DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: July 14, 2016
Time: After 8:30 A.M.
Place: Los Angeles City Hall
Board of Public Works Hearing Room
200 North Spring Street, Room 350
Los Angeles, CA 90012

Public Hearing: May 25, 2016
Appeal Status: Zone Change and Building Line Removal is appealable only by the applicant to City Council if disapproved in whole or in part. Zoning Administrator's Determination, Director's Decision and Site Plan Review are appealable to the City Council by any party.
Expiration Date: August 8, 2016
Multiple Approval: Yes

Case No.: CPC-2016-321-VZC-BL-ZAD-DD-SPR
CEQA No.: ENV-2016-322-MND
Incidental Cases: N/A
Related Cases: N/A
Council No.: 10
Plan Area: Wilshire
Specific Plan: None
Certified NC: Wilshire Center-Koreatown
General Plan: Regional Center Commercial
Current Zone: R4-2, R4P-2 and C4-2
Proposed Zone: (T)(Q)C4-2

Applicant: Wilshire & Wilton, LLC
Representative: Jim Ries, Craig Lawson & Company, LLC.

PROJECT LOCATION: 3974-3986 West Wilshire Boulevard and 3975-3987 West Ingraham Street

PROPOSED PROJECT: The project involves the demolition of a two-story 4,732 square-foot structure, a one-story 4,668 square-foot structure and a surface parking lot and the construction, use and maintenance of a new seven-story, 85-foot tall, 205,109 square-foot mixed-use development consisting of 228 dwelling units and 16,955 square feet of commercial floor area providing 340 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels.

REQUESTED ACTIONS: In accordance with Section 12.36 of the Los Angeles Municipal Code (Multiple Approval Ordinance), the following are requested:

1. Pursuant to Section 12.32-Q of the Los Angeles Municipal Code, a Vesting Zone Change from R4P-2, R4-2 and C4-2 to C4-2 for the entire site;

2. Pursuant to Section 12.32-R of the Los Angeles Municipal Code, a Building Line Removal to remove a five-foot Building Line along Wilshire Boulevard established under Ordinance No. 59,577;

3. Pursuant to Section 12.24-X,22 of the Los Angeles Municipal Code, a Zoning Administrator's Determination to permit a maximum building height of 85 feet (85') between 100 and 199 feet of an R1 Zone;

4. Pursuant to Section 12.21-G,3 of the Los Angeles Municipal Code, a Director's Determination to permit a 6% reduction in the amount of total required Open Space;

5. Pursuant to Section 16.05-E of the Los Angeles Municipal Code, a Site Plan Review for a development which creates 50 or more dwelling units;

6. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, adopt the Mitigated Negative Declaration (Case No. ENV-2016-322-MND) for the above referenced project; and

7. Pursuant to Section 21081.6 of the California Public Resources Code and Section 15097 of the CEQA Guidelines, adopt the Mitigation Monitoring Program for ENV-2016-322-MND.

RECOMMENDED ACTIONS:

1. **Recommend** that the City Council **approve** a Vesting Zone Change from R4P-2, R4-2 and C4-2 to C4-2 for the entire site;

2. **Recommend** that the City Council **approve** a Building Line Removal to remove a five-foot Building Line along Wilshire Boulevard established under Ordinance No. 59,577;

3. **Approve** a Zoning Administrator's Determination to permit a maximum building height of 85 feet (85') between 100 and 199 feet of an R1 Zone;

4. **Approve** a Director's Determination to permit a 6% reduction in the amount of total required Open Space;

5. **Approve** a Site Plan Review for a development which creates 50 or more dwelling units;

6. **Adopt** the Mitigated Negative Declaration (Case No. ENV-2016-322-MND) for the above referenced project;

7. **Adopt** the Mitigation Monitoring Program for ENV-2016-322-MND;

8. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and

9. **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) Filing.

VICENT P. BERTONI, AICP
Director of Planning

Charles J. Rausch, Jr.
Associate Zoning Administrator

Nicholas Hendricks
Senior City Planner

Heather Bleemers
City Planner

Oliver Netburn, City Planning Associate
Hearing Officer
Telephone: (213) 978-1382

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

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PROJECT ANALYSIS

Project Summary

The project involves the demolition of a two-story 4,732 square-foot structure, a one-story 4,668 square-foot structure and a surface parking lot, and the construction, use and maintenance of a new, seven-story, 85-foot tall, 205,109 square-foot mixed-use development consisting of 228 dwelling units and 16,955 square feet of commercial floor area and providing 340 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels.

