dibblee; Geologic Map of the Hollywood Quadrangle	Scale: As Shown
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USGS FAULT MAP



Historic High Magnitude Quaternary Fault Activity

- ■ ■ ■ ■ Approximate Location
- (Green) > 1.6 million years
- (Blue) > 750,000 years
- (Red) > 130,000 years
- (Dark Red) > 15,000 years
- (Pink) > 150 years
- (Light Green) Class B*
- (Orange) Unknown

1	Chatsworth fault	11	Santa Monica fault
2	Eagle Rock fault	12	Santa Susana fault
3	Hollywood fault	13	San Andreas fault
4	Los Alamitos fault	14	San Fernando fault zone
5	Mission Hills fault	15	San Gabriel fault zone
6	Malibu Coast fault	16	San Jacinto fault
7	Newport Inglewood fault zone	17	Sierra Madre fault zone
8	Northridge Hills fault	18	Simi fault
9	Palos Verdes fault zone	19	Verdugo fault
10	Raymond fault	20	Whittier fault

Reference:

<https://www.arcgis.com/home/webmap/viewer.html>
Esri, USGS | Esri, HERE, Garmin, FAO, NOAA, USGS, EPA

Scale: As Shown

EARTHQUAKE ZONE MAP

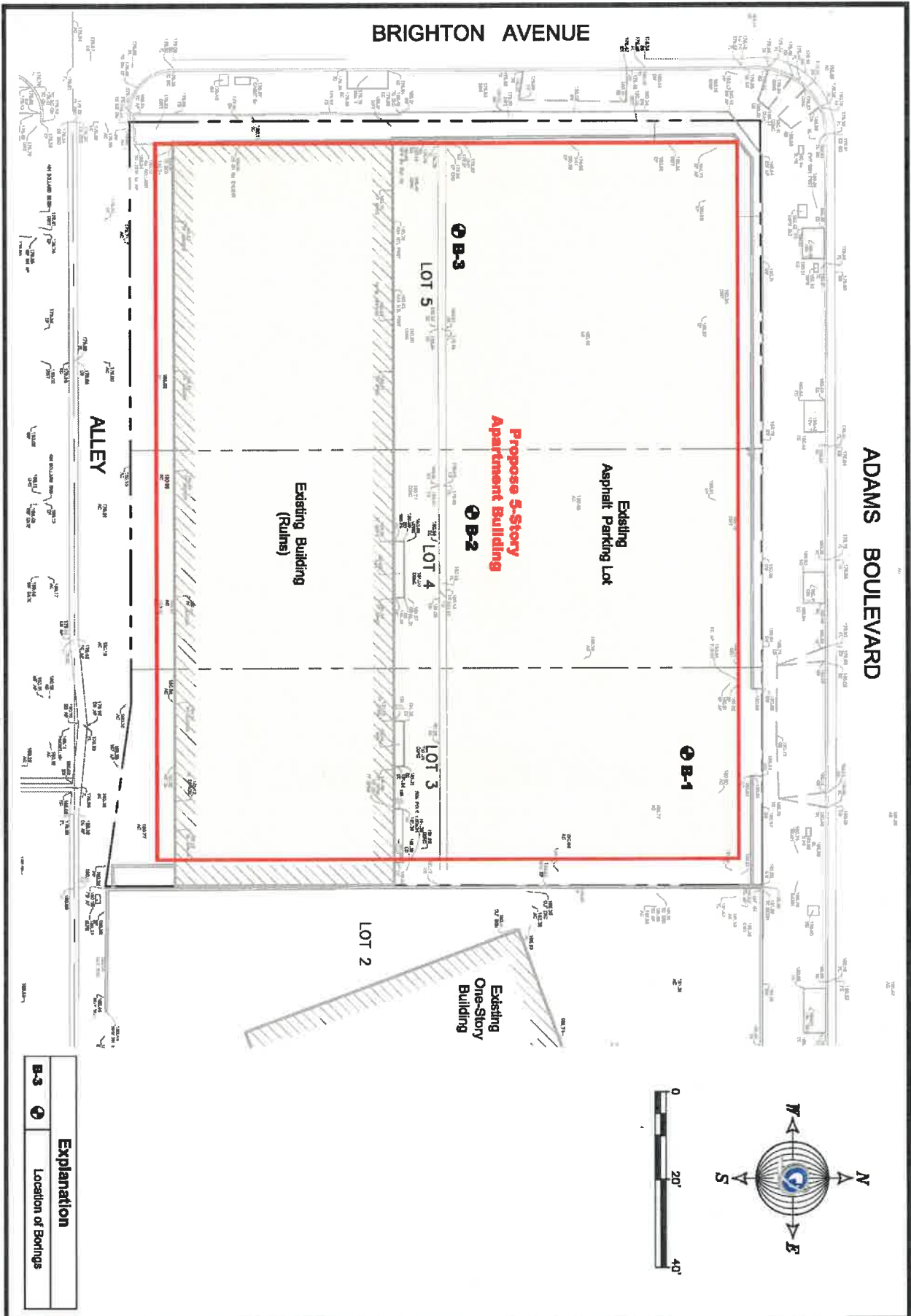
Earthquake Induced Landslide Zones	Liquefaction Zones	Earthquake Fault Zones
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resource Code Section 2693(c) would be required.	Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.	These features delineate areas where surface fault rupture previously has occurred, or where local topographic, geological, and geotechnical conditions indicate a potential for permanent ground displacements such that mitigation by avoidance as stated in Public Resources Code Section 2621.5 would be required.



Reference:

California Geological Survey, Seismic Hazard Map
<https://maps.conservation.ca.gov/cgs/DataViewer/index.html>

Scale: As Shown



Explanation	
B-3	Location of Borings

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 Geology - Geotechnical Engineering
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Description: Plot Map
Survey By: Davis Land Surveying, Inc.

Project Address: 1722-1734 West Adams Boulevard
 Los Angeles, California

Date: May 2022
Scale: 1" = 20'
Job No.: 6020-1

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BORING: B-2

ADDRESS: 1724 W. Adams Blvd.

PROJECT NO.: 6020

DATE LOGGED: September 20, 2021

LOGGED BY: VG

ATTITUDES <small>b - bedding j - joint s - shear f - fault</small>	WATER CONTENT, %	UNIT DRY WEIGHT, PCF	BLOWS/FOOT SAMPLES	DEPTH, FT	GRAPHIC LOG	DESCRIPTION
					x x x x x x x x x x x x	0.0' - 4.0" ASPHALT
	7	110	31	5		4.0" - 30.0' ALLUVIUM; Qal , 4.0" - 7.5' silty sand, medium brown to dark reddish brown, slightly moist, medium to coarse grained, occasional rocks up to 2 inches in length
50 blows for 5 inches	2	127	50	10		7.5' - 22.5' sand with minor silt, medium reddish brown, slightly moist, medium to coarse grained, frequent rocks up to 2 inches in length
50 blows for 5 inches	8	124	50	15		
50 blows for 3 inches			50	20		@17.5' no recovery
50 blows for 5 inches	6	118	50	25	x x x x x x x x	22.5' - 30.0' silty sand, yellow brown dark reddish brown, slightly moist, minor oxidation stains, medium to coarse grained, occasional rocks up to 2 inches in length
50 blows for 3 inches	4	118	50	30	x x x x x x x x	Total Depth 30.0 Feet No Groundwater 8" Hollow Stem Auger with Autohammer
				35		
				40		

APPENDIX II

LABORATORY TESTING

Laboratory Procedures

Laboratory Recapitulation 1

Laboratory Recapitulation 2

Figures S.1 through S.3

Figures C.1 through C.7

LABORATORY PROCEDURES

Laboratory testing was performed on samples obtained as outlined in the Field Exploration section of this report. All samples were sent to the laboratory for examination, testing in general conformance to specified test methods, and classification, using the Unified Soil Classification System and group symbol.

Moisture and Density Tests

The dry unit weight and moisture content of the undisturbed samples were determined. The results are tabulated in the Laboratory Recapitulation - Table 1.

Shear Tests

Direct single-shear tests were performed with a direct shear machine. The desired normal load is applied to the specimen and allowed to come to equilibrium. The rate of deflection on the sample is approximately 0.005 inches per minute. The samples are tested at higher and/or lower normal loads in order to determine the angle of internal friction and the cohesion. The results are plotted on the Shear Test Diagrams and the results tabulated in the Laboratory Recapitulation - Table 1.

Consolidation

Consolidation tests were performed on samples, within the brass ring, to predict the soils behavior under a specific load. Porous stones are placed in contact with top and bottom of the samples to permit to allow the addition or release of water. Loads are applied in several increments and the results are recorded at selected time intervals. Samples are tested at field and increased moisture content. The results are plotted on the Consolidation Test Curve and the load at which the water is added as noted on the drawing.

pH (CTM 643)

A sample of dry soil and distilled water are placed in a flask and allowed to stand for approximately an hour to stabilize. The pH is measured using a pH meter that has been compensated for temperature. The results are tabulated in the Laboratory Recapitulation - Table 2.

Minimum Resistivity (CTM 643)

The electrical resistivity of each soil specimen is conducted in a two-stage process using the soil box method. The first stage measures the resistivity of the soil in its as-received condition and the second stage records the value after saturation with distilled water. The results are tabulated in the Laboratory Recapitulation - Table 2.

Chloride Content (CTM 422)

A sample of dry soil is mixed with distilled water and allowed to stand overnight. The top aliquot of the sample is mixed with chloride indicator and titrated over silver nitrate solution. The chloride content is determined by the difference of the volumes required to complete titration. The results are tabulated in the Laboratory Recapitulation - Table 2.

Sulfate Content (CTM 417)

A sample of dry soil is mixed with distilled water and allowed to stand overnight. The top aliquot is mixed with distilled water and a conditioning agent. The solution is then placed in a photometer and the value recorded. The process is repeated with the addition of barium chloride. The sulfate content is determined by the difference of the photometer readings. The results are tabulated in the Laboratory Recapitulation - Table 2.

LABORATORY RECAPITULATION 1 PROJECT: 1724 W. Adams Blvd. PROJECT NO.: 6020						
Explorati on	Depth (ft)	Materi al	Dry Density In Situ (P.C.F.)	Moisture Content (%)	Cohesion (K.S.F.)	Friction Angle (degree)
B-1	5	Qal	105.5	6.2	0.125	32
B-1	10	Qal	120.9	2.8		
B-1	15	Qal	118.3	3.1		
B-1	20	Qal	115.7	3.8		
B-1	25	Qal	116.1	5.3		
B-1	30	Qal	121.4	4.5		
B-2	2.5	Qal	109.5	7.1	0.3	30
B-2	7.5	Qal	127.3	2.3	0.175	36
B-2	12.5	Qal	124.1	7.7		
B-2	22.5	Qal	118.3	6.2		
B-2	27.5	Qal	117.9	4.2		
B-3	5	Qal	122	1.6		
B-3	10	Qal	124.8	2.4		
B-3	15	Qal	122.2	4.1		
B-3	20	Qal	119.5	2		
B-3	25	Qal	118.3	6.6		
B-3	30	Qal	122.7	4.1		

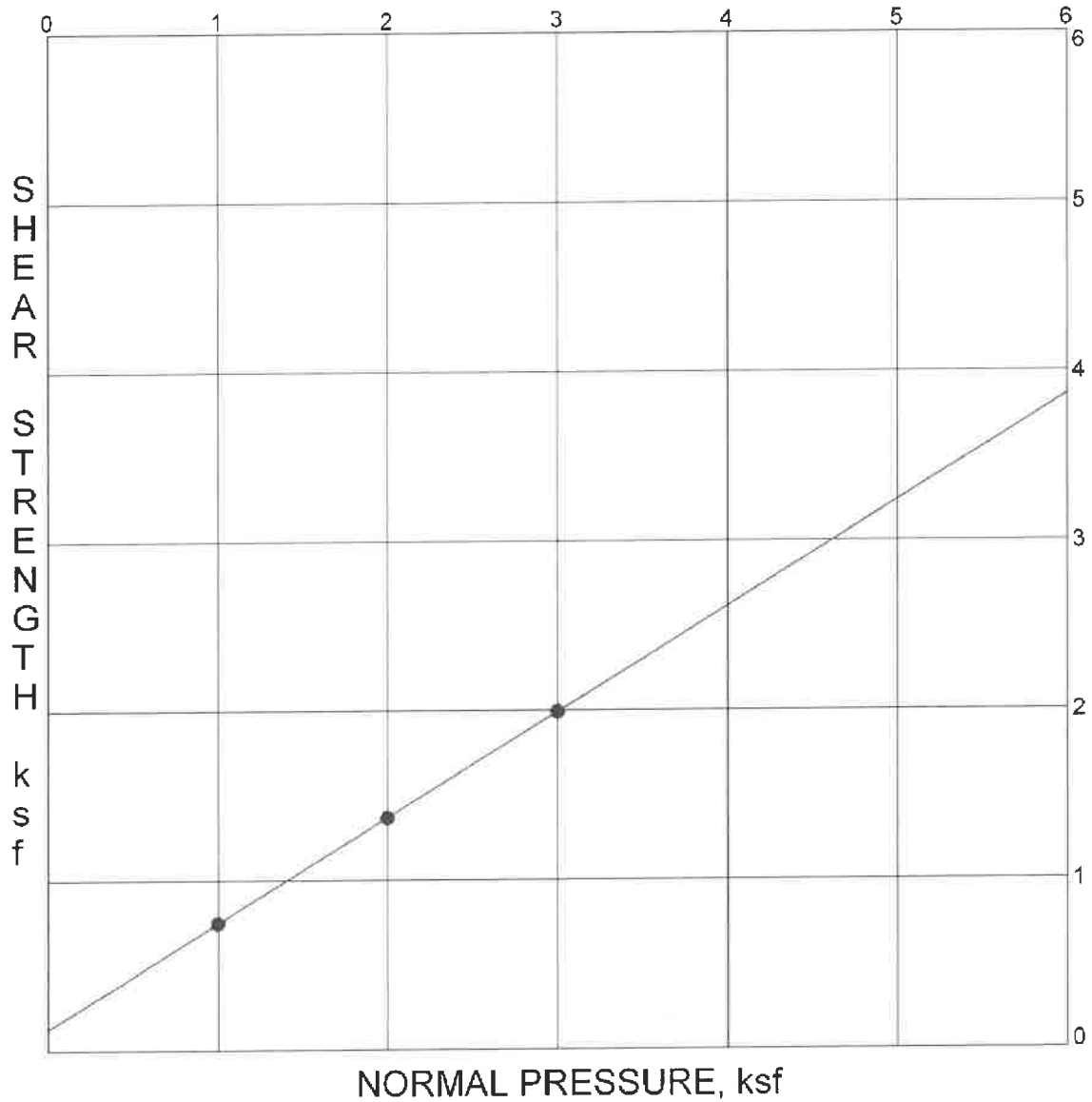
LABORATORY RECAPITULATION 2 PROJECT: 1724 W. Adams Blvd. PROJECT NO.: 6020						
Exploration	Depth (ft)	pH	As-Is Soil Resistivity (ohm-cm)	Minimum Soil Resistivity (ohm-cm)	Chloride (%)	Sulphate (%)
B-3	5	7.14	66000	4000	0.003	0.005

PROJECT LOCATION: 1724 W. Adams Blvd.

PROJECT NO.: 6020

SAMPLE LOCATION: B-1 @ 5.0

DESCRIPTION: Qal



Test Results

Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 6.2	Dry Density: 105.5	Phi (deg): 32.0
Saturated: 21.3		Cohesion (ksf): 0.125

SHEAR TEST DIAGRAM

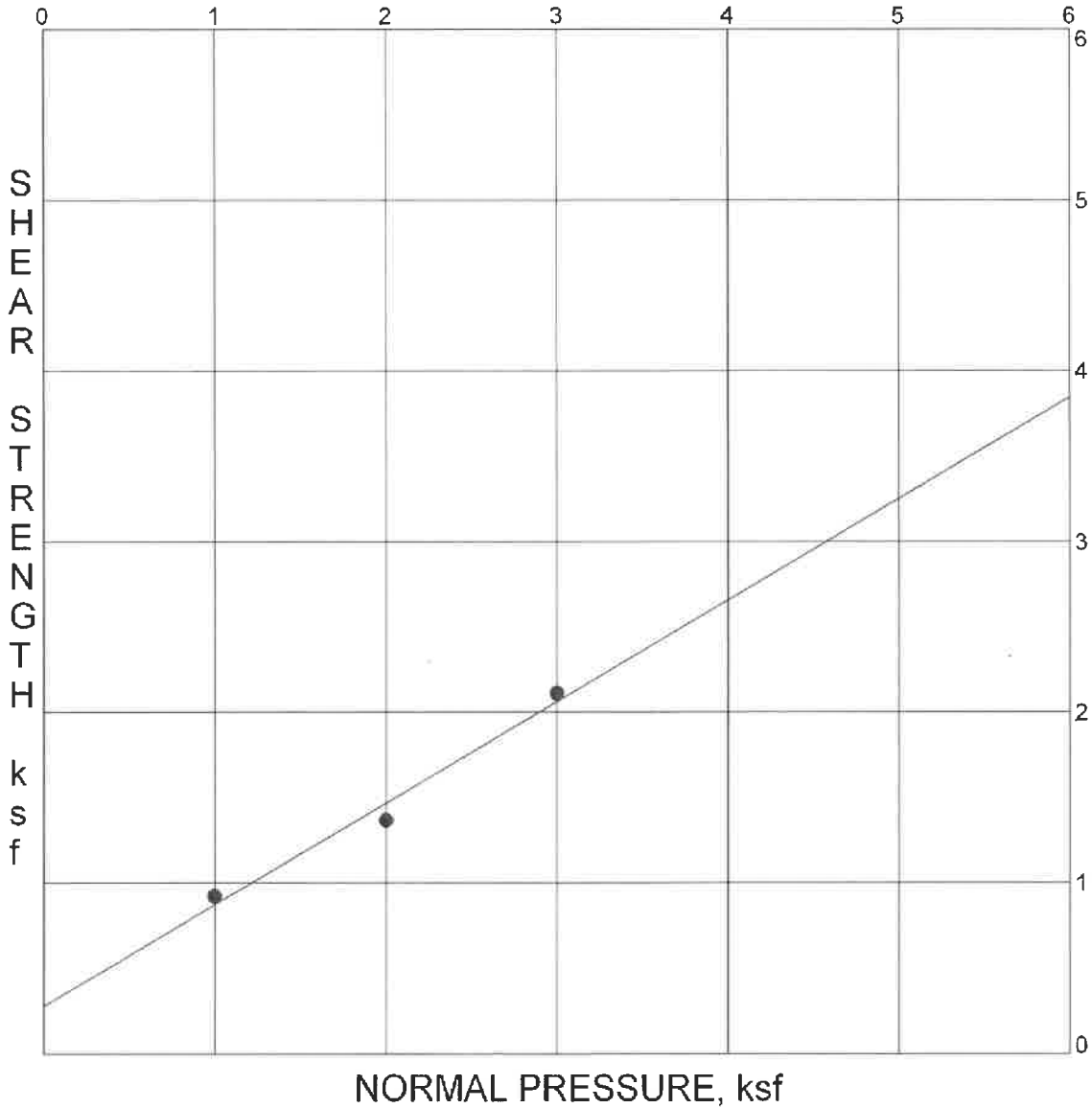
Figure S.1

PROJECT LOCATION: 1724 W. Adams Blvd.

PROJECT NO.: 6020

SAMPLE LOCATION: B-2 @ 2.5

DESCRIPTION: Qal



Test Results

Moisture Content (%)	Density (pcf)	Ultimate Strength
In situ: 7.1	Dry Density: 109.5	Phi (deg): 30.0
Saturated: 19.5		Cohesion (ksf): 0.300

SHEAR TEST DIAGRAM

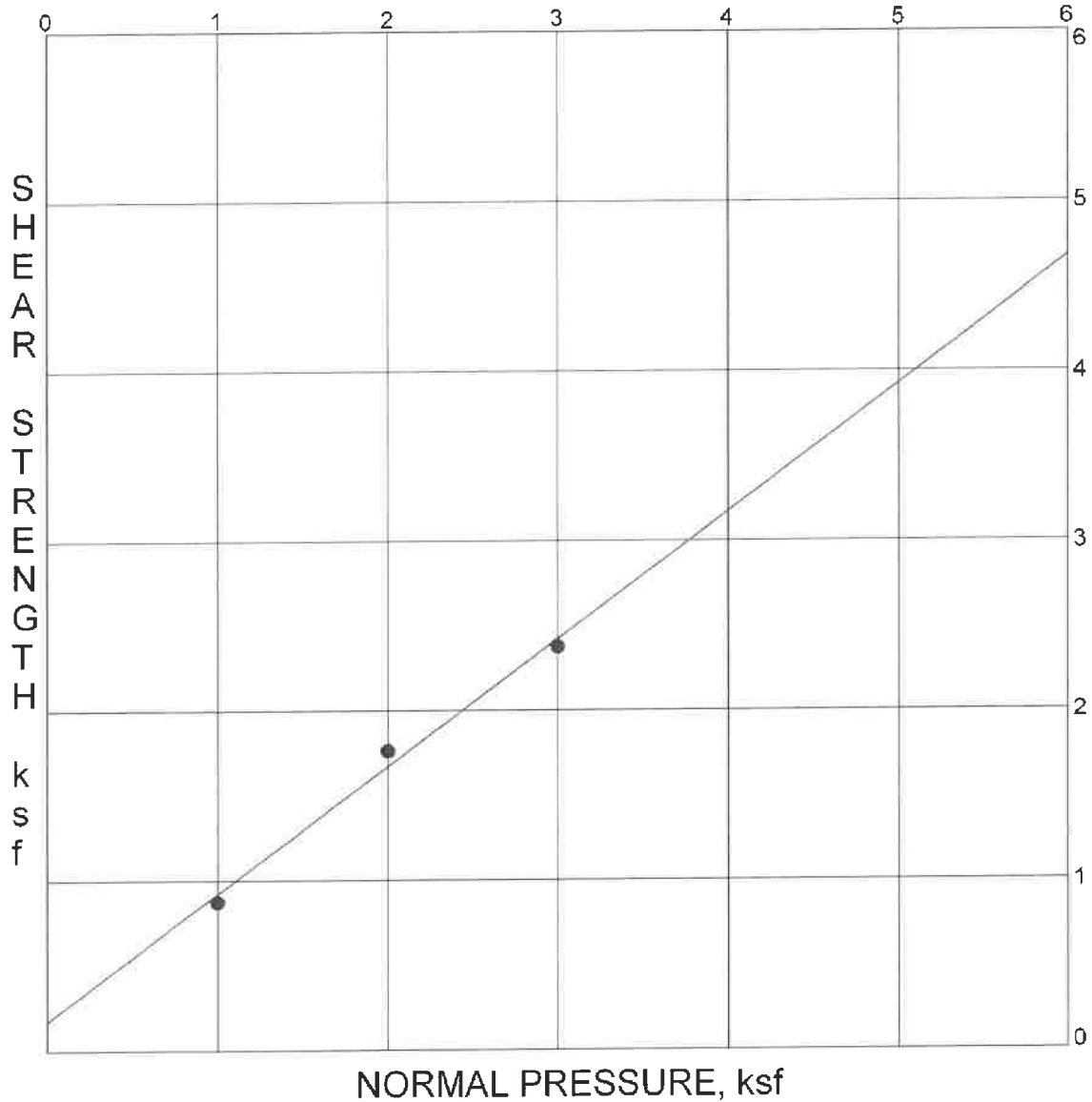
Figure S.2

PROJECT LOCATION: 1724 W. Adams Blvd.

PROJECT NO.: 6020

SAMPLE LOCATION: B-2 @ 7.5

DESCRIPTION: Qal



Test Results

Moisture Content (%)	Density (pcf)	Ultimate Strength
Insitu: 2.3 Saturated: 13.3	Dry Density: 127.3	Phi (deg): 36.0 Cohesion (ksf): 0.175

SHEAR TEST DIAGRAM

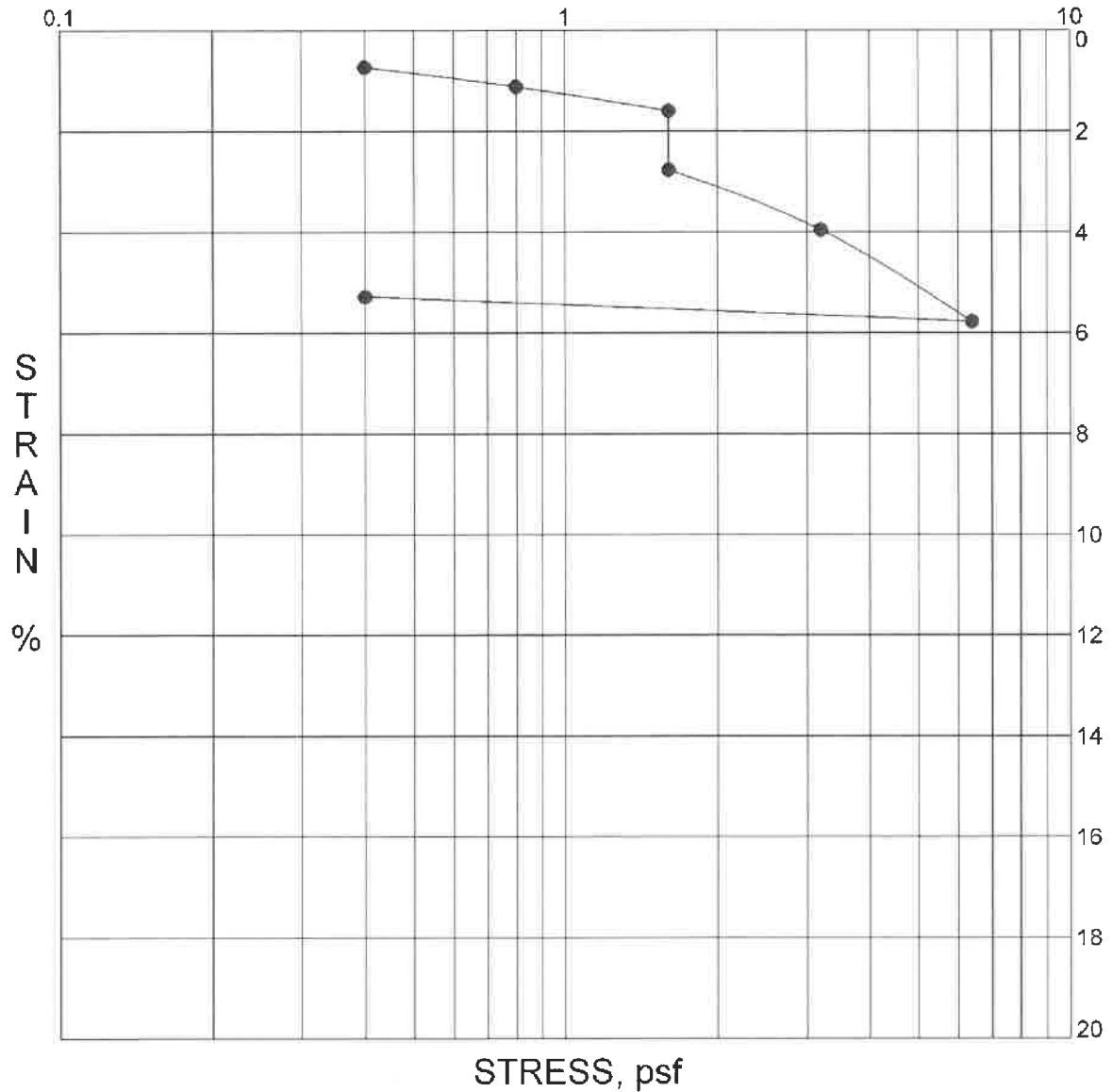
Figure S.3

PROJECT LOCATION: 1724 W. Adams Blvd.