The project includes 16,955 square feet of ground floor commercial floor area, all of which would be located along either Wilshire Boulevard or Wilton Place, with no commercial floor area along Ingraham Street. The project provides 23 automobile parking spaces reserved for the commercial uses within the at-grade parking level.

Below is a summary of the dwelling unit type and range in unit size per unit type:

Unit Type	Number of Units	Range in Size (sq. ft.)
Studio	6	491
1-bedroom	183	532-822
2-bedrooms	39	940-1,140

The proposed project includes 25,273 square feet of open space throughout the site, including within both common and private open space areas. However, as required by the Municipal Code, no more than 50 square feet per dwelling unit may be attributable to the total required usable private open space and any private open space shall have a minimum horizontal dimension six (6) feet or more. As such, the proposed project, which is required a total of 24,750 square feet of usable open space, provides only 23,185 square feet of usable open space, as defined by the Municipal Code. Below is a summary of the type and amount of open space provided by the proposed project:

Type of Open Space			
Common			Size (sq. ft.)
	Indoor Amenity (Ground Level)		*600*
	Courtyard (R1)		*1,805*
	Pool Deck (R1)		*5,500*
	Firtness Room (R1)		*1,195*
	Rooftop Deck (R6)		*1,260*
	Clubroom (R6)		*1,625*
		Total Provided	11,985
Private			
		Total (usable)	11,200
		Required	11,400
		Total Provided	13,288
Total Open Space (Private and Common)			
		Provided (usable)	23,185
		Required	24,750
		Total Provided	25,273

Access to the proposed project is obtained from a one-way driveway along Wilshire Boulevard and a two-way driveway along Ingraham Street. The driveway along Wilshire Boulevard is only for patrons of the commercial uses. Residences of the development would gain access to the residential parking areas through the driveway along Ingraham Street.

The proposed project is required to provide a total of 267 bicycle parking spaces, including 241 spaces for residences (23 short-term and 228 long-term spaces) and 16 for the commercial uses (8 short-term and 8 long-term spaces). A separate bicycle room for 180 bicycles is located at the southern portion of the ground floor and includes a workspace to allow bicyclists to maintain their bicycles.

The subject property located within approximately 88 feet of an R1 zoned property to the southwest, across the intersection of Wilton Place and Ingraham Street and therefore is subject to the requirements of Transitional Height (Section 12.21.1-A,10 of the L.A.M.C.). In response, the maximum building height within 99 feet of the R1 zoned property (at the southeastern portion of the subject property) is 18 feet, six inches (18'-6") to the top of the guardrails around a patio area on the 2nd floor. The maximum permitted height is 33 feet. Between 99 and 115 feet of the R1 zoned property, the proposed project has a maximum building height of 69 feet (69') to the top of the guardrails around a patio area on the 7th floor. Beyond 115 feet from the R1 zoned property, the proposed project has a maximum building height of 85 feet (85').

The applicant has requested:

1) a Vesting Zone Change from R4P-2, R4-2 and C4-2 to C4-2 for the entire site;

2) a Building Line Removal to remove a five-foot Building Line along Wilshire Boulevard established under Ordinance No. 59,577;

3) a Zoning Administrator's Determination to permit a maximum building height of 85 feet (85') between 100 and 199 feet of an R1 Zone;

4) a Director's Determination to permit a 6% reduction in the amount of total required Open Space, and

5) a Site Plan Review for a development which creates 50 or more dwelling units;

Background

The subject property is a flat, irregular-shaped, approximately 45,801 square-foot double corner lot with a 115-foot long frontage along Wilshire Boulevard, a 315-foot long frontage along Wilton Place and a 154-foot long frontage along Ingraham Street. The property is developed with a two-story, 4,732 square-foot structure (built in 1923), a one-story, 4,668 square-foot structure (built in 1964) and a surface parking lot. Neither of the two (2) structures are eligible for listing in the National Register of Historic Places, California Register of Historical Resources or the Los Angeles Historic-Cultural Monuments Register.

The property is located within the Wilshire Community Plan and the Adaptive Reuse Incentive Area. The property contains a five-foot Building Line along Wilshire Boulevard. The property is located within 500 feet of Wilshire Park Elementary School. The property is not located within 500 feet of any park.

The property is located within Fire District No. 1, 1.4 Kilometers to the nearest fault (Puente Hills Blind Thrust) and a Liquefaction Zone.

General Plan Land Use Designation

The Wilshire Community Plan designates the subject property for Regional Center Commercial land uses with corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5. The subject property is zoned R4-2, R4P-2 and C4-2 and the applicant has requested a Vesting Zone Change to C4-2 for the entire property.