PROJECT NO.: 6020

SAMPLE LOCATION: B-1 @ 5.0

DESCRIPTION: Qal



Test Results

Moisture Content (%)	Density (pcf)	Water Added At
In situ: 6.2	Dry Density: 105.5	1600 lbs.

CONSOLIDATION TEST DIAGRAM

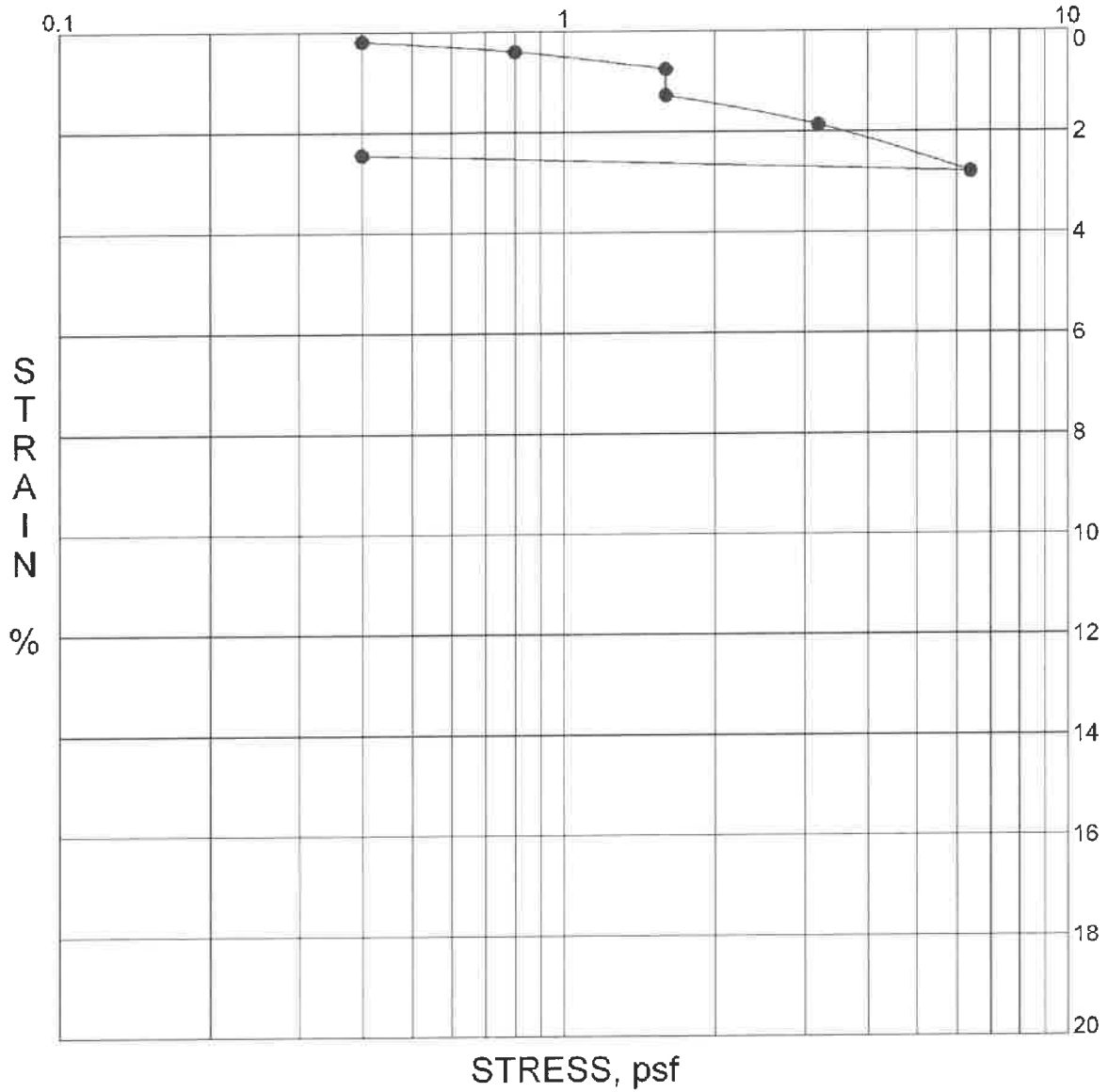
Figure C.1

PROJECT LOCATION: 1724 W. Adams Blvd.

PROJECT NO.: 6020

SAMPLE LOCATION: B-1 @ 10.0

DESCRIPTION: Qal



Test Results

Moisture Content (%)	Density (pcf)	Water Added At
In situ: 2.8	Dry Density: 120.9	1600 lbs.

CONSOLIDATION TEST DIAGRAM

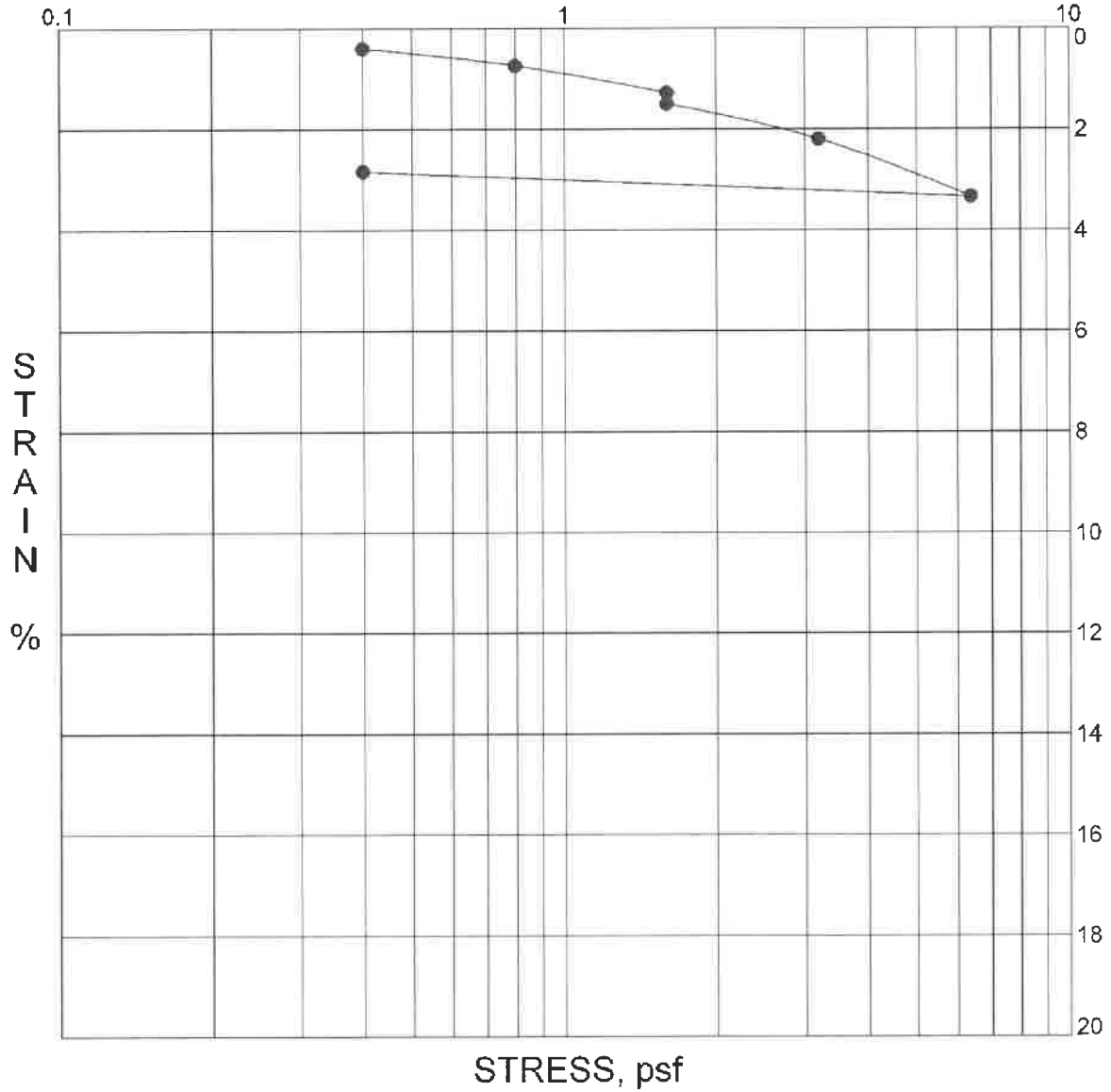
Figure C.2

PROJECT LOCATION: 1724 W. Adams Blvd.

PROJECT NO.: 6020

SAMPLE LOCATION: B-1 @ 15.0

DESCRIPTION: Qa1



Test Results

Moisture Content (%)	Density (pcf)	Water Added At
In situ: 3.1	Dry Density: 118.3	1600 lbs.

CONSOLIDATION TEST DIAGRAM

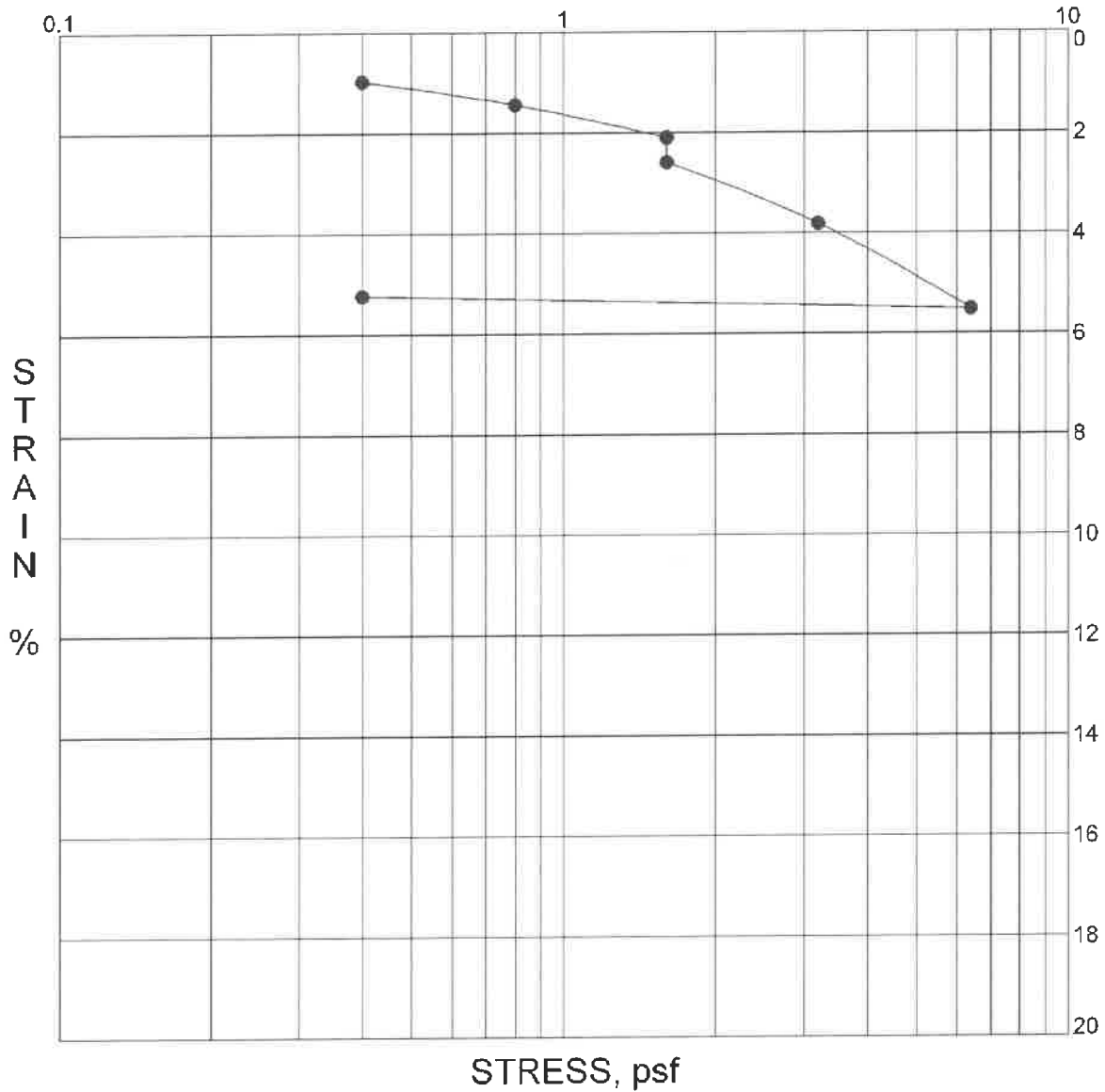
Figure C.3

PROJECT LOCATION: 1724 W. Adams Blvd.

PROJECT NO.: 6020

SAMPLE LOCATION: B-2 @ 2.5

DESCRIPTION: Qa1



Test Results

Moisture Content (%)	Density (pcf)	Water Added At
In situ: 7.1	Dry Density: 109.5	1600 lbs.

CONSOLIDATION TEST DIAGRAM

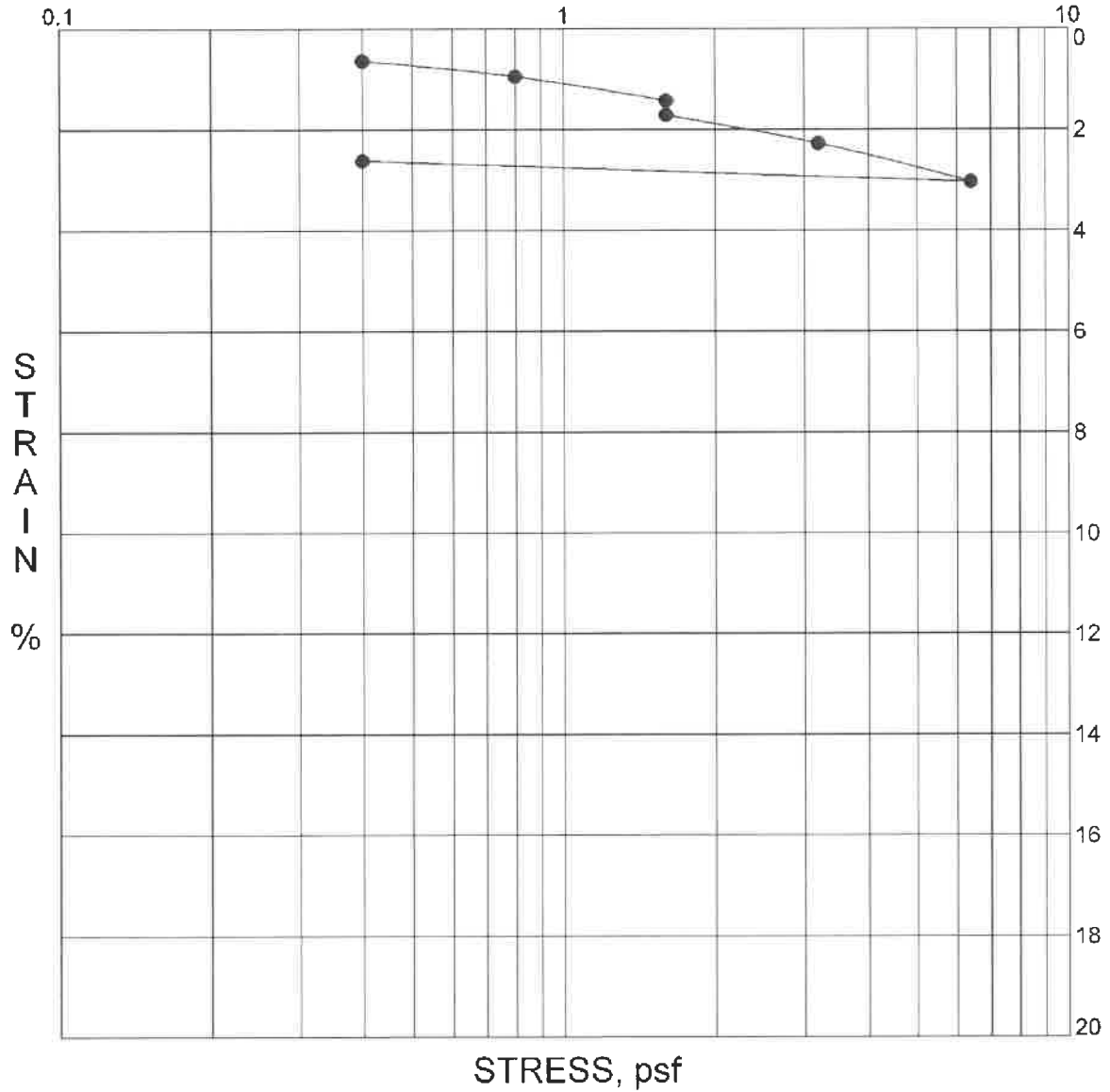
Figure C.4

PROJECT LOCATION: 1724 W. Adams Blvd.

PROJECT NO.: 6020

SAMPLE LOCATION: B-2 @ 12.5

DESCRIPTION: Qal



Test Results

Moisture Content (%)	Density (pcf)	Water Added At
In situ: 7.7	Dry Density: 124.1	1600 lbs.

CONSOLIDATION TEST DIAGRAM

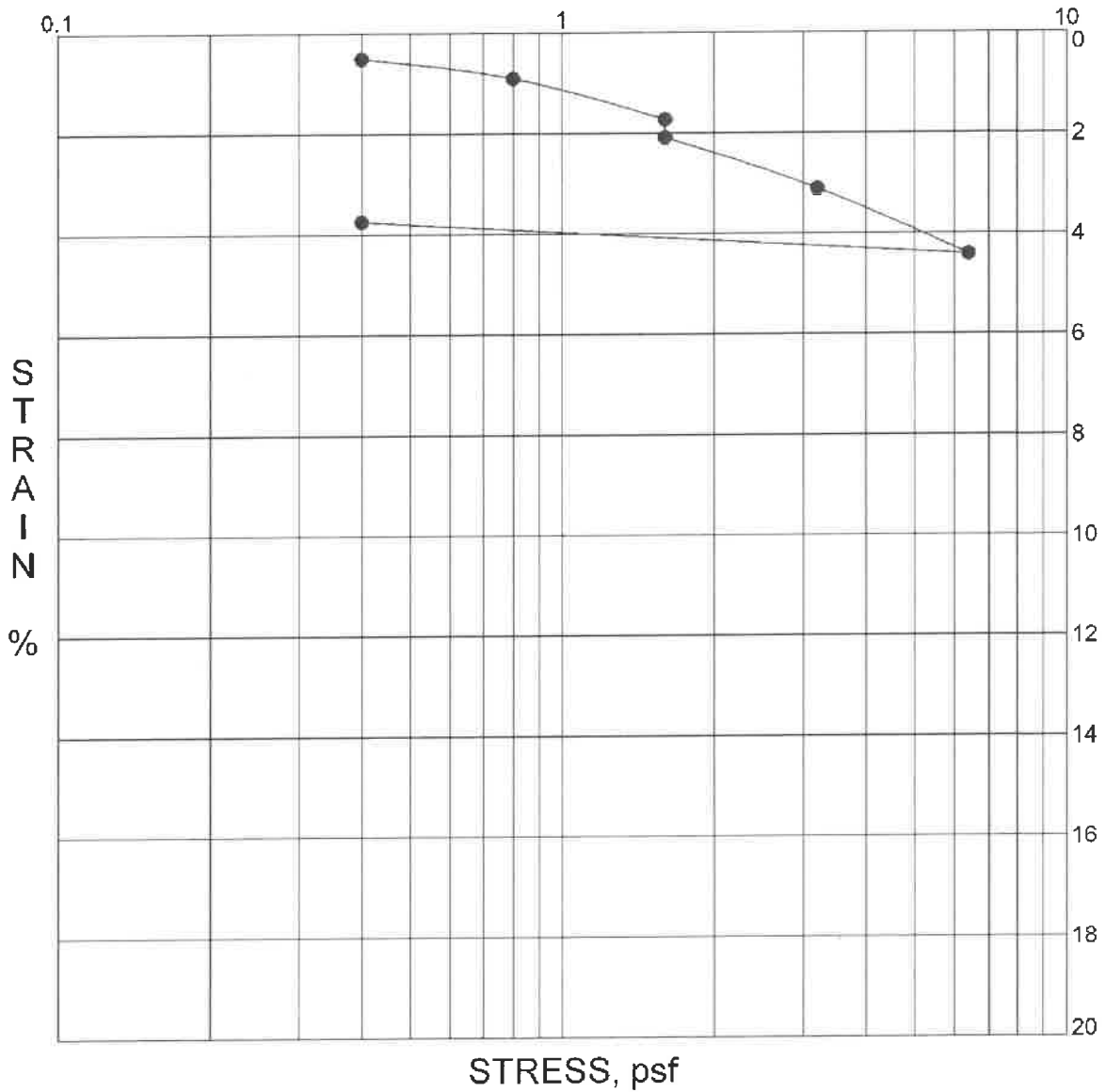
Figure C.5

PROJECT LOCATION: 1724 W. Adams Blvd.

PROJECT NO.: 6020

SAMPLE LOCATION: B-3 @ 5.0

DESCRIPTION: Qal



Test Results

Moisture Content (%)	Density (pcf)	Water Added At
In situ: 1.6	Dry Density: 122.0	1600 lbs.

CONSOLIDATION TEST DIAGRAM

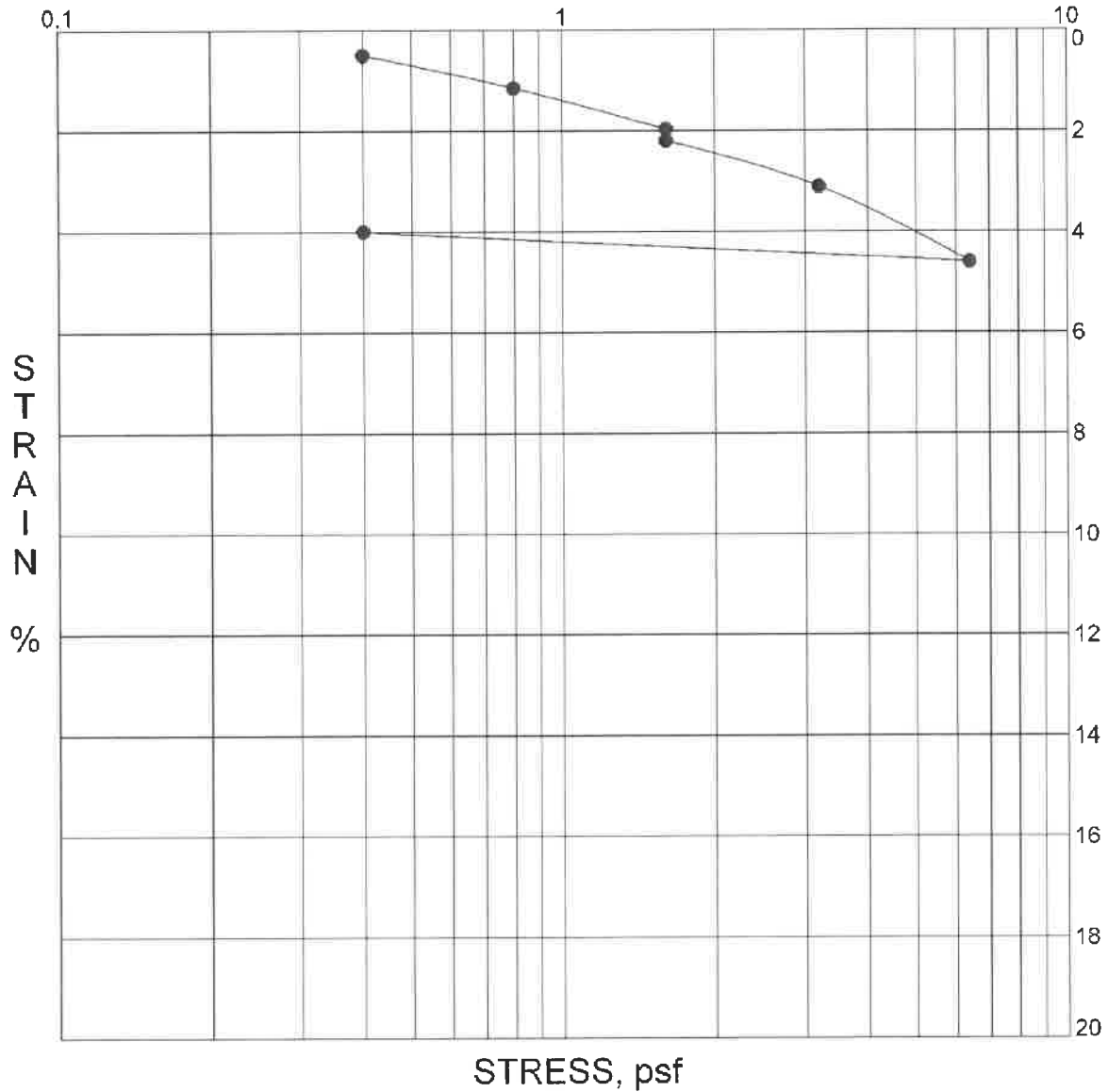
Figure C.6

PROJECT LOCATION: 1724 W. Adams Blvd.

PROJECT NO.: 6020

SAMPLE LOCATION: B-3 @ 10.0

DESCRIPTION: Qa1



Test Results

Moisture Content (%)	Density (pcf)	Water Added At
In situ: 2.4	Dry Density: 124.8	1600 lbs.

CONSOLIDATION TEST DIAGRAM

Figure C.7

APPENDIX III

ANALYSES

Lateral Design

Seismic Evaluation

Maximum Vertical Cut Height

TEMPORARY EXCAVATION HEIGHT	
<p>CALCULATE THE HEIGHT TO WHICH TEMPORARY EXCAVATIONS ARE STABLE (NEGATIVE THRUST). THE EXCAVATION HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. ASSUME THE EARTH MATERIAL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE.</p>	
CALCULATION PARAMETERS	
EARTH MATERIAL: Qal	WALL HEIGHT: 7 feet
SHEAR DIAGRAM: B-1@5	BACKSLOPE ANGLE: 0 degrees
COHESION: 125 psf	SURCHARGE: 0 pounds
PHI ANGLE: 32 degrees	SURCHARGE TYPE: U Uniform
DENSITY: 110 pcf	INITIAL FAILURE ANGLE: 20 degrees
SAFETY FACTOR: 1.25	FINAL FAILURE ANGLE: 70 degrees
WALL FRICTION: 0 degrees	INITIAL TENSION CRACK: 4 feet
CD (C/FS): 100.0 psf	FINAL TENSION CRACK: 30 feet
PHID = ATAN(TAN(PHI)/FS) = 26.6 degrees	
CALCULATED RESULTS	
CRITICAL FAILURE ANGLE	46 degrees
AREA OF TRIAL FAILURE WEDGE	11.7 square feet
TOTAL EXTERNAL SURCHARGE	0.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	1288.7 pounds
NUMBER OF TRIAL WEDGES ANALYZED	4131 trials
LENGTH OF FAILURE PLANE	5.8 feet
DEPTH OF TENSION CRACK	0.9 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	4.0 feet
CALCULATED HORIZONTAL THRUST	-91.4 pounds
CALCULATED EQUIVALENT FLUID PRESSURE	-7.3 pcf
MAXIMUM HEIGHT OF TEMPORARY EXCAVATION	5.0 feet

Slot Cuts (Seven Feet High with Level Backslope)

SLOT CUT ANALYSIS	
<p>CALCULATE THE FACTOR OF SAFETY OF SLOT CUT EXCAVATIONS. ASSUME COHESIVE AND FRICTIONAL RESISTANCE ALONG THE SIDES OF SLOTS AS WELL AS THE FAILURE SURFACE. THE HORIZONTAL PRESSURE ON THE SIDES OF THE SLOTS IS THE AT-REST PRESSURE (1-SIN(phi)).</p>	
CALCULATION PARAMETERS	
EARTH MATERIAL: Qa1	EXCAVATION HEIGHT: 7 feet
SHEAR DIAGRAM: B-1@5	BACKSLOPE ANGLE: 0 degrees
COHESION: 125 psf	SURCHARGE: 0 pounds
PHI ANGLE: 32 degrees	SURCHARGE TYPE: U Uniform
DENSITY: 110 pcf	INITIAL FAILURE ANGLE: 17 degrees
SLOT BOUNDARY CONDITIONS	FINAL FAILURE ANGLE: 70 degrees
SLOT CUT WIDTH: 8 feet	INITIAL TENSION CRACK: 3 feet
COHESION: 125 psf	FINAL TENSION CRACK: 20 feet
PHI ANGLE: 32 degrees	
CALCULATED RESULTS	
CRITICAL FAILURE ANGLE	57 degrees
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	3.0 feet
DEPTH OF TENSION CRACK	2.4 feet
TOTAL EXTERNAL SURCHARGE	0.0 pounds
VOLUME OF FAILURE WEDGE	112.6 ft ³
WEIGHT OF FAILURE WEDGE	12382.1 pounds
LENGTH OF FAILURE PLANE	5.5 feet
SURFACE AREA OF FAILURE PLANE	44 ft ²
SURFACE AREA OF SIDES OF SLOTS	14.1 ft ²
NUMBER OF TRIAL WEDGES ANALYZED	7568 trials
TOTAL RESISTING FORCE ALONG WEDGE BASE (FrB)	4269.9 pounds
TOTAL RESISTING FORCE ALONG WEDGE SIDES (FrS)	2867.8 pounds
RESULTANT HORIZONTAL COMPONENT OF FORCE	-20.9 pounds
CALCULATED FACTOR OF SAFETY	1.29

9/24/21, 9:38 AM

U.S. Seismic Design Maps



1722 - 1734 W Adams Blvd 1724 W Adams Blvd, Los Angeles, CA 90018, USA

Latitude, Longitude: 34.0323131, -118.3009914



Date	9/24/2021, 9:38:26 AM
Design Code Reference Document	ASCE7-16
Risk Category	II
Site Class	D - Stiff Soil

Type	Value	Description
S_S	1.917	MCE_R ground motion. (for 0.2 second period)
S_1	0.678	MCE_R ground motion. (for 1.0s period)
S_{MS}	1.917	Site-modified spectral acceleration value
S_{M1}	null -See Section 11.4.8	Site-modified spectral acceleration value
S_{D5}	1.278	Numeric seismic design value at 0.2 second SA
S_{D1}	null -See Section 11.4.8	Numeric seismic design value at 1.0 second SA

Type	Value	Description
SDC	null -See Section 11.4.8	Seismic design category
F_a	1	Site amplification factor at 0.2 second
F_v	null -See Section 11.4.8	Site amplification factor at 1.0 second
PGA	0.817	MCE_G peak ground acceleration
F_{PGA}	1.1	Site amplification factor at PGA
PGA_M	0.898	Site modified peak ground acceleration
T_L	8	Long-period transition period in seconds
S_{SRT}	1.917	Probabilistic risk-targeted ground motion. (0.2 second)
S_{SUH}	2.114	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration
S_{SD}	2.354	Factored deterministic acceleration value. (0.2 second)
S_{1RT}	0.678	Probabilistic risk-targeted ground motion. (1.0 second)
S_{1UH}	0.752	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration.
S_{1D}	0.784	Factored deterministic acceleration value. (1.0 second)
PGA_d	0.952	Factored deterministic acceleration value. (Peak Ground Acceleration)
C_{RS}	0.907	Mapped value of the risk coefficient at short periods

9/24/21, 9:38 AM

U.S. Seismic Design Maps

Type	Value
C _{R1}	0.903

Description

Mapped value of the risk coefficient at a period of 1 s

9/24/21, 9:39 AM

Unified Hazard Tool

U.S. Geological Survey - Earthquake Hazards Program

Unified Hazard Tool

Please do not use this tool to obtain ground motion parameter values for the design code reference documents covered by the [U.S. Seismic Design Maps web tools](#) (e.g., the International Building Code and the ASCE 7 or 41 Standard). The values returned by the two applications are not identical.

^ Input

Edition

Dynamic: Conterminous U.S. 2014 (u...

Spectral Period

Peak Ground Acceleration

Latitude

Decimal degrees

34.0323131

Time Horizon

Return period in years

475

Longitude

Decimal degrees, negative values for western longitudes

-118.3009914

Site Class

259 m/s (Site class D)

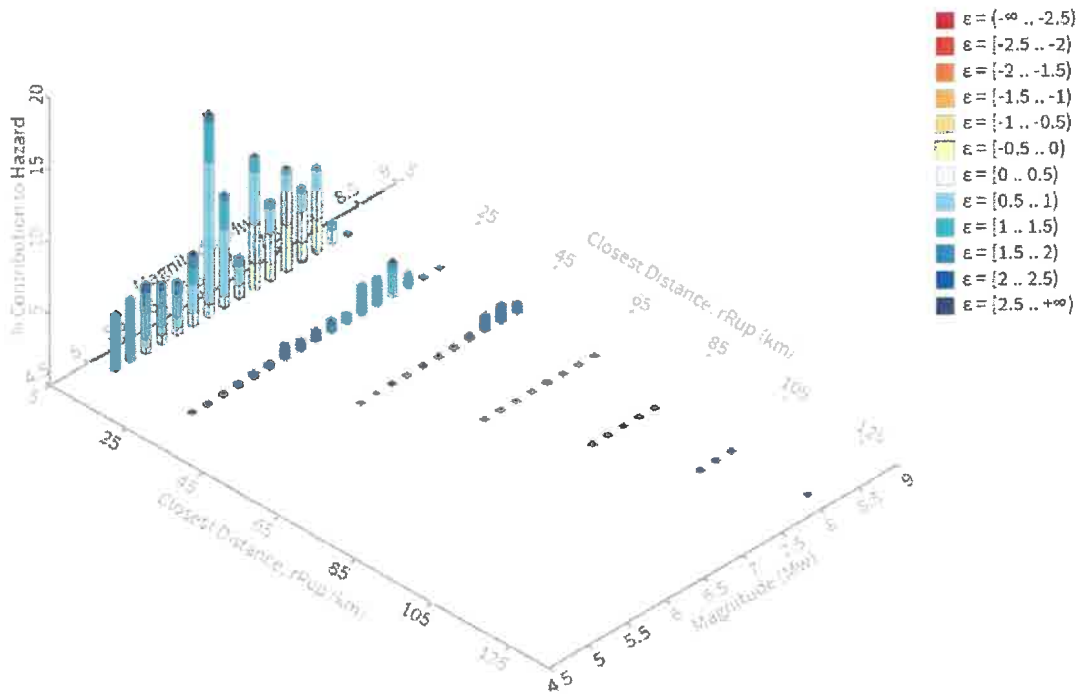
9/24/21, 9:39 AM

Unified Hazard Tool

^ Deaggregation

Component

Total



9/24/21, 9:39 AM

Unified Hazard Tool

Summary statistics for, Deaggregation: Total

Deaggregation targets

Return period: 475 yrs
Exceedance rate: 0.0021052632 yr⁻¹
PGA ground motion: 0.50171196 g

Recovered targets

Return period: 508.34186 yrs
Exceedance rate: 0.0019671801 yr⁻¹

Totals

Binned: 100 %
Residual: 0 %
Trace: 0.14 %

Mean (over all sources)

m: 6.65
r: 13.11 km
ε: 0.93 σ

Mode (largest m-r bin)

m: 6.35
r: 8.01 km
ε: 0.86 σ
Contribution: 14.01 %

Mode (largest m-r-ε bin)

m: 6.35
r: 7.56 km
ε: 0.78 σ
Contribution: 9.86 %

Discretization

r: min = 0.0, max = 1000.0, Δ = 20.0 km
m: min = 4.4, max = 9.4, Δ = 0.2
ε: min = -3.0, max = 3.0, Δ = 0.5 σ

Epsilon keys

ε0: [-∞ .. -2.5)
ε1: [-2.5 .. -2.0)
ε2: [-2.0 .. -1.5)
ε3: [-1.5 .. -1.0)
ε4: [-1.0 .. -0.5)
ε5: [-0.5 .. 0.0)
ε6: [0.0 .. 0.5)
ε7: [0.5 .. 1.0)
ε8: [1.0 .. 1.5)
ε9: [1.5 .. 2.0)
ε10: [2.0 .. 2.5)
ε11: [2.5 .. +∞]

9/24/21, 9:39 AM

Unified Hazard Tool

Deaggregation Contributors

Source Set	Source	Type	r	m	ϵ_0	lon	lat	az	%
UC33brAvg_FM31		System							33.80
	Newport-Inglewood alt 1 [8]		7.05	6.59	0.69	118.369°W	34.006°N	245.29	6.07
	Elysian Park (Upper) [2]		8.92	6.78	0.72	118.247°W	34.087°N	39.27	3.85
	Puente Hills [4]		7.10	7.13	0.28	118.275°W	34.062°N	36.44	3.38
	Elysian Park (Upper) [1]		8.94	6.35	0.94	118.239°W	34.081°N	46.25	2.63
	Compton [3]		13.21	7.20	-0.04	118.414°W	33.865°N	209.22	1.99
	Newport-Inglewood alt 1 [6]		11.21	7.57	0.06	118.316°W	33.933°N	187.08	1.83
	Hollywood [1]		9.58	7.35	0.57	118.322°W	34.115°N	348.21	1.45
	San Andreas (Mojave S) [7]		59.38	8.06	2.03	118.010°W	34.509°N	26.64	1.42
	Palos Verdes [13]		22.62	7.20	1.56	118.455°W	33.874°N	218.92	1.27
UC33brAvg_FM32		System							32.97
	Newport-Inglewood alt 2 [8]		6.73	6.66	0.61	118.361°W	34.000°N	237.07	4.88
	Puente Hills (LA) [1]		3.48	7.15	-0.05	118.299°W	34.039°N	16.89	3.91
	Elysian Park (Upper) [2]		8.92	6.92	0.67	118.247°W	34.087°N	39.27	3.24
	Compton [3]		13.21	7.37	-0.09	118.414°W	33.865°N	209.22	2.02
	Santa Monica alt 2 [0]		8.33	7.44	0.43	118.338°W	34.100°N	335.66	1.66
	Hollywood [1]		9.58	6.98	0.76	118.322°W	34.115°N	348.21	1.63
	Puente Hills (Santa Fe Springs) [1]		15.60	7.03	0.92	118.144°W	33.926°N	129.07	1.53
	San Vicente [0]		4.88	6.45	0.42	118.306°W	34.066°N	352.42	1.47
	San Andreas (Mojave S) [7]		59.38	8.05	2.03	118.010°W	34.509°N	26.64	1.42
	Newport-Inglewood alt 2 [6]		11.11	7.57	0.07	118.305°W	33.933°N	181.71	1.42
	Palos Verdes [13]		22.62	7.25	1.54	118.455°W	33.874°N	218.92	1.20
UC33brAvg_FM32 (opt)		Grid							16.92
	PointSourceFinite: -118.301, 34.064		6.15	5.66	0.84	118.301°W	34.064°N	0.00	2.57
	PointSourceFinite: -118.301, 34.064		6.15	5.66	0.84	118.301°W	34.064°N	0.00	2.57
	PointSourceFinite: -118.301, 34.118		10.01	5.82	1.32	118.301°W	34.118°N	0.00	1.64
	PointSourceFinite: -118.301, 34.118		10.01	5.82	1.32	118.301°W	34.118°N	0.00	1.64
	PointSourceFinite: -118.301, 34.100		8.74	5.71	1.22	118.301°W	34.100°N	0.00	1.47
	PointSourceFinite: -118.301, 34.100		8.74	5.71	1.22	118.301°W	34.100°N	0.00	1.47
	PointSourceFinite: -118.301, 34.136		11.61	5.83	1.49	118.301°W	34.136°N	0.00	1.20
	PointSourceFinite: -118.301, 34.136		11.61	5.83	1.49	118.301°W	34.136°N	0.00	1.20
UC33brAvg_FM31 (opt)		Grid							16.32
	PointSourceFinite: -118.301, 34.064		6.15	5.66	0.84	118.301°W	34.064°N	0.00	2.44
	PointSourceFinite: -118.301, 34.064		6.15	5.66	0.84	118.301°W	34.064°N	0.00	2.44
	PointSourceFinite: -118.301, 34.118		10.05	5.80	1.33	118.301°W	34.118°N	0.00	1.64
	PointSourceFinite: -118.301, 34.118		10.05	5.80	1.33	118.301°W	34.118°N	0.00	1.64
	PointSourceFinite: -118.301, 34.100		8.75	5.70	1.22	118.301°W	34.100°N	0.00	1.32
	PointSourceFinite: -118.301, 34.100		8.75	5.70	1.22	118.301°W	34.100°N	0.00	1.32
	PointSourceFinite: -118.301, 34.136		11.63	5.83	1.50	118.301°W	34.136°N	0.00	1.15
	PointSourceFinite: -118.301, 34.136		11.63	5.83	1.50	118.301°W	34.136°N	0.00	1.15

APPENDIX IV

REFERENCES

1. Bowles, Joseph, E., Foundation Analysis and Design (McGraw-Hill, New York: 1988).
2. California Department of Conservation, Division of Mines and Geology, 1998, Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada.
3. California Department of Conservation, Division of Mines and Geology, March 25, 1999, State of California Seismic Hazard Zones Map of the Hollywood Quadrangle.
4. California Department of Conservation, Division of Mines and Geology, 1998, Seismic Hazard Zone Report for the Hollywood 7.5 Minute Quadrangle, Los Angeles County, California. Seismic Hazard Zone Report 026.
5. Dibblee, T. W. Jr., 1991, Geologic Map of the Hollywood and Burbank (South 1/2) Quadrangles, Los Angeles County, California: Dibblee Geological Foundation.
6. Monahan, Edward J., PE, Construction of and on Compacted Fills (Wiley & Sons, New York: 1986).
7. Naval Facilities Engineering Command Foundations and Earth Structures - Design Manual 7.02 (Naval Publications and Forms Center, Philadelphia: 1986).
8. Taylor, Donald W., Fundamentals of Soil Mechanics (Wiley & Sons, New York: 1948).
9. Terzaghi, Karl, Peck, Ralph B., Mesri, Gholamreza, Soil Mechanics in Engineering Practice (Wiley & Sons, New York: 1996).

JAVIER NUNEZ
PRESIDENT

ELVIN W. MOON
VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL
LAUREL GILLETTE
GEORGE HOVAGUIMIAN



KAREN BASS
MAYOR

OSAMA YOUNAN, P.E.
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

JOHN WEIGHT
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

January 30, 2023

LOG # 124699
SOILS/GEOLOGY FILE - 2

Haroni Investments, LLC
1929 S Hooper Avenue
Los Angeles, Ca90011

TRACT: PRUDENTIAL IMPROVEMENT COMPANY'S SUBDIVISION NO. 1
(M P 1-32)
LOT(S): 3-5
LOCATION: 1722-1734 W Adams Blvd.

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Addendum Report	6020	12/20/2022	GeoConcepts, Inc.

<u>PREVIOUS REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Dept. Approval Letter Soils Report	122136 6020	07/19/2022 05/16/2022	LADBS GeoConcepts, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provide additional shoring, basement and retaining wall recommendations. The proposed building has also been revised to include a basement level. The Department conditionally approved the above referenced reports dated 05/16/2022 for a 5-story apartment building constructed at-grade in a letter dated 07/19/2022, Log #122136. The proposed building has been revised to be a 5-story apartment building over a subterranean level (6 levels total)

The consultants recommend to support the proposed structure(s) on conventional foundations bearing on native undisturbed soils.

The referenced reports are acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis () refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. All conditions of the above referenced Department approval letter(s) that are specifically related to the proposed 5-story apartment building over a subterranean level shall apply.
2. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).
3. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
4. Shoring shall be designed for the lateral earth pressures specified in the section titled "Temporary Shoring" starting on page 2 of the 12/20/2022 report; all surcharge loads shall be included into the design.
5. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.
6. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
7. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Walls" starting on page 4 of the 12/20/2022 report. Note: All surcharge loads shall be included into the design.
8. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 6 of the 12/20/2022 report (1803.5.12).
9. Basement walls and other walls in which horizontal movement is restricted at the top shall be designed for at-rest pressure as specified on page 4 of the 12/20/2022 report (1610.1). All surcharge loads shall be included into the design.
10. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
11. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
12. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
13. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).

1722-1734 W Adams Blvd.

14. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
15. The structure shall be connected to the public sewer system per P/BC 2020-027.
16. Installation of shoring, underpinning, slot cutting and/or pile excavations shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).



DAN RYAN EVANGELISTA
Structural Engineering Associate IV

DRE/dre

Log No. 124699

213-482-0480

cc: GeoConcepts, Inc., Project Consultant
LA District Office

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
Grading Division

District	LA	Log No.	124699
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APPLICATION FOR REVIEW OF TECHNICAL REPORTS

INSTRUCTIONS

- A. Address all communications to the Grading Division, LADBS, 201 N. Figueroa St., 3rd Fl., Los Angeles, CA 90012
Telephone No. (213)482-0480.
- B. Submit three copies (four for subdivisions) of reports, one "pdf" copy of the report on a CD-Rom,
and one copy of application with items "1" through "10" completed.
- C. Check should be made to the City of Los Angeles.

1. LEGAL DESCRIPTION Tract: _____ Block: _____	CMP 1-32	2. PROJECT ADDRESS: 1724 W. Adams St.
3. OWNER: Haroni Investments, LLC Address: 1929 S. Hooper Ave City: Los Angeles Zip: 90011 Phone (Daytime): _____		4. APPLICANT Bruce Miller & Associates Inc. Address: 533 S. Fremont Ave. Suite 803 City: Los Angeles Zip: 90071 Phone (Daytime): 213/625-2592 E-mail address: kira@bamainc.com

5. Report(s) Prepared by: Geo Concepts Inc. 6. Report Date(s): December 20, 2022

7. Status of project: Proposed Under Construction Storm Damage
8. Previous site reports? YES if yes, give date(s) of report(s) and name of company who prepared report(s)

9. Previous Department actions? YES if yes, provide dates and attach a copy to expedite processing.
Dates: _____

10. Applicant Signature: Liana Fernandez Position: Agent

(DEPARTMENT USE ONLY)

REVIEW REQUESTED	FEES	REVIEW REQUESTED	FEES
<input type="checkbox"/> Soils Engineering		No. of Lots	
<input type="checkbox"/> Geology		No. of Acres	
<input type="checkbox"/> Combined Soils Engr. & Geol.		<input type="checkbox"/> Division of Land	
<input checked="" type="checkbox"/> Supplemental	181.50	Other	
<input type="checkbox"/> Combined Supplemental		<input checked="" type="checkbox"/> Expedite	90.75
<input type="checkbox"/> Import-Export Route		<input type="checkbox"/> Response to Correction	
Cubic Yards: _____		<input type="checkbox"/> Expedite ONLY	
		Sub-total	272.25
		One-Stop Surcharge	69.91
		TOTAL FEE	342.16

Fee Due: 342.16
Fee Verified By: ML Date: 1/18/23
(Cashier Use Only)

1499037 Pd. 1/18/23

ACTION BY: _____ THE REPORT IS: NOT APPROVED
 APPROVED WITH CONDITIONS BELOW ATTACHED

For Geology _____ Date _____
For Soils _____ Date _____

APPLICATIONS



TREE DISCLOSURE STATEMENT

Los Angeles Municipal Code (LAMC) Section 46.00 requires disclosure and protection of certain trees located on private and public property, and that they be shown on submitted and approved site plans. Any discretionary application that includes changes to the building footprint, including demolition or grading permit applications, shall provide a Tree Disclosure Statement completed and signed by the Property Owner.

If there are any protected trees or protected shrubs on the project site and/or any trees within the adjacent public right-of-way that may be impacted or removed as a result of the project, a Tree Report (CP-4068) will be required, and the field visit must be conducted by a qualified Tree Expert, prepared and conducted within the last 12 months.

Property Address: 1724 Adams Boulevard

Date of Field Visit: 01/05/23

Does the property contain any of the following protected trees or shrubs?

Yes (Mark any that apply below)

- Oak, including Valley Oak (*Quercus lobota*) and California Live Oak (*Quercus agrifolia*) or any other tree of the oak genus indigenous to California, but excluding the Scrub Oak
- Southern California Black Walnut (*Juglans californica*)
- Western Sycamore (*Platanus racemosa*)
- California Bay (*Umbellularia californica*)
- Mexican Elderberry (*Sambucus mexicana*)
- Toyon (*Heteromeles arbutifolia*)

No

Does the property contain any street trees in the adjacent public right-of-way?

Yes **No**

Does the project occur within the Mt. Washington/Glassell Park Specific Plan Area and contain any trees 12 inches or more diameter at 4.5 feet above average natural grade at base of tree and/or is more than 35 feet in height?

Yes **No**

Does the project occur within the Coastal Zone and contain any of the following trees?

- Yes (Mark any that apply below)
 - Blue Gum Eucalyptus (*Eucalyptus globulus*)
 - Red River Gum Eucalyptus (*Eucalyptus camaldulensis*)
 - Other Eucalyptus species

No

Tree Expert Credentials (if applicable)

Name of Tree Expert: _____

Mark which of the following qualifications apply:

- Certified arborist with the International Society of Arboriculture who holds a license as an agricultural pest control advisor
- Certified arborist with the International Society of Arboriculture who is a licensed landscape architect
- Registered consulting arborist with the American Society of Consulting Arborists

Certification/License No.: _____

Owner's Declaration

I acknowledge and understand that knowingly or negligently providing false or misleading information in response to this disclosure requirement constitutes a violation of the Los Angeles Municipal Code Section 46.00, which can lead to criminal and/or civil legal action. I certify that the information provided on this form relating to the project site and any of the above biological resources is accurate to the best of my knowledge.

Name of the Owner (Print) Amir Ohebsion

Owner Signature 

Date _____

Exhibit C:
**Los Angeles Housing Department (LAHD) SB 8
Replacement Unit Determination Letter**

Ann Sewill, General Manager
Tricia Keane, Executive Officer

City of Los Angeles



LOS ANGELES HOUSING DEPARTMENT

1200 West 7th Street, 9th Floor
Los Angeles, CA 90017
Tel: 213.928.9071

housing.lacity.org

Daniel Huynh, Assistant General Manager
Anna E. Ortega, Assistant General Manager
Luz C. Santiago, Assistant General Manager

Eric Garcetti, Mayor

DATE: December 5, 2022
TO: FAC-ADAMS BOULEVARD LLC, a California Limited Liability Company, Owner
FROM: Marites Cunanan, Senior Management Analyst II
Los Angeles Housing Department
SUBJECT: **Housing Crisis Act of 2019 (SB 8)**
(DB) Replacement Unit Determination
RE: 1722 - 1734 West Adams Boulevard, Los Angeles, CA 90018

Based on the SB 8 Application for a Replacement Unit Determination (RUD) submitted FAC-ADAMS BOULEVARD LLC, a California Limited Liability company (Owner) for the above-referenced property located at 1722 - 1734 W. Adams Blvd. (APN 5053-035-029, FR 3-5) (Property), the Los Angeles Housing Department (LAHD) has determined that no units are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 8). No dwelling unit(s) exist/existed on the property during the five (5)-year lookback period.

PROJECT SITE REQUIREMENTS:

The Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project ("Project") on a site ("Property") that will require demolition of existing dwelling units or occupied or vacant "Protected Units" unless the Project replaces those units as specified below. The replacement requirements below apply to the following projects:

- Discretionary Housing Development Projects that receive a final approval from Los Angeles City Planning (LACP) on or after January 1, 2022,
- Ministerial On-Menu Density Bonus, SB 35 and AB 2162 Housing Development Projects that submit an application to LACP on or after January 1, 2022, and
- Ministerial Housing Development Projects that submit a complete set of plans to the Los Angeles Department of Building & Safety (LADBS) for Plan Check and permit on or after January 1, 2022.

Replacement of Existing Dwelling Units

The Project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the Property within the past 5 years.

Replacement of Existing or Demolished Protected Units

The Project must also replace all existing or demolished "Protected Units". Protected Units are those residential dwelling units on the Property that are, or were, within the 5 years prior to the owner's application for a SB 8 Replacement Unit Determination (SB 8 RUD): **(1)** subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income, **(2)** subject to any form of rent or price control through a public entity's valid exercise of its police power within the 5 past years **(3)** occupied by lower or very low income households (an affordable Protected Unit), or **(4)** that were withdrawn from rent or lease per the Ellis Act, within the past 10 years.

Whether a unit qualifies as an affordable Protected Unit, is primarily measured by the INCOME level of the occupants (i.e. W-2 forms, tax return, pay stubs, etc.). The Los Angeles Housing Department (LAHD) will send requests for information to each occupant of the existing project. Requests for information can take two (2) or more

weeks to be returned. It is the owner's responsibility to work with the occupants to ensure that the requested information is timely produced.

- ***In the absence of occupant income documentation:*** Affordability will default to the percentage of extremely low, very low or low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database, which as of September 1, 2022 is at 33% extremely low income, 18% very low income and 19% low income for Transit Oriented Communities (TOC) projects and 51% very low income and 19% low income for Density Bonus projects. In the absence of specific entitlements, the affordability will default to 51% very low income and 19% low income. The remaining 30% of the units are presumed above-low income. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

Replacement of Protected Units Subject to the Rent Stabilization Ordinance (RSO), Last Occupied by Persons or Families at Moderate Income or Above

The City has the option to require that the Project provide: **(1)** replacement units affordable to low income households for a period of 55 years (rental units subject to a recorded covenant), OR **(2)** require the units to be replaced in compliance with the RSO.

Relocation, Right to Return, Right to Remain:

All occupants of Protected Units (as defined in California Government Code Section 66300(d)(2)(F)(vi)) being displaced by the Project have the right to remain in their units until six (6) months before the start of construction activities with proper notice subject to Chapter 16 (Relocation Assistance) of Division 7, Title I of the California Government Code ("Chapter 16"). However, all **Lower Income Household** (as defined in California Health and Safety Code Section 50079.5) occupants of Protected Units are **also** entitled to: **(a)** Relocation benefits also subject to Chapter 16, and **(b)** the right of first refusal ("Right to Return") to a comparable unit (same bedroom type) at the completed Project. If at the time of lease up or sale (if applicable) of a comparable unit, a returning occupant remains income eligible for an "affordable rent" (as defined in California Health and Safety Code Section 50053) or if for sale, an "affordable housing cost" (as defined in California Health and Safety Code Section 50052.5), owner must also provide the comparable unit at the "affordable rent" or "affordable housing cost", as applicable. This provision does not apply to: **(1)** a Project that consists of a Single Family Dwelling Unit on a site where a Single Family Dwelling unit is demolished, and **(2)** a Project that consists of 100% lower income units except Manager's Unit.

THE PROPOSED HOUSING DEVELOPMENT PROJECT:

Per the statement received by LAHD on July 4, 2022, the Owner plans to construct a five story apartment contains ninety (90)-unit project on the Property pursuant to by-right incentives under Density Bonus (DB) Guidelines.

PROPERTY STATUS (AKA THE "PROJECT SITE"):

Owner submitted an Application for a RUD for the Property on July 4, 2022. In order to comply with the required **five (5)-year** lookback period, LAHD collected and reviewed data from July 2017 to July 2022.

Review of Documents:

Pursuant to the Grant Deed, the Owner acquired the Property on March 1, 2022.

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, and the Code, Compliance, and Rent Information System (CRIS) database, indicates a use code of "1100 - Commercial - Store - One Story" for the Property (APN 5053-035-029, FR 3-5).

Google Earth, Google Street View, and an Internet Search confirm that the Property contains a multi-unit commercial plaza.

The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner has not applied for a Demolition Permit or a Building Permit Application.

REPLACEMENT UNIT DETERMINATION:

LAHD has determined that since at least July 2017, the Property has been used as a multi-unit commercial plaza. The replacement provisions of SB 8 do not apply to commercial properties if there are no residential dwelling unit(s) that exist or have existed on the property for the past five (5) years. Further, this development does not require the demolition of any prohibited types of housing, therefore, no SB 8 replacement affordable units are required.

Please note that this SB 8 determination will also apply if the proposed project is changed to a Transit Oriented Communities (TOC) project.

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

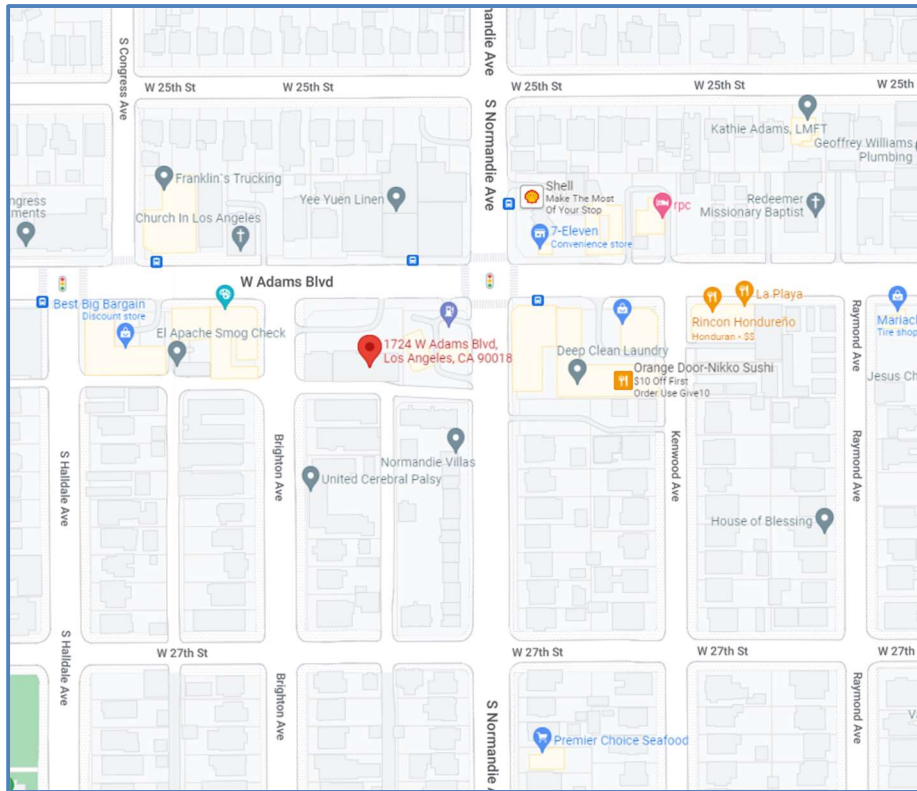
If you have any questions about this RUD, please contact Jessica Wang at jessica.wang@lacity.org.

cc: Los Angeles Housing Department File
Planning.PARP@lacity.org, Department of City Planning for discretionary projects, or
LADBS.ahs@lacity.org, Department of Building and Safety for by-right projects

MAC:jw

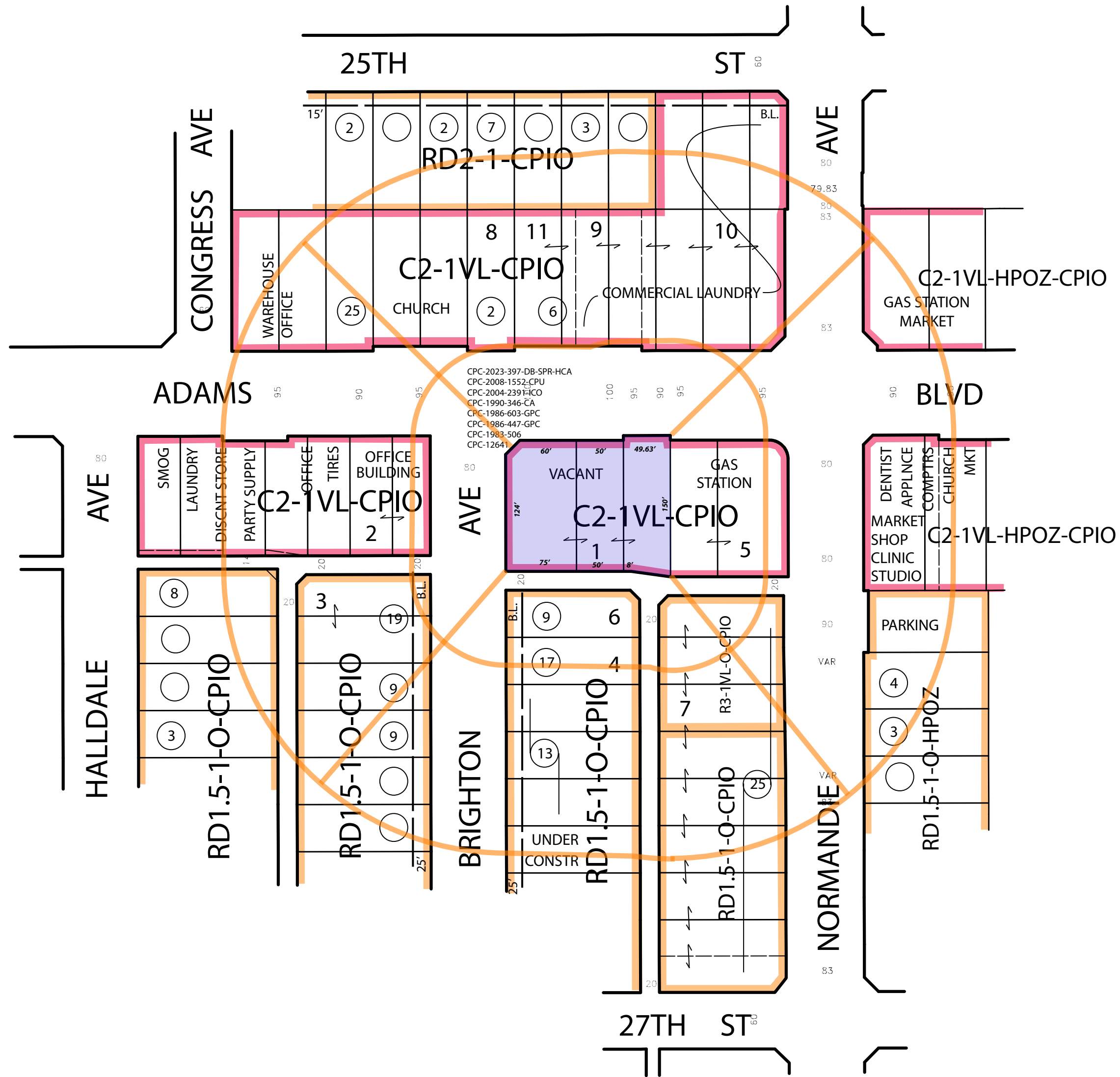
Exhibit D:
Vicinity Map, Radius Map, and ZIMAS Map

VICINITY MAP



Primary Address: 1724 Adams Boulevard
Los Angeles, CA 90018

Supplemental Addresses: 1722 Adams Boulevard
1726 Adams Boulevard
1728 Adams Boulevard
1730 Adams Boulevard
1732 Adams Boulevard
1734 Adams Boulevard



SITE PLAN REVIEW-DENSITY BONUS ON MENU -CPIO



Quality Mapping Service

14549 Archwood St. Suite 301
 Van Nuys, California 91405
 Phone (818) 997-7949 - Fax (818) 997-0351
 qmapping@qesqms.com

THOMAS BROTHERS
 Page: 633 Grid: J-6

LEGAL
 LOT: 3-5
 TRACT: PRUDENTIAL
 IMPROVEMENT
 COMPANY'S SUBD NO.1
 M.B. 1-32

CONTACT: THREE6IXTY

ASSESSOR PARCEL NUMBER: 5053-035-029

SITE ADDRESS: 1724 ADAMS BLVD

CD: 8
CT: 2222.00
PA: SOUTH LOS ANGELES
USES: RECORD / FIELD

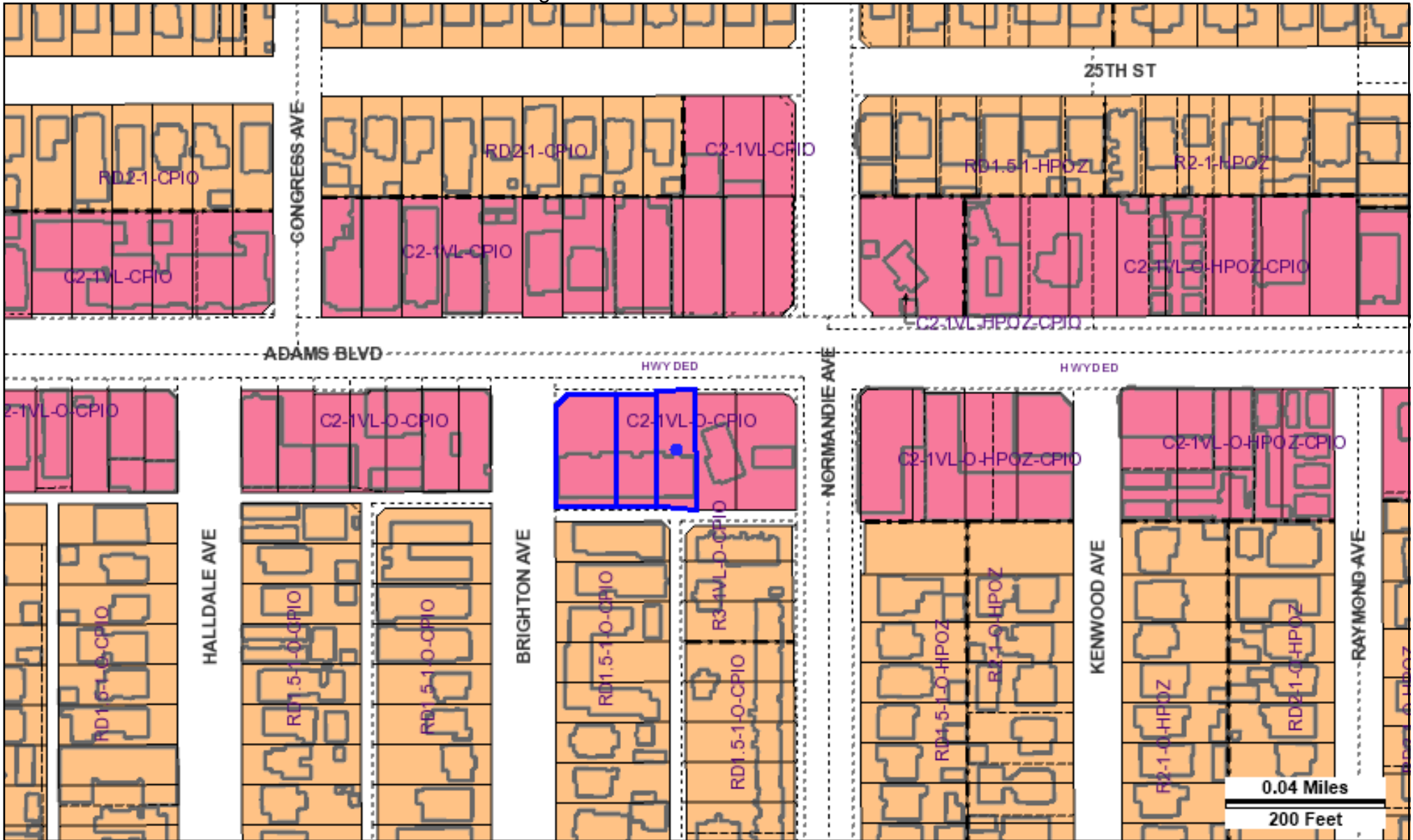
CASE NO:
SCALE: 1" = 100'
D.M.: 123B193, 123B197

PHONE: 310-204-3500



DATE: 01-25-2023
 Update: _____

NET AC: 0.563 +/-
QMS: 23-013



Address: 1722 W ADAMS BLVD

Tract: PRUDENTIAL IMPROVEMENT COMPANY'S SUBDIVISION NO. 1

Zoning: C2-1VL-O-CPIO

APN: 5053035029

Block: None

General Plan: Neighborhood Commercial

PIN #: 123B193 600

Lot: FR 3

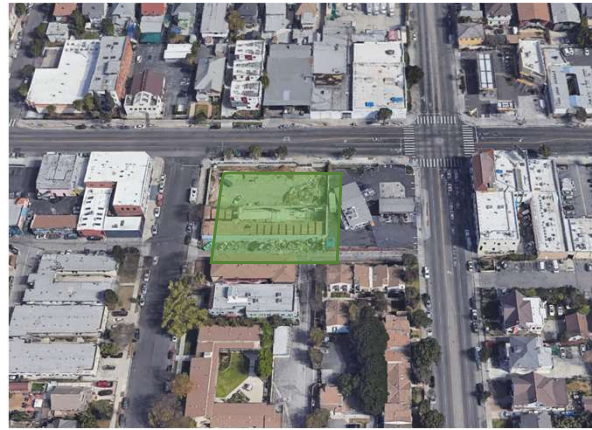
Arb: None



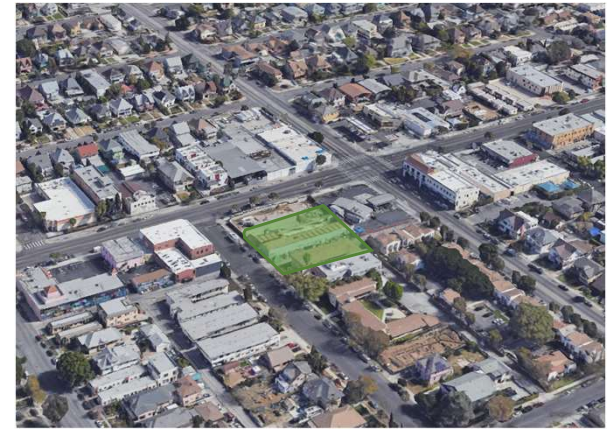
**Exhibit E:
Index Map & Site Photos**



Parcel assemblage with image key.



Aerial view of the Property.



Birds eye view of the Property.



View of Property east down public alley.



View of Property to the south down Brighton Ave.



View of Property north down Brighton Ave.



View of Property west down Adams Blvd.



View of Property to the south.



View of Property west down Adams Blvd.

Exhibit F:
South Los Angeles CPIO Geographic Project
Planning Referral Form

REFERRAL FORM



GEOGRAPHIC PROJECT PLANNING REFERRAL

Any case filing application submitted to Los Angeles City Planning for a project which is subject to one or more of the following Overlays shall include a completed and signed Geographic Project Planning Referral Form (Referral Form). An [Assignment List](#) can be found on the City Planning website at <http://planning.lacity.org> under the "About" tab.

APPLICABLE OVERLAYS

- Specific Plan
- Community Design Overlay (CDO)
- Neighborhood Oriented District (NOD)
- Community Plan Implementation Ordinance (CPIO)
- Design Review Board (DRB)
- Pedestrian Oriented District (POD)
- Sign District (SN)

Review of the application by Project Planning Staff is intended to identify the level of review required for the project and to provide the Applicant with early notification of any issues with regards to requested actions or the adequacy of application exhibits/materials pursuant to the applicable Geographic Overlay, which could subsequently delay processing.

City Planning reserves the right to require an updated Referral Form for the project if more than **180 days** has lapsed from the date of the signature provided by the Project Planner, or as necessary to reflect project modifications, policy changes and/or amendments to the Los Angeles Municipal Code (LAMC), local laws, and State laws.

THIS SECTION TO BE COMPLETED BY APPLICANT

Project Site Address: 1724 Adams Blvd

Community Plan Area: South Los Angeles

Specific Plan, DRB, CDO, POD, NOD, CPIO, or SN, including Subarea, if applicable: South LA CPIO

PROJECT TYPE (check all that apply)

- New Construction** **Addition** **Renovation** **Grading**
 Change of Use **Signage** **Other** _____

Description of Proposed Project: Proposed construction, use, and maintenance of a 90 unit, five-story multi-family building with 10 units set aside for ELI households.

THIS SECTION TO BE COMPLETED BY PLANNING STAFF ONLY

AUTHORIZATION TO FILE (check all that apply)

Specific Plan/SN

- Project Permit**
 - Minor** (3 signs or less or change of use)
 - Standard** (More than 3 signs, wireless equipment, or additions of less than 200 sq. ft.)
 - Single-Family
 - Major** (All other projects)
 - Single-Family
- Modification** **Interpretation** **Adjustment** **Administrative Clearance**
- Exception** **Amendment** **Sign-Off Only** **Not a Project**
- SB 9 - ADM Case Required**

Design Review Board (DRB)

- Preliminary Review** **Final Review**

CDO/POD/NOD

- Design Overlay Plan Approval**
 - Minor** (3 signs or less or change of use)
 - Standard** (More than 3 signs, wireless equipment, or additions of less than 200 sq. ft.)
 - Major** (All other projects)
- Sign-Off Only**
- Not a Project**
- SB 9 - ADM Case Required**

Community Plan Implementation Overlay (CPIO)

- Administrative Clearance (Multiple Approvals)**
- CPIO Adjustment (CPIOA)**
- CPIO Exception (CPIOE)**
- Potentially Historic Resource**
- SB 9 - ADM Case Required**

Streetscape Plan

- Consultation Completed
- Not a Project or N/A under Streetscape Plan: _____

ENVIRONMENTAL CLEARANCE

- Not Determined Categorical Exemption (CE)
- Environmental Assessment Form (EAF) Class 32 CE
- Existing ENV Case Number: _____
- ENV Addendum Case Number: _____
- Other: _____

PUBLIC NOTICING

- Public Hearing Required (BTC Required)
- Mailing of Letter of Determination
 - BTC Required BTC Not Required

See Mailing Procedures Instructions ([CP-2074](#)) for applicable requirements.

NOTES:

Project will adhere to all relevant CPIO Standards for Subarea A: Neighborhood-Serving Corridor

Note: Materials and plans have not been checked for full compliance with LAMC or Los Angeles Building Code. A signed Referral Form does not constitute approval of entitlements or the plans submitted at the time of case filing.

Project Planning Signature: 

Print Name: Rafael F. Fontes

Phone Number: (213) 978-1189 **Date:** 12-05-2022

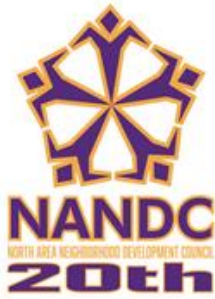
INSTRUCTIONS

1. **APPOINTMENTS.** A pre-filing appointment with the planner assigned to the applicable Overlay is required to complete this Referral Form. Please be advised that to file the application, a case filing appointment must be made separately with the Development Services Centers via the City Planning website. Please check the [Development Services](#) page for current protocols.
2. **REVIEW MATERIALS.** Please provide the following materials:
 - a. Project Planning Referral Form with items in the Project Summary Section completed.
 - b. A complete copy of all application materials, as specified in the Department of City Planning Filing Instructions ([CP-7810](#)) (e.g., DCP Application Form, Project Plans, Site Photographs).
 - c. Specialized Requirements/Findings pertinent to your project.
3. **OTHER APPLICABLE APPROVALS.** This Referral Form is not intended to provide an exhaustive list of required entitlements. The City of Los Angeles offers several services to assist in identifying required entitlements and if there are any other issues or necessary approvals associated with the project/site which should be resolved prior to filing, including [DSC Case Management](#) and/or [Preliminary Plan Check](#) with the Los Angeles Department of Building and Safety (LADBS).

CITY PLANNING OFFICE LOCATIONS

DOWNTOWN OFFICES	VALLEY OFFICES	WEST LA OFFICES
DSC Metro Counter Figueroa Plaza 201 N Figueroa Street, 4th Floor Los Angeles, CA 90012	DSC Valley Counter Marvin Braude Building 6262 Van Nuys Blvd, Suite 251 Van Nuys, CA 91401	DSC West Los Angeles Counter 1828 Sawtelle Blvd, 2nd Floor Los Angeles, CA 90025
Major Projects Figueroa Plaza 221 N Figueroa St, Rm 1350 Los Angeles, CA 90012	Valley Project Planning Offices Marvin Braude Building 6262 Van Nuys Blvd, Suite 430 Van Nuys, CA 91401	
Central Project Planning Offices Los Angeles City Hall 200 N Spring Street, Room 621 Los Angeles, CA 90012		
West/South/Harbor Project Planning Offices Los Angeles City Hall 200 N Spring Street, Room 720 Los Angeles, CA 90012		

Exhibit G:
Public Correspondence



Thryeris Mason
President

Julianne Burg
Vice President

Samantha Burg
Secretary

Julie Burg
Treasurer

Joe Vaca
Area 1
Representative

Marco Flores
Area 1
Representative

Edwin Ramirez
Area 2
Representative

Vacant
Area 2
Representative

Jean Frost
Area 3
Representative

Nicolas Creighton
Area 3
Representative

Cindy Gaete
At Large
Representative

Jon Tieucl
At Large
Representative

Jim Childs
At Large
Representative

Vincent Cisneros
USC Interest
Representative

Vacant
Business Interest
Representative

May 9, 2023

City of Los Angeles Department of City Planning
221 North Figueroa Street,
Los Angeles, CA 90012

Att: Trevor Martin (via e mail) Trevor.Martin@lacity.org

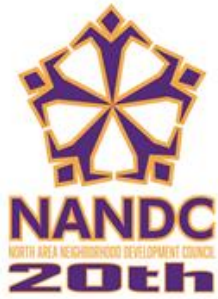
RE: CPC-2023-397-DB-SPR-HCA, 1722-1734 W. Adams, 90 dwelling units including 10 units (15% of by-right density) for Very Low Income (VLI) Households for a period of 55 years, FAC-Adams Boulevard LLC

Dear Mr. Martin,

At the May 4, 2023 Board meeting, the Empowerment Congress North Area Neighborhood Development Council (NANDC) moved to support the density bonus with one on menu and two off menu incentives. NANDC also requests five additional affordable units, the level at the developer's discretion, in addition to the 15 VLI units already provided. This is a request to the developer not a condition.

The Board praised the design and the quality materials on the façade and entry way, the interior courtyard amenity for residents, and the provision of underground parking. The Board also took notice that this project was one and two bedrooms per unit which was a relief from the 4 to 9 bedroom dormitory/co-living projects that the Board has recently seen. It is also sited on a section of Adams Boulevard that does not have historic buildings; the site is clear except for a gas station. The project conforms as we were informed to the CPIO Corridors Subarea A ("Neighborhood-Serving Corridor.")

The Neighborhood-Serving Corridor Subarea allows for more multi-family housing and a refined range of commercial uses that serve the needs of the surrounding neighborhood. Development standards promote neighborhood activity and facilitate a more pedestrian-oriented environment.



Dana Sayles of three6ixty and architect John Kaliski were present to answer Board questions and make a brief presentation. There were some revisions in response to the comments made at the Policy Committee, notably replacing the electrical room with a gym space on the Adams Boulevard street side and additional landscaping. The Board voted unanimously (10 ayes, 0 nays, 0 abstentions) to support the project with the request for additional affordable units to be considered.

The applicant's representatives and developer Amir Ohebsian met with the Policy Committee of the NANDC Board on April 25 and engaged in an extensive discussion. The Policy Committee voted 4 ayes, 0 nays, 0 abstentions that the full Board support the project with the above referenced additional request.

NANDC is a self-governed, self-directed, and independent organization empowered by the Los Angeles City Charter. This charter offers neighborhood councils a role in the City's decision-making process. NANDC was certified by the City of Los Angeles on April 27, 2002 and was the 24th neighborhood council formed under the guidelines of the City Charter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thryeris Mason".

Thryeris Mason, President
Empowerment Congress North Area Development Council (NANDC)
www.NANDC.org

cc: Councilmember Marqueece Harris-Dawson
Kiddada Malloy, CD8
Ghandy Diaz, CD8
Richard Benbow, three6ixty
John Kaliski, JKA Architects

Ph: (626) 314-3821
Fx: (626) 389-5414
Em: info@mitsailsaw.com



Mitchell M. Tsai
Attorney At Law

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

April 14, 2023

City of Los Angeles
Trevor Martin
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
Em: trevor.martin@lacity.org

**RE: Notice List Request Regarding The 1253 1724 West Adams
Boulevard Project [CPC-2023-397-DB-SPR-HCA] [ENV-2023-398-
EAF].**

Dear Mr. Martin,

On behalf of the Southwest Mountain States Regional Council of Carpenters (“**Southwest Carpenters**” or “**SWMSRCC**”) and its members, this Office requests that the City of Los Angeles (“**City**”) provide any and all notices referring or related to the 1253 Vine Street Apartments Project [DIR-2023-1610-TOC-SPR-VHCA][ENV-2023-773-EAF] (“**Project**”) issued under the California Environmental Quality Act (“**CEQA**”), Cal Public Resources Code (“**PRC**”) § 21000 *et seq.*, and the California Planning and Zoning Law (“**Planning and Zoning Law**”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

The Southwest Mountain States Regional Council of Carpenters is a labor union representing more than 63,000 union carpenters in six states, including California, and has a strong interest in well-ordered land use planning and addressing the environmental impacts of development projects, such as the Project.

I. ADVANCE NOTICE LIST REQUEST.

We ask that you put this Office on its notice list for any and all notices issued under the CEQA and the Planning and Zoning Law.

In particular, we request that City send by mail or electronic mail notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivision for the Project, or supported, in whole or in part, through permits, contracts, grants, subsidies, loans, or other forms of approvals, actions or assistance, including but not limited to the following:

- Notices of any public hearing held in connection with the Project; as well as
- Any and all notices prepared pursuant to CEQA, including but not limited to:
- Notices of determination that an Environmental Impact Report (“EIR”) or supplemental EIR is required for a project, prepared pursuant to Public Resources Code Section 21080.4;
- Notices of availability of an EIR or a negative declaration for a project prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations;
- Notices of approval or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of approval or certification of any EIR or negative declaration prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of exemption from CEQA prepared pursuant to Public Resources Code section 21152 or any other provision of law; and
- Notice of any Final EIR prepared pursuant to CEQA.

This Office is requesting notices of any approvals or public hearings under CEQA and the California Planning and Zoning Law. This request is filed pursuant to California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 requiring agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

Please send notice by regular and electronic mail to:

Mitchell M. Tsai, Attorney At Law
139 South Hudson Avenue
Suite 200
Pasadena, California 91101

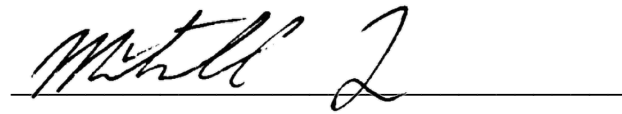
Em: info@mitchtsailaw.com

Em: jonathan@mitchtsailaw.com

Em: stephanie@mitchtsailaw.com

We look forward to working with you. If you have any questions or concerns, please do not hesitate to contact our Office.

Sincerely,

A handwritten signature in black ink, appearing to read "Mitchell M. Tsai", is written over a horizontal line.

Mitchell M. Tsai

Attorneys for Southwest Mountain States
Regional Council of Carpenters

P: (626) 314-3821
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E: info@mitschsailaw.com



Mitchell M. Tsai
Attorney At Law

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

June 5, 2023

Trevor Martin, City Planning Associate
Los Angeles City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012
Em: trevor.martin@lacity.org

RE: City of Los Angeles' 1724 West Adams Boulevard Project

Dear Trevor Martin,

On behalf of the Southwest Mountain States Regional Council of Carpenters (“**Southwest Mountain States Carpenters**” or “**SWMSRCC**”), my Office is submitting these comments for the City of Los Angeles’ (“**City**”) **June 13, 2023** Hearing Officer meeting for the 1724 West Adams Boulevard Project (“**Project**”). The Project proposes to construct, use, and maintain a ninety-unit (90) apartment building with fifteen percent (15) of base units, or ten (10) units, set aside for Very Low Income households with at least one on-menu and two off-menu density bonus incentives request.¹

The Southwest Mountain States Carpenters is a labor union representing 63,000 union carpenters in 10 states, including California, and has a strong interest in well-ordered land use planning and in addressing the environmental impacts of development projects.

Individual members of SWMSRCC live, work, and recreate in the City and surrounding communities and would be directly affected by the Project’s environmental impacts.

The Southwest Mountain States Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearing and

¹ Department of City Planning Application (Jan. 3, 2023), p. 1, *available at* <https://planning.lacity.org/pdiscaseinfo/document/MTIwNA0/382be727-91db-4e5c-88e0-bb0f216d41aa/esubmit>.

proceeding related to this Project. Gov. Code, § 65009, subd. (b); Pub. Res. Code, § 21177, subd. (a); see *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal.App.4th 1184, 1199-1203; see also *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

Moreover, the Southwest Mountain States Carpenters requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (**CEQA**) (Pub. Res. Code, § 21000 *et seq.*), and the California Planning and Zoning Law (“**Planning and Zoning Law**”) (Gov. Code, §§ 65000–65010). California Public Resources Code Sections 21092.2 and 21167(f) and California Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

I. THE CITY SHOULD REQUIRE THE USE OF A LOCAL WORKFORCE TO BENEFIT THE COMMUNITY’S ECONOMIC DEVELOPMENT AND ENVIRONMENT

The City should require the Project to be built using local workers who have graduated from a Joint Labor-Management Apprenticeship Program approved by the State of California, have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program, or who are registered apprentices in a state-approved apprenticeship training program.

Community benefits such as local hire can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project site can reduce the length of vendor trips, reduce greenhouse gas emissions, and provide localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

[A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the University of California, Berkeley Center for Labor Research and Education concluded:

[L]abor should be considered an investment rather than a cost—and investments in growing, diversifying, and upskilling California’s workforce can positively affect returns on climate mitigation efforts. In other words, well-trained workers are key to delivering emissions reductions and moving California closer to its climate targets.²

Furthermore, workforce policies have significant environmental benefits given that they improve an area’s jobs-housing balance, decreasing the amount and length of job commutes and the associated greenhouse gas (GHG) emissions. In fact, on May 7, 2021, the South Coast Air Quality Management District found that that the “[u]se of a local state-certified apprenticeship program” can result in air pollutant reductions.³

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.⁴

² California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* <https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf>.

³ South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10>.

⁴ California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* <https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf>

Moreover, local hire mandates and skill-training are critical facets of a strategy to reduce vehicle miles traveled (VMT). As planning experts Robert Cervero and Michael Duncan have noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions given that the skill requirements of available local jobs must match those held by local residents.⁵ Some municipalities have even tied local hire and other workforce policies to local development permits to address transportation issues. Cervero and Duncan note that:

In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing. The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

Recently, the State of California verified its commitment towards workforce development through the Affordable Housing and High Road Jobs Act of 2022, otherwise known as Assembly Bill No. 2011 (“**AB2011**”). AB2011 amended the Planning and Zoning Law to allow ministerial, by-right approval for projects being built alongside commercial corridors that meet affordability and labor requirements.

The City should consider utilizing local workforce policies and requirements to benefit the local area economically and to mitigate greenhouse gas, improve air quality, and reduce transportation impacts.

⁵ Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? *Journal of the American Planning Association* 72 (4), 475-490, 482, available at <http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf>.

II. THE CITY SHOULD IMPOSE TRAINING REQUIREMENTS FOR THE PROJECT'S CONSTRUCTION ACTIVITIES TO PREVENT COMMUNITY SPREAD OF COVID-19 AND OTHER INFECTIOUS DISEASES

Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupational Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.⁶

Southwest Mountain States Carpenters recommend that the Lead Agency adopt additional requirements to mitigate public health risks from the Project's construction activities. SWMSRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon Southwest Mountain States Carpenters' experience with safe construction site work practices, SWMSRCC recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social

⁶ Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, available at <https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx>.

distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.

- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be

allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.⁷

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Southwest Mountain States Carpenters has also developed a rigorous Infection Control Risk Assessment (“**ICRA**”) training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to

⁷ See also The Center for Construction Research and Training, North America’s Building Trades Unions (April 27 2020) NABTU and CPWR COVID-19 Standards for U.S. Construction Sites, available at https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, available at https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

protect themselves and all others during renovation and construction projects in healthcare environments.⁸

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

III. **THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

A. Background Concerning the California Environmental Quality Act

The California Environmental Quality Act is a California statute designed to inform decision-makers and the public about the potential significant environmental effects of a project. 14 California Code of Regulations (“**CEQA Guidelines**”), § 15002, subd. (a)(1).⁹ At its core, its purpose is to “inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made.” *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.

1. *Background Concerning Environmental Impact Reports*

CEQA directs public agencies to avoid or reduce environmental damage, when possible, by requiring alternatives or mitigation measures. CEQA Guidelines, § 15002, subds. (a)(2)-(3); see also *Berkeley Keep Jets Over the Bay Committee v. Board of Port Comes* (2001) 91 Cal.App.4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; *Laurel Heights Improvement Assn.*, 47 Cal.3d at p. 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to “identify ways that environmental damage can be avoided or significantly reduced.” CEQA Guidelines, § 15002, subd. (a)(2). If the project has a significant effect on the

⁸ For details concerning Southwest Carpenters’s ICRA training program, *see* <https://icrahealthcare.com/>.

⁹ The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 et seq., are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. Cal. Pub. Res. Code, § 21083. The CEQA Guidelines are given “great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous.” *Center for Biological Diversity v. Dept. of Fish & Wildlife* (2015) 62 Cal.4th 204, 217.

environment, the agency may approve the project only upon finding that it has “eliminated or substantially lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns” specified in Public Resources Code section 21081. See CEQA Guidelines, § 15092, subs. (b)(2)(A)-(B).

While the courts review an EIR using an ‘abuse of discretion’ standard, the reviewing court is not to *uncritically* rely on every study or analysis presented by a project proponent in support of its position. *Berkeley Jets*, 91 Cal.App.4th at p. 1355 (quoting *Laurel Heights Improvement Assn.*, 47 Cal.3d at pp. 391, 409 fn. 12) (internal quotations omitted). A clearly inadequate or unsupported study is entitled to no judicial deference. *Id.* Drawing this line and determining whether the EIR complies with CEQA’s information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48, 102, 131. As the court stated in *Berkeley Jets*, prejudicial abuse of discretion occurs if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process. 91 Cal.App.4th at p. 1355 (internal quotations omitted).

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. *Communities for a Better Environment v. Richmond* (2010) 184 Cal.App.4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 449-450). The EIR’s function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. *Id.* For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Id.*

A strong presumption in favor of requiring preparation of an EIR is built into CEQA. This presumption is reflected in what is known as the “fair argument” standard under which an EIR must be prepared whenever substantial evidence in the record supports a fair argument that a project may have a significant effect on the environment. *Quail*

Botanical Gardens Found., Inc. v. City of Encinitas (1994) 29 Cal.App.4th 1597, 1602;
Friends of “B” St. v. City of Hayward (1980) 106 Cal.3d 988, 1002.

The fair argument test stems from the statutory mandate that an EIR be prepared for any project that “may have a significant effect on the environment.” PRC, § 21151; see *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.App.3d 68, 75; accord *Jensen v. City of Santa Rosa* (2018) 23 Cal.App.5th 877, 884. Under this test, if a proposed project is not exempt and may cause a significant effect on the environment, the lead agency must prepare an EIR. PRC, §§ 21100 (a), 21151; CEQA Guidelines, § 15064 (a)(1), (f)(1). An EIR may be dispensed with only if the lead agency finds no substantial evidence in the initial study or elsewhere in the record that the project may have a significant effect on the environment. *Parker Shattuck Neighbors v. Berkeley City Council* (2013) 222 Cal.App.4th 768, 785. In such a situation, the agency must adopt a negative declaration. PRC, § 21080, subd. (c)(1); CEQA Guidelines, §§ 15063 (b)(2), 15064(f)(3).

“Significant effect upon the environment” is defined as “a substantial or potentially substantial adverse change in the environment.” PRC, § 21068; CEQA Guidelines, § 15382. A project may have a significant effect on the environment if there is a reasonable probability that it will result in a significant impact. *No Oil, Inc.*, 13 Cal.3d at p. 83 fn. 16; see *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 309. If any aspect of the project may result in a significant impact on the environment, an EIR must be prepared even if the overall effect of the project is beneficial. CEQA Guidelines, § 15063(b)(1); see *County Sanitation Dist. No. 2 v. County of Kern* (2005) 127 Cal.App.4th 1544, 1580.

This standard sets a “low threshold” for preparation of an EIR. *Consolidated Irrigation Dist. v. City of Selma* (2012) 204 Cal.App.4th 187, 207; *Nelson v. County of Kern* (2010) 190 Cal.App.4th 252; *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 928; *Bowman v. City of Berkeley* (2004) 122 Cal.App.4th 572, 580; *Citizen Action to Serve All Students v. Thornley* (1990) 222 Cal.App.3d 748, 754; *Sundstrom*, 202 Cal.App.3d at p. 310. If substantial evidence in the record supports a fair argument that the project may have a significant environmental effect, the lead agency must prepare an EIR even if other substantial evidence before it indicates the project will have no significant effect. See *Jensen*, 23 Cal.App.5th at p. 886; *Clews Land & Livestock v. City of San Diego* (2017) 19 Cal.App.5th 161, 183; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 150; *Brentwood Assn. for No Drilling, Inc. v. City of*

Los Angeles (1982) 134 Cal.App.3d 491; *Friends of “B” St.*, 106 Cal.App.3d 988; CEQA Guidelines, § 15064(f)(1).

2. *Background Concerning CEQA Exemptions*

Where a lead agency chooses to dispose of CEQA by asserting a CEQA exemption, it has a duty to support its CEQA exemption findings by substantial evidence, including evidence that there are no applicable exceptions to exemptions. This duty is imposed by CEQA and related case law. CEQA Guidelines, § 15020 (The lead agency shall not knowingly release a deficient document hoping that public comments will correct the defects.); see *Citizens for Environmental Responsibility v. State ex rel. 14th Dist. Agriculture Assn.* (2015) 242 Cal.App.4th 555, 568 (The lead agency has the burden of demonstrating that a project falls within a categorical exemption and must support the determination with substantial evidence.); accord *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal.App.4th 720, 732 (The Lead agency is required to consider exemption exceptions where there is evidence in the record that the project might have a significant impact.)

The duty to support CEQA and exemption findings with substantial evidence is also required by the Code of Civil Procedure (“**CCP**”) and case law on administrative or traditional writs. Under the CCP, an abuse of discretion is established if the decision is unsupported by the findings, or the findings are unsupported by the evidence. CCP, § 1094.5(b). In *Topanga Assn. for a Scenic Community v. County of Los Angeles*, our Supreme Court held that implicit in CCP section 1094.5 is a requirement that the agency which renders the challenged decision must set forth findings to bridge the analytic gap between the raw evidence and ultimate decision or order. (1977) 11 Cal.3d 506, 515 (internal citations and quotations omitted). The lead agency’s findings may be determined to be sufficient if a court has no trouble under the circumstances discerning the analytic route the administrative agency traveled from evidence to action. *West Chandler Blvd. Neighborhood Assn. vs. City of Los Angeles* (2011) 198 Cal.App.4th 1506, 1521-1522 (internal citations and quotations omitted). However, “mere conclusory findings without reference to the record are inadequate.” *Id.* at p. 1521 (finding city council findings conclusory, violating *Topanga Assn. for a Scenic Comm.*).

Further, CEQA exemptions must be narrowly construed to accomplish CEQA’s environmental objectives. *Cal. Farm Bureau Federation v. Cal. Wildlife Conservation Bd.* (2006) 143 Cal.App.4th 173, 187; accord *Save Our Carmel River v. Monterey Peninsula*

Water Management Dist. (2006) 141 Cal.App.4th 677, 697 (“These rules ensure that in all but the clearest cases of categorical exemptions, a project will be subject to some level of environmental review.”)

Finally, CEQA procedures reflect a preference for resolving doubts in favor of environmental review. See Pub. Res. Code, § 21080(c) (an EIR may be disposed of only if there is no substantial evidence, in light of the entire record before the lead agency, that the project may have a significant effect on the environment or revisions in the project); CEQA Guidelines §§ 15061(b)(3) (common sense exemption only where it can be seen *with certainty*); 15063(b)(1) (prepare an EIR if the agency determines that there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial]; 15064, subd. (h) (the agency must consider cumulative impacts of past, current, and probable future projects); 15070 (a negative declaration may be prepared only if there is no substantial evidence, in light of the whole record, that the project may have a significant effect on the environment, or project revisions would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and there is no substantial evidence, in light of the whole record, that the project as revised may have a significant effect on the environment); *No Oil, Inc.*, *supra*, 13 Cal.3d at p. 83-84 (significant impacts are to be interpreted so as to afford the fullest possible protection).

IV. **THE CITY SHOULD DETERMINE THAT THE PROJECT DOES NOT QUALIFY FOR THE CLASS 32 CEQA EXEMPTION**

CEQA exemptions must be construed narrowly. See *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 966. With regard to Class 32 exemptions for in-fill development projects, the project must meet all of the conditions identified in CEQA Guidelines section 15332, as follows:

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

In addition, Guidelines § 15300.2(b), (c), and (f), respectively, exclude categorical exemptions, where the project may have “cumulative impacts”, significant effect due to “unusual circumstances”, and impacts to “historical resources.” *California Farm Bureau Federation v. California Wildlife Conservation Bd.* (2006) 143 Cal.App.4th 173, 185 [“The lead agency has the burden to demonstrate such substantial evidence.”]. Arguments or speculation is not substantial evidence. (Guidelines § 15384.) As our Supreme Court held, “an activity that may have a significant effect on the environment cannot be categorically exempt.” *Mountain Lion Foundation v. Fish & Game Com.* (1997) 16 Cal.4th 105, 124.

Here, the Project fails to comply with the required conditions, as explained below. Therefore, the Project does not qualify for the Class 32 CEQA exemption.

A. The Project Is Not Consistent with the General Plan and Applicable Zoning Designation and Regulation

Each California city and county must adopt a comprehensive, long-term general plan governing development. *Napa Citizens for Honest Gov. v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 352, citing Gov. Code §§ 65030, 65300. The general plan sits at the top of the land use planning hierarchy, and serves as a “constitution” or “charter” for all future development. *DeVita v. County of Napa* (1995) 9 Cal.4th 763, 773; *Lesher Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal.3d 531, 540.

General plan consistency is “the linchpin of California’s land use and development laws; it is the principle which infused the concept of planned growth with the force of law.” *Debottari v. Norco City Council* (1985) 171 Cal.App.3d 1204, 1213. It is well established that development projects may not be approved if they interfere with, or frustrate, the general plan’s policies and objectives. See *Napa Citizens*, 91 Cal.App.4th at 378-79; see also *Lesher*, 52 Cal.3d at 544.

Here, the Project is not consistent with the General Plan, including the specific community plan that is part of the Land Use Element of the General Plan. Specifically, the Project’s zoning is: C2-1VL-O-CPIO, i.e., it is proposed on a parcel zoned commercial, with lower height and it is subject to community plan implementation overlay additional requirements. Moreover, it is located just across from residentially zoned properties. The Project is located in the South Los Angeles Community Plan area, with the Neighborhood Commercial designation.

Under the General Plan’s Framework Element, the Neighborhood Commercial designation of the Project site provides: “**GOAL 3D:** Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles’ neighborhoods.”¹⁰ Further, the General Plan defers to the Community Plan as to the density and intensity of development (*id.*), but provides an Objective 3.8.2 as:

“**Encourage** the **retention** of existing and development of new commercial uses that primarily are oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms). (P1, P18, P34).” (Emph. added.)

Similarly, according to the applicable South Los Angeles Community Plan as it pertains to land use and urban design, one of the Plan’s Community Themes is to preserve neighborhood character, stating that “[p]rojects should contribute to **reinforcing the distinctive and historical character** of the corridors **and the residential neighborhoods** they serve.”¹¹

Specifically as to the Neighborhood Commercial zoning, the Community Plan provides several goals and policies to preserve commercial land, including:

“**Goal LU13:** Strong and competitive Neighborhood Commercial areas that serve the needs of individual neighborhoods while **preserving existing** historic **commercial** and **cultural** character.”

¹⁰ See, <https://planning.lacity.org/cwd/framwk/chapters/03/03203.htm#policy3.8.1>

¹¹ South Los Angeles Community Plan (Nov. 2017), p. 3-6, available at https://planning.lacity.org/odocument/b909e749-754e-4caa-af7f-14c82adaa2b7/South_Los_Angeles_Community_Plan.pdf (accessed on May 30, 2023.) [Emphasis added.]

Among objectives to support this goal are:

“**LU13.1 Protect Commercial Land.** Protect commercially planned and zoned Neighborhood Commercial areas from excessive encroachment by low intensity residential-only development or non-commercial uses.

LU13.2 Limit Incompatible Uses. Maintain the neighborhood feel of these Neighborhood Commercial areas by limiting uses that impact the built environment, reduce walkability and contain incompatible operations that spill over into the residential neighborhoods (e.g. auto-related uses).”¹²

Notably, per the City’s ZIMAS report, the Housing Element of the General Plan allocates only 0.08 units for lower income for this site. In other words, the site was not identified as one to produce residential housing, especially 90 units as it proposes.

Furthermore, Goal LU4 of the Community Plan calls for “[d]istinct multi-family neighborhoods that preserve physical assets and foster neighborhood character and identity,” while policy LU4.1 is to “[s]eek a high degree **of architectural compatibility** and landscaping for new infill **development to protect the historical and architectural character and scale of existing residential neighborhoods**, including front yard fence location, design, and materials.”¹³

However, per the Project Plans¹⁴ filed by the Project Applicant, the building proposed for the Project, as shown below in **Photo A**, has a modern appearance distinct and very different from other buildings close to the Project Site that have a more historical appearance, as shown below in **Photos B** and **C** from Google Maps. Therefore, the Project’s proposed physical character does not reinforce the distinctive and historical character of the residential neighborhood that it serves and thus renders the Project inconsistent with the South Los Angeles Community Plan.

¹² *Id.* at p. 3-33 (pdf p. 71).

¹³ *Id.* at p. 3-18 [emphasis added.]

¹⁴ Project Plans A + N Apartments, *available at* <https://planning.lacity.org/pdiscaseinfo/document/MTE5Nw0/382be727-91db-4e5c-88e0-bb0f216d41aa/esubmit> (accessed on May 30, 2023).



Photo A: Proposed Project Building



Photo B: 1690 West Adams Boulevard Building, located within one block of the Project Site.

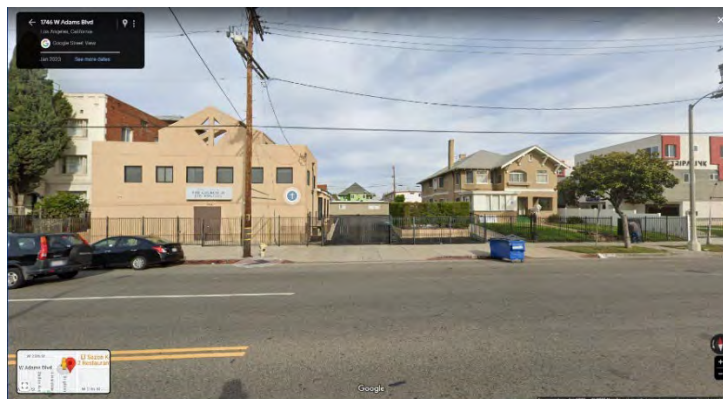


Photo C: 1738 and 1743 West Adams Boulevard, located across from the Project Site.

Also distinct is the mass and scale, the higher floor area ratio and height of the proposed 5-story 59-foot building as compared with the maximum 2-story commercial and residential smaller buildings nearby.

Therefore, the Project is inconsistent with the goals and policies of the General Plan and the South Los Angeles Community Plan for the commercially zoned areas, as it fails to preserve the commercial land and/or the character of the neighborhood and instead proposes a residential building, i.e., with much higher intensity and density.

Even further, according to the Project’s building permit information on the Los Angeles Department of Building and Safety website, the Project applicant has applied for numerous permits since 2021 and as recently as January 2023. *See*, **Exhibit D**. However, some of these clearances pertain to development standards and regulations, such as building maximum height of 36 ft., highway dedications, and *two* unidentified “Miscellaneous” items to be cleared by the City Planning Department. *Id.* These uncleared items confirm that the Project is not consistent with the General Plan and applicable zoning regulations.

Furthermore, per the ZIMAS Parcel Profile Report (“**ZIMAS Report**”), the Project is located in the methane zone, which carries its own requirements and zoning regulations. **Exhibit E**, p. 3. The LADBS permit report does not list the methane issue as one of the items to be cleared either. **Exhibit D**. Given that the Project is located in the Methane Zone, it is subject to fire hazards. And yet, the City is silent on this critical issue, even based on the LADBS permit information.

As such, the Project fails to meet the first requirement under the Class 32 exemption to establish it is consistent with the applicable General Plan and all applicable zoning and regulations.

B. The Project May Have Significant Environmental Effects

In addition to being inconsistent with the General Plan and zoning regulations, the Project is also not eligible for the Class 32 CEQA exemption because it may have significant environmental effects, including but not limited to traffic, air, greenhouse gas emissions, noise, and water. CEQA Guidelines § 15332(d). CEQA exemptions are reserved for projects without potential to have significant environmental effects. See *Salmon Protection & Watershed Network v. County of Marin* (2004) 125 Cal.App.4th 1098, 1107 [“If a project may have a significant effect on the environment, CEQA review

must occur”]. The Project at hand has the potential to cause a number of significant environmental effects, as follows.

1. *The Project May Cause Significant Noise Impacts*

The Project’s Application states that the Project proposes to construct a ninety-unit (90) apartment building.¹⁵ Even further, the Project’s Environmental Assessment Form (“**EAF**”) indicates that the Project will require the demolition of a one-story, 8,500-square-foot commercial building.¹⁶

Per the ZIMAS parcel report, the Project site is bounded by residential units on the south and is thus within feet of sensitive receptors (e.g., 2618 1-9 S. Brighton Ave., Los Angeles [a 9-unit 9 bath multi-family home]; 2619 S. Normandie Ave., Los Angeles [a 25-unit building]). Thus, the Project may cause a substantial noise impact to sensitive receptors, including during the Project’s demolition, construction and operation phases, as compared with the current baseline of an existing commercial building.

Yet, the Project’s Findings Document filed with the City merely relies on the Project’s compliance with the City of Los Angeles Noise Ordinance to suggest that the Project’s approval would not result in any significant effect relating to noise.¹⁷ This is erroneous for several reasons. First, the Project Applicant failed to state with any specificity why the Project will not have a significant noise impact, despite the fact that the Project Site is located within several hundred feet of various potentially sensitive noise receptors, including, but not limited to, the Church in Los Angeles, United Cerebral Palsy, among others.

Second, it is improper for the Project Applicant to merely rely on its compliance with a local ordinance to conclude that the Project will not have a significant noise impact, since, among other things, that local ordinance is not adopted to mitigate the specific

¹⁵ Department of City Planning Application (“**Application**”) (Jan. 3, 2023) p. 1, *available at* <https://planning.lacity.org/pdiscaseinfo/document/MTIwNA0/382be727-91db-4e5c-88e0-bb0f216d41aa/submit> (accessed on May 26, 2023.)

¹⁶ Environmental Assessment Form (Jan. 3, 2023), p. 4, *available at* <https://planning.lacity.org/pdiscaseinfo/document/MTE5OQ0/382be727-91db-4e5c-88e0-bb0f216d41aa/submit> (accessed on May 26, 2023.)

¹⁷ Attachment “A” Findings & Supplemental Information (“**Findings Document**”) (Jan. 19, 2023), p. 23, *available at* <https://planning.lacity.org/pdiscaseinfo/document/MTIwMQ0/382be727-91db-4e5c-88e0-bb0f216d41aa/submit> (accessed on May 26, 2023.)

impacts at issue here, which are the noise impacts of the demolition of a building and construction/operation of a massive 90-unit residential project in a low-scale commercially zoned area and within feet of residential multi-family units.

Third, noise regulations do not capture all the noise impacts of the Project, including construction and operation. An EIR is required to study the Project's noise impacts and to determine whether those will be significant.

As stated in CEQA, Guidelines 15126.4(a)(1)(B), “[c]ompliance with a regulatory permit or other similar process may be identified as mitigation if compliance would result in implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards.” *See also, Californians for Alternatives to Toxics v. Department of Food & Agric.* (2005) 136 Cal.App.4th 1 (the court set aside an EIR for a statewide crop disease control plan because it did not include an evaluation of the risks to the environment and human health from the proposed program but simply presumed that no adverse impacts would occur from use of pesticides in accordance with the registration and labeling program of the California Department of Pesticide Regulation); *Ebbetts Pass Forest Watch v Department of Forestry & Fire Protection* (2008) 43 Cal. App. 4th 936, 956 (fact that Department of Pesticide Regulation had assessed environmental effects of certain herbicides in general did not excuse failure to assess effects of their use for specific timber harvesting project).

In addition, the Project's reliance on regulatory compliance with noise ordinances is misplaced because there is no evidence such ordinances were to control noise outside of the building's envelope, such as e.g., traffic noise or increase in ambient noises due to the Project's construction and operation. *California Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173, 210 (the building codes do not address the question of whether the Project is even *safe* to build, “whether a building should be constructed at all, how large it should be, where it should be located, whether it should incorporate certain resources, or anything else external to the building's envelope.”)

Accordingly, the Project may have a significant noise impact and, as such, the Project's potential noise impacts should be thoroughly analyzed and evaluated in an Environmental Impact Report pursuant to CEQA.

2. *The Project May Cause Significant Traffic Impacts*

The very nature of the proposed apartment building in a commercial zone, next to other low-density residential zoning and buildings, indicates that the Project may cause significant traffic impacts. Given that the Project proposes to provide ninety (90) new residential apartment units,¹⁸ this suggests that the Project will result in a significant increase in new net daily trips to and from the residents' workplaces, as compared with the present one-story commercial building.

Moreover, the Project does not contain mixed-use, which could have otherwise allowed residents to live and work in the same place and thereby reduce traffic.

Coupled with the fact that demolition and construction of the Project itself may result in road closures and detours, the Project may have significant traffic impacts which should be addressed in an EIR pursuant to CEQA Guidelines section 15064.3.

3. *The Project May Cause Significant Air Quality, Greenhouse Gas Emission, Water, Noise, Human Health, and Wildlife Impacts*

There is an acknowledged direct correlation between the increase in traffic impacts and an increase in their associated air quality, greenhouse gas emission (“**GHG**”), and noise impacts. See e.g., *City of Redlands v. County of San Bernardino* (2002) 96 Cal.App.4th 398, 413, “it is reasonable to assume” that a project enabling physical residential development would have reasonably foreseeable indirect air and other impacts.

As stated in the Office of Planning Research’s Technical Advisory in 2018:

“VMT and Greenhouse Gas Emissions Reduction. Senate Bill 32 (Pavley, 2016) requires California to reduce greenhouse gas (GHG) emissions 40 percent below 1990 levels by 2030, and Executive Order B-16-12 provides a target of 80 percent below 1990 emissions levels for the transportation sector by 2050. The transportation sector has three major means of reducing GHG emissions: increasing vehicle efficiency, reducing fuel carbon content, and reducing the amount of vehicle travel.”¹⁹

Similarly, there is an acknowledged nexus between the increase of traffic and an increase in related air quality, GHG impacts, noise, water/flooding impacts and impacts on

¹⁸ Application, *supra*, at p. 2.

¹⁹ OPR *Technical Advisory*, *supra*, at p. 2.

human health and natural environment, including wildlife and waterways. As described in the 2018 OPR Technical Advisory:

“VMT and Other Impacts to Health and Environment. VMT mitigation also creates substantial benefits (sometimes characterized as “co-benefits” to GHG reduction) in both in the near-term and the long-term. Beyond **GHG emissions, increases in VMT** also impact **human health** and the **natural environment**. Human health is impacted as increases in **vehicle travel** lead to **more vehicle crashes, poorer air quality**, increases in chronic diseases associated with reduced physical activity, and worse mental health. Increases in vehicle travel also negatively affect other road users, including pedestrians, cyclists, other motorists, and many transit users. The **natural environment** is **impacted** as **higher VMT** leads to more collisions with wildlife and fragments habitat. Additionally, development that leads to more vehicle travel also tends to consume **more energy, water, and open space** (including farmland and sensitive habitat). This increase in impermeable surfaces **raises** the **flood risk** and **pollutant transport** into **waterways**.”²⁰

Since the Project may have traffic impacts, as discussed above, the Project may derivatively also have air quality, greenhouse gas emission, noise, and other traffic-related impacts, during both the construction and operation phase.

In addition, the Project may have such related cumulative impacts, along with other related projects, as discussed below.

Therefore, the Project does not qualify for a CEQA exemption since it may cause more air, GHG, energy, water, noise and other impacts, both related and unrelated to traffic, including impacts on human beings and natural environment.

C. The Project Is Not Exempt Since Exceptions to the Exemption Apply

Unlike statutory exemptions, categorical exemptions are not absolute. When a project fits into a categorical exemption class, the agency must consider whether a codified exception applies. Guidelines § 15300.2. A project falling within a categorical exemption may require environmental review if the project is subject to exceptions-to-the-exemptions listed under CEQA Guidelines § 15300.2, which include projects

²⁰ *Id.* at p. 3.

involving: (a) locations involving environmental resources of hazardous or critical concern; (b) significant cumulative impact of successive projects of the same type in the same place; (c) reasonable possibility of significant environmental effect due to unusual circumstances; (d) damage to scenic resources on State scenic highways; (e) locations listed as a hazardous waste site; or (f) substantial adverse changes to a historical resource.

Even if an exemption applies, the Project would nevertheless fall under several exceptions requiring it to undergo environmental review under CEQA.

1. *The Project May Have a Significant Hazards Impact*

Under CEQA Guidelines section 15065(a)(1)(4), a lead agency “shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where [...] (4) The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.”

As noted above, according to the Project’s ZIMAS Report, the Project Site is located within the *methane zone*, with its own health and safety risks to both the Project occupants and the surrounding environment. *See, Exhibit E.* The Project Applicant’s Findings Document is *silent* on this methane issue and its fire and health hazards.²¹ Yet, methane hazards have been acknowledged by the City of Los Angeles, including in Division 71, Sec. 91.7101 through 91.7109, as well as CA Building Code, both of which require specific remedial/mitigation measures.²² These fire and health impact written findings disqualify the Project from obtaining the incentives it seeks, since the Project may exacerbate those hazards for the environment by placing a much more dense and intensive land use near sensitive receptors.

Additionally, the Project may also cause a significant hazard impact due to the demolition hazards, including impacts to human beings and sensitive receptors, air, and water quality, along with the Project’s location within the methane zone. Thus, under CEQA Guidelines section 15065(a)(1)(4), the City shall make mandatory findings of significance and order that an EIR be prepared to thoroughly assess the potential impact of the Project and its required demolition.

²¹ *See*, Findings Document, *supra*.

²² *See* [Final M1.doc \(ladbs.org\)](#); [Methane and Health and Safety | SoCalGas](#)

2. *The Project Will Have Significant Impacts Due to Unusual Circumstances*

Pursuant to CEQA Guidelines section 15300.2(c), “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.”

The Project qualifies for the unusual circumstances exception under CEQA Guidelines § 15300.2(c) and *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086, 1114-1117. It is undisputed that the Project has unusual circumstances in view of the Project’s demolition of a 8,500-square-foot building, along with the potential hazard impacts associated with the handling and disposal of the demolition debris, as discussed above.

Even further, according to ZIMAS, the Project is located within the Methane Zone, with its own potential for significant impacts, including on emergency/evacuation patterns and public services. *See, Exhibit E*. As such, the Project may significantly exacerbate the conditions on and around the Project site and cause impacts thereby.

The Project is also unusual in its mass and scale as it is proposed on a commercially-zoned parcel and in close proximity to other residential structures and dramatically intensifies the land use of the Project site, as compared with what the zoning allows and what is the present baseline. It is reasonably foreseeable that the noted unusual circumstances may cause significant impacts on the environment.

Accordingly, the Project may have a significant effect on the environment due to such unusual circumstances and therefore a Class 32 categorical exemption is improper.

3. *The Project Will Have Cumulative Impacts with Other Related Projects*

Yet another reason the Project should not qualify for a Class 32 exemption is because it may have cumulative impacts with other related projects. Thus, pursuant to an UrbanizeLA Article of January 2023, there is at least one (1) other related project nearby:

The proposed project would rise roughly a half-mile west of the intersection of Adams and Vermont Avenue, [where a similar project](#)

featuring housing and ground-floor commercial space was recently completed.²³

In addition, the Applicant has reportedly filed numerous other development applications in the past years, which – in addition to high density developments in the South Los Angeles area, with the highest density in the LA area and primarily Black and Latino population²⁴ – has sparked an Environmental Justice issue and a gentrification debate:

“In recent years CIM Group, led by Shaul Kuba, has bought up dozens of properties in the neighborhood in one of the largest neighborhood-level development plays in the country, a push that has sparked a fierce gentrification debate.

....

CIM’s push coincides with the opening of a new Metro rail line through South L.A., which has contributed to a wider development boom. Among a flurry of other pending projects in West Adams, the Australian firm Lendlease is building a 260-unit mixed-use project, the firm Decon is planning a six-story building, and Center Capital is building a 72,000-square-foot office building.

Haroni Investments, which is based in L.A. and led by Amir Ohebsion, has filed for numerous South L.A. projects in recent years, including a 73-unit apartment complex on South Crenshaw Boulevard and a 93-unit building on Hoover Street.” (**Exhibit F** [01/26/2023 Real Deal Article re “High-density West Adams to get more apartments”].)²⁵

²³ Urbanize Los Angeles, *Five-Story, 90-Unit Apartment Building Planned at 1742 W Adams Boulevard* (Jan. 26, 2023), available at <https://la.urbanize.city/post/five-story-90-unit-apartment-building-planned-1742-w-adams-boulevard> (accessed on May 26, 2023.)

²⁴ See, **Exhibit G**, Los Angeles Times mapping area information for the West Adams area where the Project is: <https://maps.latimes.com/neighborhoods/neighborhood/west-adams/index.html>

²⁵ See, also here: <https://globalpropertyinc.com/2023/01/26/high-density-west-adams-to-get-more-apartments/>

Given the fact that the Metro rail line will go through South L.A., as noted in the article above, it will also reasonably foreseeably attract many more related buildings and denser development in the South L.A. area.

The Project's cumulative impacts with the mentioned and other related past, present, and reasonably foreseeable projects further disqualify it from a Class 32 exemption.

Lastly, and on a separate note, the proposed Project, with its dense residential development in a low-intensity or density neighborhood and on a site of a now-vacant service station, along with the existing dense population in South L.A. and West Adams area, raises an issue of disproportionate development in the City and Environmental Justice issues for the disadvantaged and primarily Black and Latino population. This, in turn, suggests that the Project is inconsistent with the respective Environmental Justice principles and provisions under the California planning and zoning law and the City's General Plan environmental justice principles, including the Plan for a Healthy Los Angeles Element of the General Plan.²⁶

On these grounds, too, the should City deny the Class 32 exemption for the Project and require an EIR, to study the Project's consistency with requirements of both CEQA, the California planning and zoning laws, and the City's General Plan and its Elements.

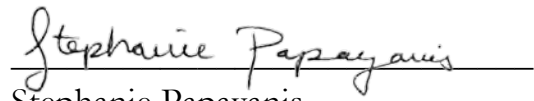
V. CONCLUSION

Based on the foregoing, the City should deny the Project's proposed Class 32 CEQA exemption and require that an Environmental Impact Report be prepared pursuant to CEQA.

If the City has any questions or concerns, please feel free to contact this Office.

²⁶ See the Plan here: https://planning.lacity.org/odocument/2442d4df-34b3-4683-8eb9-b5ea1182782b/Plan_for_a_Healthy_Los_Angeles.pdf

Sincerely,

Handwritten signature of Stephanie Papayanis in cursive script, written over a horizontal line.

Stephanie Papayanis
Attorneys for Southwest Mountain
States Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B);

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C);

Los Angeles Department of Building and Safety Permit and Inspection Report Detail (Exhibit D);

City of Los Angeles Department of City Planning ZIMAS Parcel Profile Report (Exhibit E);

01/26/2023 Real Deal Article re “High-density West Adams to get more apartments” (Exhibit F); and

Los Angeles Times Mapping for the Project Area of West Adams (Exhibit G).

EXHIBIT A



Technical Consultation, Data Analysis and
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March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise (“SWAPE”) is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas (“GHG”) emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model (“CalEEMod”) is a “statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects.”¹ CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.²

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.³

¹ “California Emissions Estimator Model.” CAPCOA, 2017, available at: <http://www.aqmd.gov/caleemod/home>.

² “California Emissions Estimator Model.” CAPCOA, 2017, available at: <http://www.aqmd.gov/caleemod/home>.

³ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled (“VMT”) associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.⁴

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

$$\text{“VMT}_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$$

Where:

n = Number of land uses being modeled.”⁵

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

$$\text{“Emissions}_{\text{pollutant}} = \text{VMT} * \text{EF}_{\text{running,pollutant}}$$

Where:

$\text{Emissions}_{\text{pollutant}}$ = emissions from vehicle running for each pollutant

VMT = vehicle miles traveled

$\text{EF}_{\text{running,pollutant}}$ = emission factor for running emissions.”⁶

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.⁷ In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act (“CEQA”) requires that such changes be justified by substantial evidence.⁸ The default number of construction-related worker trips is calculated by multiplying the

⁴ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.

⁵ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.

⁶ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.

⁷ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

⁸ CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.⁹ Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively.”¹⁰ Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.¹¹ The operational home-to-work vehicle trip lengths are:

“[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings” (emphasis added).¹²

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).¹³

Worker Trip Length by Air Basin		
Air Basin	Rural (miles)	Urban (miles)
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	16.47	11.17
Minimum	10.80	10.80
Maximum	19.80	14.70
Range	9.00	3.90

⁹ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

¹⁰ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.

¹¹ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.

¹² “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.

¹³ “Appendix D Default Data Tables.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8- miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7- miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan (“Project”) located in the City of Claremont (“City”). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.¹⁴ In an effort to evaluate the potential for a local hire provision to reduce the Project’s construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO ₂ e)	3,623
Amortized Construction GHG Emissions (MT CO ₂ e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO ₂ e)	3,024
Amortized Construction GHG Emissions (MT CO ₂ e/year)	100.80
% Decrease in Construction-related GHG Emissions	17%

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project’s urbanization level and location.

¹⁴ “Appendix D Default Data Tables.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

A handwritten signature in blue ink that reads "Matt Hagemann". The signature is fluid and cursive, with a long horizontal stroke at the end.

Matt Hagemann, P.G., C.Hg.

A handwritten signature in blue ink that reads "Paul Rosenfeld". The signature is cursive and clearly legible.

Paul E. Rosenfeld, Ph.D.

Attachment A

Location Type	Location Name	Rural H-W (miles)	Urban H-W (miles)
Air Basin	Great Basin	16.8	10.8
Air Basin	Lake County	16.8	10.8
Air Basin	Lake Tahoe	16.8	10.8
Air Basin	Mojave Desert	16.8	10.8
Air Basin	Mountain	16.8	10.8
Air Basin	North Central	17.1	12.3
Air Basin	North Coast	16.8	10.8
Air Basin	Northeast	16.8	10.8
Air Basin	Sacramento	16.8	10.8
Air Basin	Salton Sea	14.6	11
Air Basin	San Diego	16.8	10.8
Air Basin	San Francisco	10.8	10.8
Air Basin	San Joaquin	16.8	10.8
Air Basin	South Central	16.8	10.8
Air Basin	South Coast	19.8	14.7
Air District	Amador County	16.8	10.8
Air District	Antelope Valley	16.8	10.8
Air District	Bay Area AQMD	10.8	10.8
Air District	Butte County	12.54	12.54
Air District	Calaveras	16.8	10.8
Air District	Colusa County	16.8	10.8
Air District	El Dorado	16.8	10.8
Air District	Feather River	16.8	10.8
Air District	Glenn County	16.8	10.8
Air District	Great Basin	16.8	10.8
Air District	Imperial County	10.2	7.3
Air District	Kern County	16.8	10.8
Air District	Lake County	16.8	10.8
Air District	Lassen County	16.8	10.8
Air District	Mariposa	16.8	10.8
Air District	Mendocino	16.8	10.8
Air District	Modoc County	16.8	10.8
Air District	Mojave Desert	16.8	10.8
Air District	Monterey Bay	16.8	10.8
Air District	North Coast	16.8	10.8
Air District	Northern Sierra	16.8	10.8
Air District	Northern	16.8	10.8
Air District	Placer County	16.8	10.8
Air District	Sacramento	15	10

Air District	San Diego	16.8	10.8
Air District	San Joaquin	16.8	10.8
Air District	San Luis Obispo	13	13
Air District	Santa Barbara	8.3	8.3
Air District	Shasta County	16.8	10.8
Air District	Siskiyou County	16.8	10.8
Air District	South Coast	19.8	14.7
Air District	Tehama County	16.8	10.8
Air District	Tuolumne	16.8	10.8
Air District	Ventura County	16.8	10.8
Air District	Yolo/Solano	15	10
County	Alameda	10.8	10.8
County	Alpine	16.8	10.8
County	Amador	16.8	10.8
County	Butte	12.54	12.54
County	Calaveras	16.8	10.8
County	Colusa	16.8	10.8
County	Contra Costa	10.8	10.8
County	Del Norte	16.8	10.8
County	El Dorado-Lake	16.8	10.8
County	El Dorado-	16.8	10.8
County	Fresno	16.8	10.8
County	Glenn	16.8	10.8
County	Humboldt	16.8	10.8
County	Imperial	10.2	7.3
County	Inyo	16.8	10.8
County	Kern-Mojave	16.8	10.8
County	Kern-San	16.8	10.8
County	Kings	16.8	10.8
County	Lake	16.8	10.8
County	Lassen	16.8	10.8
County	Los Angeles-	16.8	10.8
County	Los Angeles-	19.8	14.7
County	Madera	16.8	10.8
County	Marin	10.8	10.8
County	Mariposa	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Merced	16.8	10.8
County	Modoc	16.8	10.8
County	Mono	16.8	10.8
County	Monterey	16.8	10.8
County	Napa	10.8	10.8

County	Nevada	16.8	10.8
County	Orange	19.8	14.7
County	Placer-Lake	16.8	10.8
County	Placer-Mountain	16.8	10.8
County	Placer-	16.8	10.8
County	Plumas	16.8	10.8
County	Riverside-	16.8	10.8
County	Riverside-	19.8	14.7
County	Riverside-Salton	14.6	11
County	Riverside-South	19.8	14.7
County	Sacramento	15	10
County	San Benito	16.8	10.8
County	San Bernardino-	16.8	10.8
County	San Bernardino-	19.8	14.7
County	San Diego	16.8	10.8
County	San Francisco	10.8	10.8
County	San Joaquin	16.8	10.8
County	San Luis Obispo	13	13
County	San Mateo	10.8	10.8
County	Santa Barbara-	8.3	8.3
County	Santa Barbara-	8.3	8.3
County	Santa Clara	10.8	10.8
County	Santa Cruz	16.8	10.8
County	Shasta	16.8	10.8
County	Sierra	16.8	10.8
County	Siskiyou	16.8	10.8
County	Solano-	15	10
County	Solano-San	16.8	10.8
County	Sonoma-North	16.8	10.8
County	Sonoma-San	10.8	10.8
County	Stanislaus	16.8	10.8
County	Sutter	16.8	10.8
County	Tehama	16.8	10.8
County	Trinity	16.8	10.8
County	Tulare	16.8	10.8
County	Tuolumne	16.8	10.8
County	Ventura	16.8	10.8
County	Yolo	15	10
County	Yuba	16.8	10.8
Statewide	Statewide	16.8	10.8

Worker Trip Length by Air Basin		
Air Basin	Rural (miles)	Urban (miles)
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	16.47	11.17
Minimum	10.80	10.80
Maximum	19.80	14.70
Range	9.00	3.90

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Village South Specific Plan (Proposed)
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6993
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5295	1,627.5295	0.1185	0.0000	1,630.4925
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
Maximum	4.1619	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6991
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5291	1,627.5291	0.1185	0.0000	1,630.4921
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9077	52.9077	8.0200e-003	0.0000	53.1082
Maximum	4.1619	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4103	1.4103
2	12-1-2021	2-28-2022	1.3613	1.3613
3	3-1-2022	5-31-2022	1.1985	1.1985
4	6-1-2022	8-31-2022	1.1921	1.1921
5	9-1-2022	11-30-2022	1.1918	1.1918
6	12-1-2022	2-28-2023	1.0774	1.0774
7	3-1-2023	5-31-2023	1.0320	1.0320
8	6-1-2023	8-31-2023	1.0260	1.0260

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

9	9-1-2023	11-30-2023	1.0265	1.0265
10	12-1-2023	2-29-2024	2.8857	2.8857
11	3-1-2024	5-31-2024	1.6207	1.6207
		Highest	2.8857	2.8857

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.1807	12,531.1519	15.7904	0.1260	12,963.4751

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.1807	12,531.1519	15.7904	0.1260	12,963.4751

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	2.9000e-003	0.0641	0.0233	2.0000e-004	6.4100e-003	2.1000e-004	6.6200e-003	1.7300e-003	2.0000e-004	1.9300e-003	0.0000	19.6816	19.6816	1.2800e-003	0.0000	19.7136

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	2.9000e-003	0.0641	0.0233	2.0000e-004	6.4100e-003	2.1000e-004	6.6200e-003	1.7300e-003	2.0000e-004	1.9300e-003	0.0000	19.6816	19.6816	1.2800e-003	0.0000	19.7136

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	0.0796	0.8816	0.5867	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	0.0796	0.8816	0.5867	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	0.4616	2.0027	3.9885	0.0152	1.2243	0.0121	1.2363	0.3278	0.0112	0.3390	0.0000	1,408.7952	1,408.7952	0.0530	0.0000	1,410.1208

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	0.4616	2.0027	3.9885	0.0152	1.2243	0.0121	1.2363	0.3278	0.0112	0.3390	0.0000	1,408.7952	1,408.7952	0.0530	0.0000	1,410.1208

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	0.4135	1.5218	3.5707	0.0144	1.1953	9.8700e-003	1.2051	0.3200	9.1400e-003	0.3292	0.0000	1,327.3369	1,327.3369	0.0462	0.0000	1,328.4916

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	0.4135	1.5218	3.5707	0.0144	1.1953	9.8700e-003	1.2051	0.3200	9.1400e-003	0.3292	0.0000	1,327.3369	1,327.3369	0.0462	0.0000	1,328.4916

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1404	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1404	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.6465	0.1037	0.0215	2,521.6356

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.6465	0.1037	0.0215	2,521.6356

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

7.0 Water Detail

7.1 Mitigation Measures Water

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

8.0 Waste Detail

8.1 Mitigation Measures Waste

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Boilers

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

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Village South Specific Plan (Proposed)
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1521
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	237.1630	46.4588	49.5629	0.1517	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	0.1916	4.1394	1.5644	0.0136	0.4346	0.0139	0.4485	0.1176	0.0133	0.1309		1,463.0568	1,463.0568	0.0927		1,465.3750

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	0.1916	4.1394	1.5644	0.0136	0.4346	0.0139	0.4485	0.1176	0.0133	0.1309		1,463.0568	1,463.0568	0.0927		1,465.3750

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006		6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.685 7	8,800.685 7	0.2429		8,806.758 2
Total	3.6242	15.3350	33.1995	0.1247	9.8688	0.0949	9.9637	2.6381	0.0883	2.7263		12,697.23 39	12,697.23 39	0.4665		12,708.89 66

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.685 7	8,800.685 7	0.2429		8,806.758 2
Total	3.6242	15.3350	33.1995	0.1247	9.8688	0.0949	9.9637	2.6381	0.0883	2.7263		12,697.23 39	12,697.23 39	0.4665		12,708.89 66

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.440 8	8,478.440 8	0.2190		8,483.916 0
Total	3.3229	11.9468	30.5127	0.1203	9.8688	0.0797	9.9485	2.6381	0.0738	2.7118		12,252.31 70	12,252.31 70	0.4172		12,262.74 60

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.440 8	8,478.440 8	0.2190		8,483.916 0
Total	3.3229	11.9468	30.5127	0.1203	9.8688	0.0797	9.9485	2.6381	0.0738	2.7118		12,252.31 70	12,252.31 70	0.4172		12,262.74 60

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6
Total	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6
Total	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Village South Specific Plan (Proposed)
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	237.2328	46.4651	47.3319	0.1455	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.3787	74,422.3787	2.8429	0.4832	74,637.4417

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.3787	74,422.3787	2.8429	0.4832	74,637.4417

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	0.2019	4.1943	1.5706	0.0133	0.4346	0.0141	0.4487	0.1176	0.0135	0.1311		1,430.6932	1,430.6932	0.0955		1,433.0812

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	0.2019	4.1943	1.5706	0.0133	0.4346	0.0141	0.4487	0.1176	0.0135	0.1311		1,430.6932	1,430.6932	0.0955		1,433.0812

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006		6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	4.0156	15.5266	30.9685	0.1186	9.8688	0.0957	9.9645	2.6381	0.0891	2.7271		12,075.9763	12,075.9763	0.4663		12,087.6341

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	4.0156	15.5266	30.9685	0.1186	9.8688	0.0957	9.9645	2.6381	0.0891	2.7271		12,075.9763	12,075.9763	0.4663		12,087.6341

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	3.6978	12.1065	28.3496	0.1144	9.8688	0.0803	9.9491	2.6381	0.0743	2.7124		11,655.1325	11,655.1325	0.4151		11,665.5099

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	3.6978	12.1065	28.3496	0.1144	9.8688	0.0803	9.9491	2.6381	0.0743	2.7124		11,655.1325	11,655.1325	0.4151		11,665.5099

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Village South Specific Plan (Proposed)
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7654	210.7654	0.0600	0.0000	212.2661
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4412	1,342.4412	0.1115	0.0000	1,345.2291
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6355	44.6355	7.8300e-003	0.0000	44.8311
Maximum	4.1592	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7651	210.7651	0.0600	0.0000	212.2658
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4409	1,342.4409	0.1115	0.0000	1,345.2287
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6354	44.6354	7.8300e-003	0.0000	44.8311
Maximum	4.1592	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4091	1.4091
2	12-1-2021	2-28-2022	1.3329	1.3329
3	3-1-2022	5-31-2022	1.1499	1.1499
4	6-1-2022	8-31-2022	1.1457	1.1457
5	9-1-2022	11-30-2022	1.1415	1.1415
6	12-1-2022	2-28-2023	1.0278	1.0278
7	3-1-2023	5-31-2023	0.9868	0.9868
8	6-1-2023	8-31-2023	0.9831	0.9831

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

9	9-1-2023	11-30-2023	0.9798	0.9798
10	12-1-2023	2-29-2024	2.8757	2.8757
11	3-1-2024	5-31-2024	1.6188	1.6188
		Highest	2.8757	2.8757

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.1807	12,531.1519	15.7904	0.1260	12,963.4751

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.1807	12,531.1519	15.7904	0.1260	12,963.4751

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	2.6500e-003	0.0639	0.0209	2.0000e-004	5.6200e-003	2.0000e-004	5.8200e-003	1.5300e-003	1.9000e-004	1.7200e-003	0.0000	18.9847	18.9847	1.2600e-003	0.0000	19.0161

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	2.6500e-003	0.0639	0.0209	2.0000e-004	5.6200e-003	2.0000e-004	5.8200e-003	1.5300e-003	1.9000e-004	1.7200e-003	0.0000	18.9847	18.9847	1.2600e-003	0.0000	19.0161

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	0.0796	0.8816	0.5867	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	0.0796	0.8816	0.5867	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	0.3578	1.9125	2.9812	0.0119	0.8696	9.4100e-003	0.8790	0.2336	8.7800e-003	0.2424	0.0000	1,105.9771	1,105.9771	0.0451	0.0000	1,107.1039

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	0.3578	1.9125	2.9812	0.0119	0.8696	9.4100e-003	0.8790	0.2336	8.7800e-003	0.2424	0.0000	1,105.9771	1,105.9771	0.0451	0.0000	1,107.1039

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	0.3177	1.4420	2.6646	0.0112	0.8490	7.3700e-003	0.8564	0.2281	6.8500e-003	0.2349	0.0000	1,042.5294	1,042.5294	0.0392	0.0000	1,043.5090

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	0.3177	1.4420	2.6646	0.0112	0.8490	7.3700e-003	0.8564	0.2281	6.8500e-003	0.2349	0.0000	1,042.5294	1,042.5294	0.0392	0.0000	1,043.5090

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1404	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1404	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated							0.0000	0.0000		0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.6465	0.1037	0.0215	2,521.6356

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.6465	0.1037	0.0215	2,521.6356

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

7.0 Water Detail

7.1 Mitigation Measures Water

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

8.0 Waste Detail

8.1 Mitigation Measures Waste

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Boilers

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

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Village South Specific Plan (Proposed)
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0956
Maximum	237.0219	46.4415	40.8776	0.1240	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	0.1760	4.1265	1.3884	0.0131	0.3810	0.0135	0.3946	0.1034	0.0129	0.1163		1,409.5212	1,409.5212	0.0912		1,411.8015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	0.1760	4.1265	1.3884	0.0131	0.3810	0.0135	0.3946	0.1034	0.0129	0.1163		1,409.5212	1,409.5212	0.0912		1,411.8015

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006		6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.558 5	6,042.558 5	0.1697		6,046.800 0
Total	2.8378	14.7106	24.5142	0.0971	7.0087	0.0741	7.0828	1.8799	0.0691	1.9490		9,939.106 7	9,939.106 7	0.3933		9,948.938 4

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.558 5	6,042.558 5	0.1697		6,046.800 0
Total	2.8378	14.7106	24.5142	0.0971	7.0087	0.0741	7.0828	1.8799	0.0691	1.9490		9,939.106 7	9,939.106 7	0.3933		9,948.938 4

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.402 8	5,821.402 8	0.1529		5,825.225 4
Total	2.5807	11.3809	22.5017	0.0936	7.0088	0.0595	7.0682	1.8799	0.0552	1.9350		9,595.279 0	9,595.279 0	0.3511		9,604.055 4

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.402 8	5,821.402 8	0.1529		5,825.225 4
Total	2.5807	11.3809	22.5017	0.0936	7.0088	0.0595	7.0682	1.8799	0.0552	1.9350		9,595.279 0	9,595.279 0	0.3511		9,604.055 4

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Village South Specific Plan (Proposed)
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	237.0656	46.4460	39.6338	0.1195	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.3787	74,422.3787	2.8429	0.4832	74,637.4417

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.3787	74,422.3787	2.8429	0.4832	74,637.4417

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	0.1835	4.1800	1.4144	0.0128	0.3810	0.0137	0.3948	0.1034	0.0131	0.1165		1,380.3262	1,380.3262	0.0941		1,382.6791

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	0.1835	4.1800	1.4144	0.0128	0.3810	0.0137	0.3948	0.1034	0.0131	0.1165		1,380.3262	1,380.3262	0.0941		1,382.6791

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006		6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381			3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602			5,695.9408
Total	3.0904	14.8350	23.2704	0.0926	7.0087	0.0749	7.0836	1.8799	0.0699	1.9498		9,481.0104	9,481.0104	0.3984			9,490.9691

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120			2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120			2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	3.0904	14.8350	23.2704	0.0926	7.0087	0.0749	7.0836	1.8799	0.0699	1.9498		9,481.0104	9,481.0104	0.3984		9,490.9691

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	2.8211	11.4799	21.2591	0.0893	7.0088	0.0601	7.0688	1.8799	0.0557	1.9356		9,155.1981	9,155.1981	0.3538		9,164.0437

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	2.8211	11.4799	21.2591	0.0893	7.0088	0.0601	7.0688	1.8799	0.0557	1.9356		9,155.1981	9,155.1981	0.3538		9,164.0437

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Attachment C

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,623
Amortized (MT CO2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized (MT CO2e/year)	100.80
<i>% Decrease in Construction-related GHG Emissions</i>	17%

EXHIBIT B



Paul Rosenfeld, Ph.D.

Principal Environmental Chemist

Chemical Fate and Transport & Air Dispersion Modeling

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H₂O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health*. 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.**, Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermol and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

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Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries*. Amsterdam: Elsevier Publishing.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution*, 123 (17), 319-327.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities*. Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellev, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office, Publications Clearinghouse (MS-6)*, Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld**. (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States” Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florida, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants..* Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld, P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld, P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 2010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. \$41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: \$10,000 grant awarded to San Diego State University. Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. \$100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. \$20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: \$10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: \$15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. \$500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey

Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant*.

Case No.: 2:17-cv-01624-ES-SCM

Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division

M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS “Conti Perdido”
Defendant.

Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237

Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica

Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants

Case No.: No. BC615636

Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica

The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants

Case No.: No. BC646857

Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado

Bells et al. Plaintiff vs. The 3M Company et al., Defendants

Case: No 1:16-cv-02531-RBJ

Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District

Phillip Bales et al., Plaintiff vs. Dow Agrosiences, LLC, et al., Defendants

Cause No 1923

Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa

Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants

Cause No C12-01481

Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois

Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants

Case No.: No. 0i9-L-2295

Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles

Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC

Case No.: LC102019 (c/w BC582154)

Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division

Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*

Case Number: 4:16-cv-52-DMB-JVM

Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No.: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al., et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No.: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action NO. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward
DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City
Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant*.
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs*, vs. BP Products North America, Inc., *Defendant*.
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

EXHIBIT C



Technical Consultation, Data Analysis and
Litigation Support for the Environment

1640 5th St., Suite 204 Santa
Santa Monica, California 90401
Tel: (949) 887-9013
Email: mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

**Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review**

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.

B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist

California Certified Hydrogeologist

Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt’s responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt’s duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, *Oxygenates in Water: Critical Information and Research Needs*.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Colorado.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

EXHIBIT D

Los Angeles Department of Building and Safety

Certificate Information: 1722-1734 W ADAMS BLVD 90018

Pre - Inspection only, not a permit for construction

Application / Permit	21019-30000-02623
Plan Check / Job No.	B21WL03058
Group	Building
Type	Bldg-Demolition
Sub-Type	Commercial
Primary Use	0
Work Description	***** VOID per applicant's request *****
Permit Issued	No
Current Status	Pending

Permit Application Status History

No Data Available.

Permit Application Clearance Information

Demo Preinspection	Not Cleared	7/12/2021	Department of Building and Safety
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Contact Information

No Data Available.

Inspector Information

JAMES POWERS, (213) 482-0361	Office Hours: 7:00-8:00 AM MON-FRI
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Pending Inspections

No Data Available.

Inspection Request History

No Data Available.

Los Angeles Department of Building and Safety

Certificate Information: 1724 W ADAMS BLVD 90018

Application / Permit

22010-10000-06323

Plan Check / Job No.

B22LA25830

Group

Building

Type

Bldg-New

Sub-Type

Apartment

Primary Use

0

Work Description

**** HSAP TO CHECK FOR ZONING/FLS/DAS/GRN/STR REQUIREMENTS (100%) - (SB330) **** NEW 5 STORY 90 UNITS (11% ELI = 10) AFFORDABLE HOUSING APARTMENT TO INCLUDE 5 STORY TYPE IIIA APARTMENT OVER TYPE IA SUBTERRANEAN PARKING, 12.22.A.25, AB 2345 INCENTIVES PLAN CHECKER TO GENERATE AND REVIEW THE FOLLOWING APPLICATIONS: 1- Shoring for new apartment 2- Grading - Cut - 16,410 Fill 7,460 Export 8,950 3- 8' site wall PZA review will be needed

Permit Issued

No

Current Status

Reviewed by Supervisor on 2/17/2023

Permit Application Status History

Submitted	12/22/2022	APPLICANT
Assigned to Plan Check Engineer	2/2/2023	ARSALAN SHABESTARI
Corrections Issued	2/9/2023	ARSALAN SHABESTARI
Reviewed by Supervisor	2/17/2023	GARO TELMI

Permit Application Clearance Information

DAS Clearance	Not Cleared	12/21/2022	Department of Building and Safety
Green Code	Not Cleared	12/30/2022	Department of Building and Safety
Address approval	Not Cleared	2/13/2023	Bureau of Engineering
Building over 36-ft	Not Cleared	2/13/2023	Cal Occ. Safety and Health Administration
CPC	Not Cleared	2/13/2023	City Planning Department
Community Plan Implem. Overlay	Not Cleared	2/13/2023	City Planning Department
Construction near power lines	Not Cleared	2/13/2023	Department of Water and Power
Construction within easement	Not Cleared	2/13/2023	Department of Water and Power
Eng Process Fee Ord 176,300	Not Cleared	2/13/2023	Bureau of Engineering
Excavation more than 5-ft deep	Not Cleared	2/13/2023	Cal Occ. Safety and Health Administration
Fire Marshal Fire Life Safety	Not Cleared	2/13/2023	Los Angeles Fire Department
Frnt yard landscape/Water mgmt	Not Cleared	2/13/2023	City Planning Department
Highway dedication	Not Cleared	2/13/2023	Bureau of Engineering
Hydrant and Access approval	Not Cleared	2/13/2023	Los Angeles Fire Department
Miscellaneous	Not Cleared	2/13/2023	City Planning Department
Miscellaneous	Not Cleared	2/13/2023	City Planning Department
Opn space landscape/Water mgmt	Not Cleared	2/13/2023	City Planning Department
Permit	Not Cleared	2/13/2023	Bureau of Engineering
Roof/Waste drainage to street	Not Cleared	2/13/2023	Bureau of Engineering
Sewer availability	Not Cleared	2/13/2023	Bureau of Engineering
Site Plan review	Not Cleared	2/13/2023	City Planning Department
Stormwater Pollution Mitigatn	Not Cleared	2/13/2023	Bureau of Sanitation

Work Adjacent to Public Way	Not Cleared	2/13/2023	Bureau of Engineering
ZI	Not Cleared	2/13/2023	City Planning Department
Trees in Parkway	Not Cleared	4/11/2023	Bureau of Street Services

Contact Information

No Data Available.

Inspector Information

No Data Available.

Pending Inspections

No Data Available.

Inspection Request History

No Data Available.

Los Angeles Department of Building and Safety

Certificate Information: 1724 W ADAMS BLVD 90018

Application / Permit	23019-10000-00237
Plan Check / Job No.	B23LA00890
Group	Building
Type	Bldg-Demolition
Sub-Type	Commercial
Primary Use	(17) Restaurant
Work Description	Eplan Demolition of 1-story 50' x 170' commercial building.
Permit Issued	No
Current Status	Corrections Issued on 1/20/2023

Permit Application Status History

Submitted	1/19/2023	APPLICANT
Assigned to Plan Check Engineer	1/19/2023	ALFREDO JARA
Corrections Issued	1/20/2023	ALFREDO JARA

Permit Application Clearance Information

CPC	Not Cleared	1/22/2023	City Planning Department
Community Plan Implem. Overlay	Not Cleared	1/22/2023	City Planning Department
Demolition	Not Cleared	1/22/2023	City Planning Department
CPC	Cleared	1/30/2023	ANACANY HURTADO
CPC	Cleared	1/30/2023	ANACANY HURTADO

Contact Information

No Data Available.

Inspector Information

No Data Available.

Pending Inspections

No Data Available.

Inspection Request History

No Data Available.

Los Angeles Department of Building and Safety

Certificate Information: 1724 W ADAMS BLVD 90018

Pre - Inspection only, not a permit for construction

Application / Permit	23019-10000-00100
Plan Check / Job No.	B23LA00332
Group	Building
Type	Bldg-Demolition
Sub-Type	Commercial
Primary Use	()
Work Description	DPI ONLY for 1-story 50' x 170' commercial building (No posting required - building less than 45 years old)
Permit Issued	No
Current Status	Completed on 01/17/2023

Permit Application Status History

No Data Available.

Permit Application Clearance Information

No Data Available.

Contact Information

No Data Available.

Inspector Information

JAMES POWERS, (213) 482-0361	Office Hours: 7:00-8:00 AM MON-FRI
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Pending Inspections

No Data Available.

Inspection Request History

No Data Available.

Los Angeles Department of Building and Safety

Certificate Information: 1722-1734 W ADAMS BLVD 90018

Pre - Inspection only, not a permit for construction

Application / Permit	21019-30000-02623
Plan Check / Job No.	B21WL03058
Group	Building
Type	Bldg-Demolition
Sub-Type	Commercial
Primary Use	0
Work Description	***** VOID per applicant's request *****
Permit Issued	No
Current Status	Pending

Permit Application Status History

No Data Available.

Permit Application Clearance Information

Demo Preinspection	Not Cleared	7/12/2021	Department of Building and Safety
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Contact Information

No Data Available.

Inspector Information

JAMES POWERS, (213) 482-0361	Office Hours: 7:00-8:00 AM MON-FRI
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Pending Inspections

No Data Available.

Inspection Request History

No Data Available.

Los Angeles Department of Building and Safety

Certificate Information: 1722-1734 W ADAMS BLVD 90018

Pre - Inspection only, not a permit for construction

Application / Permit	21019-30000-02623
Plan Check / Job No.	B21WL03058
Group	Building
Type	Bldg-Demolition
Sub-Type	Commercial
Primary Use	0
Work Description	***** VOID per applicant's request *****
Permit Issued	No
Current Status	Pending

Permit Application Status History

No Data Available.

Permit Application Clearance Information

Demo Preinspection	Not Cleared	7/12/2021	Department of Building and Safety
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Contact Information

No Data Available.

Inspector Information

JAMES POWERS, (213) 482-0361	Office Hours: 7:00-8:00 AM MON-FRI
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Pending Inspections

No Data Available.

Inspection Request History

No Data Available.

EXHIBIT E



City of Los Angeles Department of City Planning

5/26/2023 PARCEL PROFILE REPORT

PROPERTY ADDRESSES

1722 W ADAMS BLVD
1726 W ADAMS BLVD
1724 W ADAMS BLVD

ZIP CODES

90018

RECENT ACTIVITY

None

CASE NUMBERS

CPC-2023-397-DB-SPR-HCA
CPC-2008-1552-CPU
CPC-2004-2391-ICO
CPC-1990-346-CA
CPC-1986-603-GPC
CPC-1986-447-GPC
CPC-1983-506
CPC-12641
ORD-185927
ORD-185926-SA1770
ORD-176589
ORD-171682
ORD-171681
ORD-167121-SA906
ORD-162128
ORD-121727
ENV-2023-398-CE
ENV-2008-1781-EIR
ENV-2004-2409-CE-ICO
CFG-1500

Address/Legal Information

PIN Number	123B193 600
Lot/Parcel Area (Calculated)	7,271.7 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID J6
Assessor Parcel No. (APN)	5053035029
Tract	PRUDENTIAL IMPROVEMENT COMPANY'S SUBDIVISION NO. 1
Map Reference	M B 1-32
Block	None
Lot	FR 3
Arb (Lot Cut Reference)	None
Map Sheet	123B193

Jurisdictional Information

Community Plan Area	South Los Angeles
Area Planning Commission	South Los Angeles
Neighborhood Council	Empowerment Congress North Area
Council District	CD 8 - Marqueece Harris-Dawson
Census Tract #	2222.00
LADBS District Office	Los Angeles Metro

Permitting and Zoning Compliance Information

Administrative Review	None
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Planning and Zoning Information

Special Notes	None
Zoning	C2-1VL-O-CPIO
Zoning Information (ZI)	ZI-2484 Community Plan Implementation Overlay: South Los Angeles ZI-2452 Transit Priority Area in the City of Los Angeles ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1 ZI-2512 Housing Element Inventory of Sites ZI-1231 Specific Plan: South Los Angeles Alcohol Sales ZI-2452 Transit Priority Area in the City of Los Angeles ZI-2374 State Enterprise Zone: Los Angeles
General Plan Land Use	Neighborhood Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	SOUTH LOS ANGELES ALCOHOL SALES
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	South Los Angeles
Subarea	Neighborhood-Serving Corridor
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org
(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

POD: Pedestrian Oriented Districts	None
RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
AB 2334: Very Low VMT	Yes
AB 2097: Reduced Parking Areas Streetscape	Yes
Adaptive Reuse Incentive Area	No
Affordable Housing Linkage Fee	None
Residential Market Area	Low
Non-Residential Market Area	Low
Transit Oriented Communities (TOC)	Tier 1
ED 1 Eligibility	Eligible Site
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No

Assessor Information

Assessor Parcel No. (APN)	5053035029
APN Area (Co. Public Works)*	0.567 (ac)
Use Code	1100 - Commercial - Store - One Story
Assessed Land Val.	\$2,703,000
Assessed Improvement Val.	\$589,709
Last Owner Change	03/01/2022
Last Sale Amount	\$4,900,049
Tax Rate Area	312
Deed Ref No. (City Clerk)	928800
	544943
	4-436
	3-923
	1279645
	1258959
	1164512
	1-378
	0235881
Building 1	
Year Built	1981
Building Class	C7C
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	8,500.0 (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	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 5053035029]

Additional Information

Airport Hazard	None
Coastal Zone	None
Santa Monica Mountains Zone	No

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 (*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
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)	1.91990472
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	25.00000000
Maximum Magnitude	7.10000000
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	Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
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: 5053035029]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Housing Element Sites	
HE Replacement Required	Yes
SB 166 Units	0.08 Units, Lower
Housing Use within Prior 5 Years	No

Public Safety

Police Information	
Bureau	South
Division / Station	Southwest

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Reporting District	326
Fire Information	
Bureau	Central
Battalion	11
District / Fire Station	26
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-2023-397-DB-SPR-HCA
Required Action(s):	DB-DENSITY BONUS SPR-SITE PLAN REVIEW HCA-HOUSING CRISIS ACT
Project Descriptions(s):	PURSUANT TO LAMC 12.22 A.25 A DENSITY BONUS DEVELOPMENT REQUESTING ONE ON-MENU INCENTIVE AND TWO OFF-MENU INCENTIVES. 1) 20% OPEN SPACE REDUCTION. 2) 14-FOOT HEIGHT INCREASE TO 59 FEET IN LIEU OF 45 FEET. 3) FAR OF 3.2:1 IN LIEU OF 1.5:1. PURSUANT TO LAMC 16.50 A SITE PLAN REVIEW FOR A PROJECT THAT RESULTS IN A NET GAIN OF 50 OR MORE UNITS.
Case Number:	CPC-2008-1552-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM
Case Number:	CPC-2004-2391-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE/ AUTOMOTIVE RELATED USES
Case Number:	CPC-1990-346-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AMENDMENT TO THE L.A.M.C. TO - DRAFT AN ORDINANCE TO PROHIBIT THE GRANTING OF A CONDITIONAL USE PERMIT FOR THE OFF-SITE SALE OF ALCOHOLIC BEVERAGES (LOURDES GREEN/KAREN HOO)\
Case Number:	CPC-1986-603-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	GENERAL PLAN/ZONING CONSISTENCY PROGRAM
Case Number:	CPC-1986-447-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	PLAN AND ZONE CONSISTENCY - SOUTH CENTRAL LOS ANGELES (HERB GLASCOW)
Case Number:	CPC-1983-506
Required Action(s):	Data Not Available
Project Descriptions(s):	SPECIFIC PLN ORD FOR INTERIM CONDITIONAL USE APPRVL FOR ESTABLISHMENTS FOR THE SALE OF ALCOHOL WHICH ARE GENERALLY LOCATED INTHE SOUTH CENTRAL AREA OF THE CITY
Case Number:	ENV-2023-398-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	PURSUANT TO LAMC 12.22 A.25 A DENSITY BONUS DEVELOPMENT REQUESTING ONE ON-MENU INCENTIVE AND TWO OFF-MENU INCENTIVES. 1) 20% OPEN SPACE REDUCTION. 2) 14-FOOT HEIGHT INCREASE TO 59 FEET IN LIEU OF 45 FEET. 3) FAR OF 3.2:1 IN LIEU OF 1.5:1. PURSUANT TO LAMC 16.50 A SITE PLAN REVIEW FOR A PROJECT THAT RESULTS IN A NET GAIN OF 50 OR MORE UNITS.
Case Number:	ENV-2008-1781-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM
Case Number:	ENV-2004-2409-CE-ICO
Required Action(s):	CE-CATEGORICAL EXEMPTION ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE/ AUTOMOTIVE RELATED USES

DATA NOT AVAILABLE

CPC-12641
ORD-185927
ORD-185926-SA1770
ORD-176589
ORD-171682
ORD-171681

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ORD-167121-SA906









ORD-162128

ORD-121727

CFG-1500

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
-  Very Low II Residential
-  Low / Low I Residential
-  Low II Residential
-  Low Medium / Low Medium I Residential
-  Low Medium II Residential
-  Medium Residential
-  High Medium Residential
-  High Density Residential
-  Very High Medium Residential

COMMERCIAL






-  Limited Commercial
-  Limited Commercial - Mixed Medium Residential
-  Highway Oriented Commercial
-  Highway Oriented and Limited Commercial
-  Highway Oriented Commercial - Mixed Medium Residential
-  Neighborhood Office Commercial
-  Community Commercial
-  Community Commercial - Mixed High Residential
-  Regional Center Commercial

FRAMEWORK

COMMERCIAL

-  Neighborhood Commercial
-  General Commercial
-  Community Commercial
-  Regional Mixed Commercial






INDUSTRIAL

-  Commercial Manufacturing
-  Limited Manufacturing
-  Light Manufacturing
-  Heavy Manufacturing
-  Hybrid Industrial




PARKING

-  Parking Buffer

PORT OF LOS ANGELES

-  General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
-  General / Bulk Cargo - Hazard
-  Commercial Fishing
-  Recreation and Commercial
-  Intermodal Container Transfer Facility Site



LOS ANGELES INTERNATIONAL AIRPORT

-  Airport Landside / Airport Landside Support
-  Airport Airside
-  LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES
















-  Open Space
-  Public / Open Space
-  Public / Quasi-Public Open Space
-  Other Public Open Space
-  Public Facilities

















INDUSTRIAL

-  Limited Industrial
-  Light Industrial






CIRCULATION

STREET





































-  Arterial Mountain Road
-  Collector Scenic Street
-  Collector Street
-  Collector Street (Hillside)
-  Collector Street (Modified)
-  Collector Street (Proposed)
-  Country Road
-  Divided Major Highway II
-  Divided Secondary Scenic Highway
-  Local Scenic Road
-  Local Street
-  Major Highway (Modified)
-  Major Highway I
-  Major Highway II
-  Major Highway II (Modified)

-  Major Scenic Highway
-  Major Scenic Highway (Modified)
-  Major Scenic Highway II
-  Mountain Collector Street
-  Park Road
-  Parkway
-  Principal Major Highway
-  Private Street
-  Scenic Divided Major Highway II
-  Scenic Park
-  Scenic Parkway
-  Secondary Highway
-  Secondary Highway (Modified)
-  Secondary Scenic Highway
-  Special Collector Street
-  Super Major Highway

FREEWAYS

-  Freeway
-  Interchange
-  On-Ramp / Off- Ramp
-  Railroad
-  Scenic Freeway Highway


























MISC. LINES

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





POINTS OF INTEREST

 Alternative Youth Hostel (Proposed)	 Horticultural Center	 Public Elementary School
 Animal Shelter	 Hospital	 Public Elementary School (Proposed)
 Area Library	 Hospital (Proposed)	 Public Golf Course
 Area Library (Proposed)	HW House of Worship	 Public Golf Course (Proposed)
 Bridge	e Important Ecological Area	 Public Housing
 Campground	 Important Ecological Area (Proposed)	 Public Housing (Proposed Expansion)
 Campground (Proposed)	 Interpretive Center (Proposed)	 Public Junior High School
 Cemetery	 Junior College	 Public Junior High School (Proposed)
HW Church	 MTA / Metrolink Station	 Public Middle School
 City Hall	 MTA Station	 Public Senior High School
 Community Center	 MTA Stop	 Public Senior High School (Proposed)
 Community Library	MWD MWD Headquarters	 Pumping Station
 Community Library (Proposed Expansion)	 Maintenance Yard	 Pumping Station (Proposed)
 Community Library (Proposed)	 Municipal Office Building	 Refuse Collection Center
 Community Park	P Municipal Parking lot	 Regional Library
 Community Park (Proposed Expansion)	 Neighborhood Park	 Regional Library (Proposed Expansion)
 Community Park (Proposed)	 Neighborhood Park (Proposed Expansion)	 Regional Library (Proposed)
 Community Transit Center	 Neighborhood Park (Proposed)	 Regional Park
 Convalescent Hospital	 Oil Collection Center	 Regional Park (Proposed)
 Correctional Facility	 Parking Enforcement	RPD Residential Plan Development
 Cultural / Historic Site (Proposed)	 Police Headquarters	 Scenic View Site
 Cultural / Historical Site	 Police Station	 Scenic View Site (Proposed)
 Cultural Arts Center	 Police Station (Proposed Expansion)	 School District Headquarters
DMV DMV Office	 Police Station (Proposed)	 School Unspecified Loc/Type (Proposed)
DWP DWP	 Police Training site	 Skill Center
 DWP Pumping Station	PO Post Office	 Social Services
 Equestrian Center	 Power Distribution Station	 Special Feature
 Fire Department Headquarters	 Power Distribution Station (Proposed)	 Special Recreation (a)
 Fire Station	 Power Receiving Station	 Special School Facility
 Fire Station (Proposed Expansion)	 Power Receiving Station (Proposed)	 Special School Facility (Proposed)
 Fire Station (Proposed)	C Private College	 Steam Plant
 Fire Supply & Maintenance	E Private Elementary School	 Surface Mining
 Fire Training Site	 Private Golf Course	 Trail & Assembly Area
 Fireboat Station	 Private Golf Course (Proposed)	 Trail & Assembly Area (Proposed)
 Health Center / Medical Facility	JH Private Junior High School	UTL Utility Yard
 Helistop	PS Private Pre-School	 Water Tank Reservoir
 Historic Monument	 Private Recreation & Cultural Facility	 Wildlife Migration Corridor
 Historical / Cultural Monument	SH Private Senior High School	 Wildlife Preserve Gate
 Horsekeeping Area	SF Private Special School	
 Horsekeeping Area (Proposed)	 Public Elementary (Proposed Expansion)	

SCHOOLS/PARKS WITH 500 FT. BUFFER

 Existing School/Park Site	 Planned School/Park Site	 Inside 500 Ft. Buffer
 Aquatic Facilities	 Other Facilities	 Opportunity School
 Beaches	 Park / Recreation Centers	 Charter School
 Child Care Centers	 Parks	 Elementary School
 Dog Parks	 Performing / Visual Arts Centers	 Span School
 Golf Course	 Recreation Centers	 Special Education School
 Historic Sites	 Senior Citizen Centers	 High School
 Horticulture/Gardens		 Middle School
 Skate Parks		 Early Education Center

COASTAL ZONE



 Coastal Commission Permit Area
 Dual Permit Jurisdiction Area
 Single Permit Jurisdiction Area
 Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

 Tier 1	 Tier 3
 Tier 2	 Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

 Public Work Approval (PWA)
 Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS





























 Lot Line	 Airport Hazard Zone	 Flood Zone
 Tract Line	 Census Tract	 Hazardous Waste
 Lot Cut	 Coastal Zone	 High Wind Zone
 Easement	 Council District	 Hillside Grading
 Zone Boundary	 LADBS District Office	 Historic Preservation Overlay Zone
 Building Line	 Downtown Parking	 Specific Plan Area
 Lot Split	 Fault Zone	 Very High Fire Hazard Severity Zone
 Community Driveway	 Fire District No. 1	 Wells
 Building Outlines 2020	 Tract Map	
 Building Outlines 2017	 Parcel Map	

EXHIBIT F

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High-density West Adams to get more apartments

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South LA player Haroni Investments adds to multifamily development trend

DEVELOPMENT LOS ANGELES



By Trevor Bach

Research by Christian Bautista

JAN 26, 2023, 5:14 PM

Development firm Haroni Investments has filed plans for a five-story, 90-unit apartment building in West Adams.

The plans add yet another project to what has become one of L.A.'s hottest neighborhoods for both commercial and residential development. The South L.A. neighborhood has long ranked among Greater L.A.'s most important Black cultural centers, and remains largely Black and Latino. It has one of the highest population densities among L.A. neighborhoods, according to a mapping project by the [Los Angeles Times](#).

In recent years [CIM Group](#), led by Shaul Kuba, has bought up dozens of properties in the neighborhood in one of the largest neighborhood-level development plays in the country, a push that has sparked a fierce gentrification debate.

CIM's push coincides with the opening of a new Metro rail line through South L.A., which has contributed to a wider development boom. Among a flurry of other pending projects in West Adams, the Australian firm Lendlease is building a

260-unit mixed-use project, the firm Decon is planning a six-story building, and Center Capital is building a 72,000-square-foot office building.



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Haroni Investments, which is based in L.A. and led by Amir Ohebsion, has filed for numerous South L.A. projects in recent years, including a 73-unit apartment complex on South Crenshaw Boulevard and a 93-unit building on Hoover Street.

The firm's latest project is located at 1724 West Adams Boulevard and totals about 73,000 square feet. The project would set aside 10 units for very low-income tenants in exchange for a density bonus.

An entity tied to Ohebsion bought the 0.6-acre site for \$4.9 million last March, according to property records.

Read more

- [CIM's favorite customer: CIM](#)
- [Shaul Kuba of CIM Group remaking West Adams](#)
- [Developer files for 254-unit West Adams complex](#)

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 **Save article**

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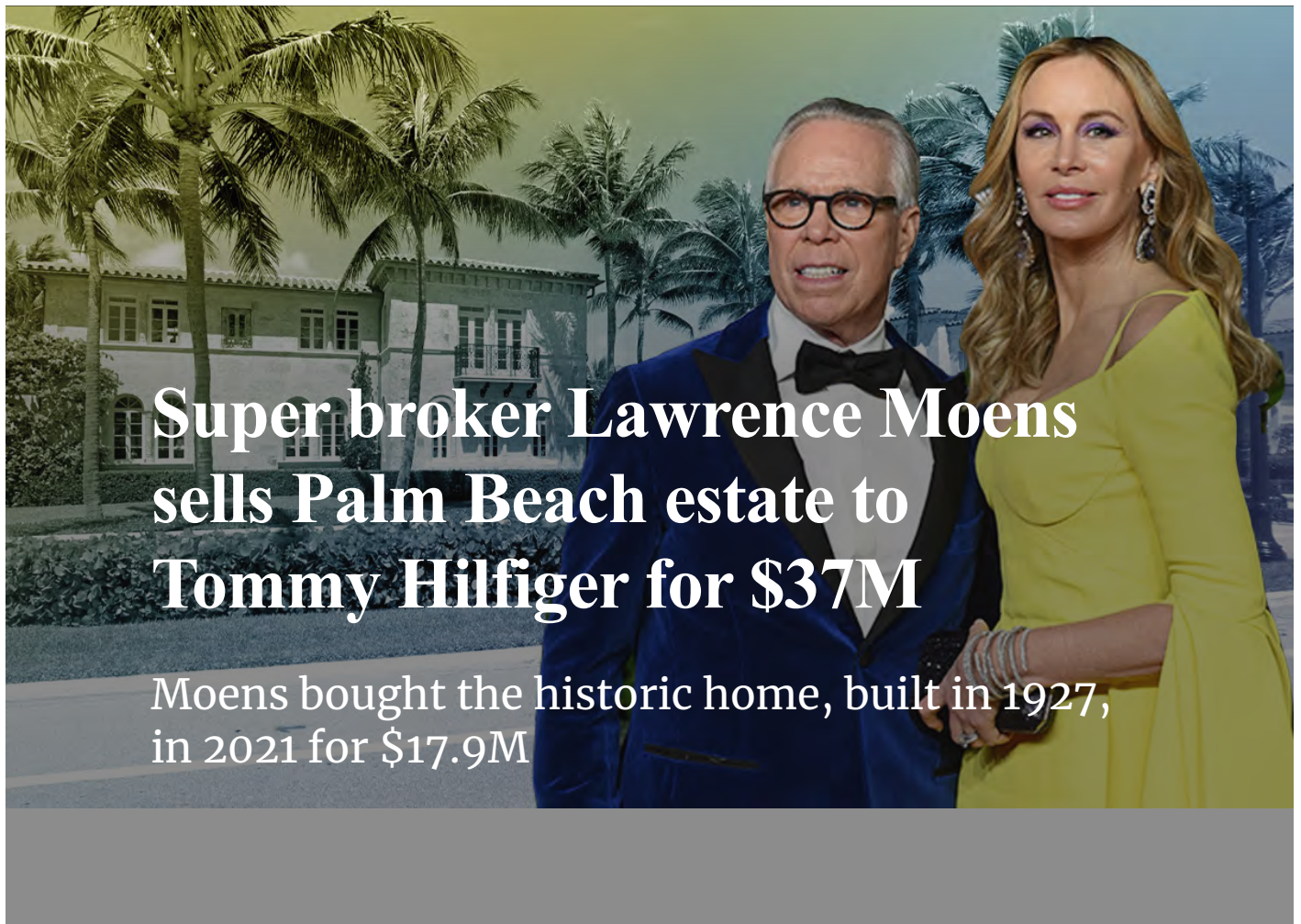
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Super broker Lawrence Moens sells Palm Beach estate to Tommy Hilfiger for \$37M

Moens bought the historic home, built in 1927, in 2021 for \$17.9M

SOUTH FLORIDA

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By Kate Hinsche

JAN 26, 2023, 5:06 PM

UPDATED, Jan. 31, 3:30 p.m.

Lawrence Moens, the undisputed top agent of Palm Beach, sold his historic estate on the island for \$36.9 million to designer Tommy Hilfiger.

Records show M & M Palm Beach Property Investors LLC, a Florida entity tied to Moens, sold the home at 930 South Ocean Boulevard to TCM1 LLC, a

Connecticut entity managed by designer Hilfiger. The Palm Beach Daily News reported the property as Moens' personal home.

Moens is the mysterious Palm Beach broker who has handled some of the biggest sales in recent years, including billionaire Oracle co-founder Larry Ellison's **\$173 million** purchase of a 16-acre ocean-to-lake Manalapan estate from fellow tech billionaire Jim Clark.

An analysis by The Real Deal estimates Moen's deal volume near \$1 billion since the start of 2021. He doubled his money on the sale to Hilfiger in just under two years, although it is unclear if he completed any renovations.

Moens represented himself in the deal. Jim McCann of Premier Estate Properties represented the buyer.



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Hilfiger is the founder of his eponymous fashion line and has an estimated net worth of \$450 million, according to published reports.

Moens bought the home on 0.4 acres for \$17.9 million in March 2021, records show. The 6,500-square-foot house has five bedrooms, six bathrooms, and one half-bathroom, according to records. The historically designated estate was built in 1927 by noted Palm Beach architect Maurice Fatio, who lived in it with his wife, novelist and socialite Eleanor Chase Fatio, according to the Preservation Foundation of Palm Beach.

Hilfiger's latest purchase marks at least his sixth deal in South Florida in the last two years. He is a prolific investor in the region's luxury real estate, particularly in Palm Beach.

In June, the designer flipped a Palm Beach home to Fox News host Bret Baier **for \$12 million**. Hilfiger and his wife, Dee Ocleppo Hilfiger, bought an oceanfront Palm Beach mansion for **\$46 million** in July 2021, shortly after buying a waterfront home in Palm Beach for **\$21 million**.

Only a few weeks prior to that, the couple sold an oceanfront Golden Beach mansion to multifamily investor Grant Cardone for \$28 million.

Moens' sale to Hilfger signals strength in pricing, despite a cooling South Florida market, where sales volume has plunged in recent months.

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 Save article

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Hilfiger is the founder of his eponymous fashion line and has an estimated net worth of \$450 million, according to published reports.

Moens bought the home on 0.4 acres for \$17.9 million in March 2021, records show. The 6,500-square-foot house has five bedrooms, six bathrooms, and one half-bathroom, according to records. The historically designated estate was built in 1927 by noted Palm Beach architect Maurice Fatio, who lived in it with his wife, novelist and socialite Eleanor Chase Fatio, according to the Preservation Foundation of Palm Beach.

Hilfiger's latest purchase marks at least his sixth deal in South Florida in the last two years. He is a prolific investor in the region's luxury real estate, particularly in Palm Beach.

In June, the designer flipped a Palm Beach home to Fox News host Bret Baier for \$12 million. Hilfiger and his wife, Dee Ocleppo Hilfiger, bought an oceanfront Palm Beach mansion for \$46 million in July 2021, shortly after buying a waterfront home in Palm Beach for \$21 million.

Only a few weeks prior to that, the couple sold an oceanfront Golden Beach mansion to multifamily investor Grant Cardone for \$28 million.

Moens' sale to Hilfiger signals strength in pricing, despite a cooling South Florida market, where sales volume has plunged in recent months.



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HIGH-DENSITY WEST ADAMS TO GET MORE APARTMENTS



Amir Ohebsion and West Adams apartments rendering (Getty, LinkedIn, John Kaliski Architects)



Development firm Haroni Investments has filed plans for a five-story, 90-unit apartment building in West Adams.

The plans add yet another project to what has become one of L.A.'s hottest neighborhoods for both commercial and residential development. The South L.A. neighborhood has long ranked among Greater L.A.'s most important Black cultural centers, and remains largely Black and Latino. It has one of the highest population densities among L.A. neighborhoods, according to a mapping project by the Los Angeles Times.

<https://maps.latimes.com/neighborhoods/neighborhood/west-adams/index.html>

In recent years CIM Group, led by Shaul Kuba, has bought up dozens of properties in the neighborhood in one of the largest neighborhood-level development plays in the country, a push that has sparked a fierce gentrification debate.

CIM'S FAVORITE CUSTOMER: CIM ([HTTPS://THEREALDEAL.COM/LA/2022/12/09/CIMS-FAVORITE-CUSTOMER-CIM/](https://therealdeal.com/la/2022/12/09/cims-favorite-customer-cim/))

CIM's push coincides with the opening of a new Metro rail line through South L.A., which has contributed to a wider development boom. Among a flurry of other pending projects in West Adams, the Australian firm Lendlease is building a 260-unit mixed-use project, the firm Decon is planning a six-story building, and Center Capital is building a 72,000-square-foot office building.

Haroni Investments, which is based in L.A. and led by Amir Ohebsion, has filed for numerous South L.A. projects in recent years, including a 73-unit apartment complex on South Crenshaw Boulevard and a 93-unit building on Hoover Street.

The firm's latest project is located at 1724 West Adams Boulevard and totals about 73,000 square feet. The project would set aside 10 units for very low-income tenants in exchange for a density bonus.

An entity tied to Ohebsion bought the 0.6-acre site for \$4.9 million last March, according to property records.

Read more

- [CIM's favorite customer: CIM](https://therealdeal.com/la/2022/12/09/cims-favorite-customer-cim/%E2%80%9D)
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- [Shaul Kuba of CIM Group remaking West Adams](https://therealdeal.com/la/2022/05/03/shaul-kuba-of-cim-group-remaking-west-adams/)
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- [Developer files for 254-unit West Adams complex](https://therealdeal.com/la/2020/12/29/developer-files-for-254-unit-west-adams-complex/)
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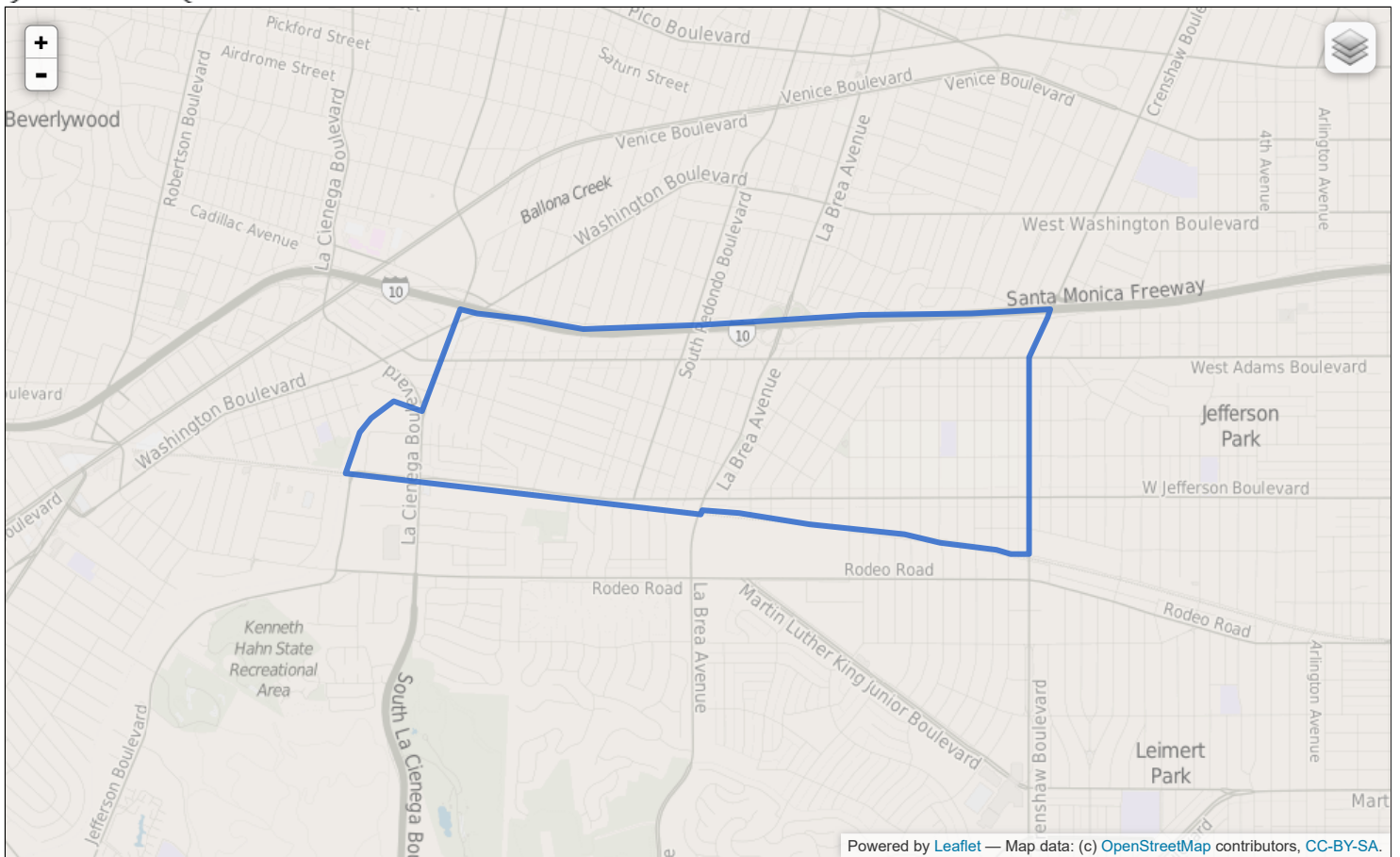
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West Adams

PROFILE



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Sections: [Population](#) [Ethnicity](#) [Income](#) [Education](#) [Age](#) [Housing](#) [Families](#) [Military](#) [Ancestry](#)

Population

- **21,764** population in 2000, according to the [U.S. Census](#)
- **22,857** population in 2008, based on [L.A. Department of City Planning](#) estimates.
- **1.48** square mile
- **14,686** people per square mile, **among the highest densities** for **the city of Los Angeles** and **among the highest densities** for the county

West Adams is a neighborhood in the city of [Los Angeles](#) in the [South L.A.](#) region of Los Angeles County.

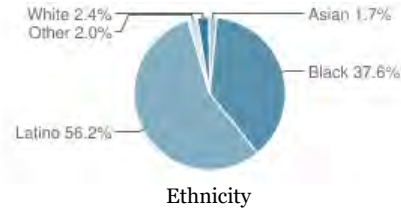
The neighboring communities are [Arlington Heights](#), [Baldwin Hills/Crenshaw](#), [Culver City](#), [Jefferson Park](#), [Leimert Park](#) and [Mid-City](#).

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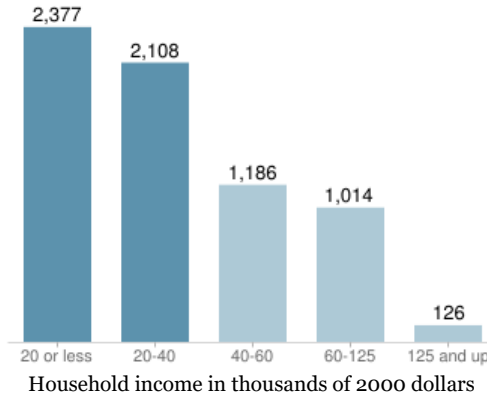
Ethnicity

- The percentages of **black** and **Latino** people are high for the county.
- Moderately diverse for the city of Los Angeles** and **moderately diverse** for the county



Income

- \$38,209** median household income (2008 dollars), **low** for **the city of Los Angeles** and **low** for the county
- In Los Angeles County, **East Compton, El Monte** and **Mid-City** have the most similar household incomes.
- The percentages of households that earn **\$20,000 or less** and **\$20,000 to \$40,000** are high for the county.



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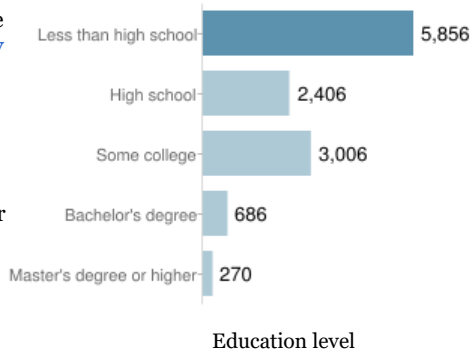
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Education

- 7.8%** of residents 25 and older have a four-year degree, **low** for **the city of Los Angeles** and **low** for the county
- In Los Angeles County, **Sun Village, Vermont Square** and **Vermont Knolls** have the nearest percentage of residents 25 and older with a four-year degree.
- The percentage of residents 25 and older with **less than a high school diploma** is high for the county.



About This Project

West Adams is one of the 272 neighborhoods in [Mapping L.A.](#), The Times' resource for crime, neighborhoods, demographics and schools.

[More about Mapping L.A. »](#)

About The Data Desk

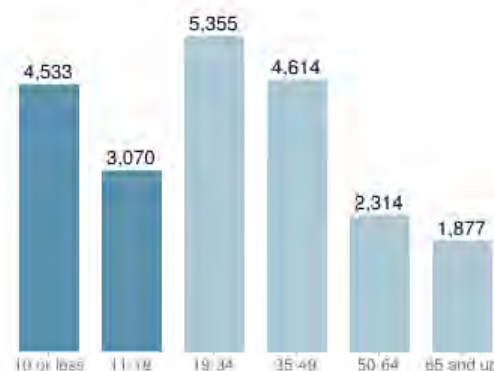
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Age

- The median age is **28**, **young** for **the city of Los Angeles** and **young** for the county
- In Los Angeles County, **Arleta, Athens** and **Commerce** have similar median ages.
- The percentages of residents ages **11 to 18** and **10 or younger** are among the county's highest.



Age

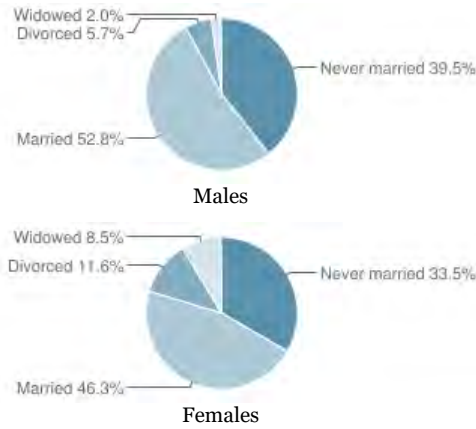
Housing

- Average household size of **3.1** people, **about average** for the **city of Los Angeles** and **about average** for the county
- **El Monte, Windsor Square** and **Vermont Vista** have the most similar percentage of homeowners in Los Angeles County.



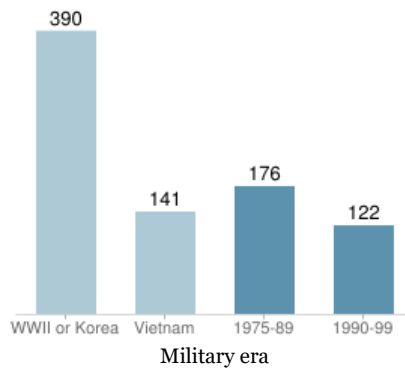
Families

- The percentages of **never married females** and **divorced females** are among the county's highest.
- There are **1,078** families headed by single parents. The rate is **21.8%**, **high** for the **city of Los Angeles** and **high** for the county



Military

- There are **831** veterans, or **5.7%** of the population, **about average** for the **city of Los Angeles** but **low** for the county overall
- The percentages of veterans who served during **1975-89** and **1990-99** are among the county's highest.



Ancestry and immigration

- **Mexican** (33.3%) and **Salvadoran** (3.2%) are the most common ancestries.
- **8,024** (36.9%) of residents are foreign born, **about average** for the **city of Los Angeles** and **about average** for the county. **Mexico** (51.1%) and **El Salvador** (20.0%) are the most common foreign places of birth.

Source: Census 2000, SCAG, Los Angeles Department of City Planning

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