Surrounding Properties

The surrounding land uses consist of Low Residential, Low II Residential, Low Medium II Residential, Medium Residential, High Medium Residential, General Commercial, Community Commercial and Regional Center Commercial and R1, RD3, R3, R4, CR(PKM) and R4P Zones. Surrounding properties are improved with a mixture of single- and multi-family dwellings, commercial buildings and institutional uses.

Other developments in the surrounding area include the following:

Address	No. of Stories	FAR
3800 Wilshire Boulevard	22	18:1
3801 Wilshire Boulevard	13	7.2:1
3900 Wilshire Boulevard	4	5.3:1
3925 Wilshire Boulevard	6	3.2:1
3960 Wilshire Boulevard	5	3.5:1
4055 Wilshire Boulevard	5	4.1:1

Street and Circulation

Wilshire Boulevard, abutting the property to the north, is an Avenue I, dedicated to a width of 100 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk.

Wilton Place, abutting the property to the west, is an Avenue III, dedicated to a variable width of between 78 and 130 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk.

Ingraham Street, abutting the property to the south, is a Local Street, dedicated to a width of 60 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk.

Site Related Cases and Permits

Case No. ZA-2008-4763-CUB - On December 17, 2009, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with an existing restaurant on a lot in the C4-2 Zone.

Case No. ZA 2004-1650-CUB-PA1 - On August 24, 2006, A plan approval to permit the continued sale and dispensing of a fill1 line of alcoholic beverages for onsite consumption, in conjunction with the continued operation of a 7,020, square-foot restaurant with live music entertainment (karaoke only).

Case No. ZA-2004-1650-CUB - On July 26, 2004, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with the continued operation of a 7,020 square-foot restaurant with live music (Karaoke only).

Case No. ZA-1998-587-CUB - On December 3, 1998, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing for consideration of alcoholic beverages as an accessory use to a restaurant upon 42 conditions, and a term of three years from the date of issuance of the alcoholic license.

Case No. ZA-1994-123-CUB - On May 16, 1994, the Zoning Administrator denied a Conditional Use to permit the sale and dispensing of beer and wine for on-site consumption, in conjunction with an existing 4,500 square-foot "Karaoke Music Studio" accommodating approximately 125 patrons and having hours of operation from 11 a.m. to 12 midnight, Monday through Thursday, and 11 a.m. to 2 a.m., Friday through Sunday with 50 on-site parking spaces.

Case No. CPC-1986-834-GPC - On November 7, 1989, the City Council adopted a General Plan Consistency ordinance for the Wilshire Community Plan. The subject property was located in Subarea 100Z and changed from Height District No. 4 to Height District No. 2. (Ordinance No. 165,302; effective January 1, 1990)

Case No. BZA 5574 and 5575 - On August 13, 1988, the Board of Zoning Appeals upheld the Zoning Administrator's Determination and denied the appeal for Case No. ZA 98-0088(RV).

Case No. ZA-1998-88-RV - On May 6, 1988, the Zoning Administrator imposed 14 conditions on the operation of "Recital Music Studio", a karaoke use. The matter was appealed to the Board of Zoning Administration (BZA Case No. 5574 and 5575), who denied the appeal and sustained the Zoning Administrator. The matter was further appealed to City Council (CF 98-1164) who, on November 25, 1998, denied the appeal, and sustained the action of the Board of Zoning Appeals because the appellant withdrew the appeal.

Ordinance No. 129,944 - On April 29, 1965, the City Council established the boundaries of Fire District No. 1 of which the subject property is located within.

Ordinance No. 59,577 - In 1927, the City Council established a five-foot Building Line along both sides of Wilshire Boulevard between La Brea Avenue and Park View Street.

Surrounding Related Cases

Case No. CPC-2016-1495-VZC-SPR - On April 28, 2016, an application for a Vesting Zone Change from the R5P-2 Zone to C4-2 Zone and a Site Plan Review was filed for the construction of 196-unit multi-family residential development, located at 3875 West Wilshire Boulevard and 626-640 South St. Andrews Place.

Case No. ZA-2012-705-ZAA-SPR - On March 14, 2013, the Zoning Administrator approved a Site Plan Review for a development a six-story, 84-unit apartment building, located at 3869-3881 Wilshire Boulevard and 622-640 South St. Andrews Place.

Case No. CPC-1986-753-ZC - On January 22, 1988, the City Council adopted a Zone Change from CR-1 to [Q]C1.5-1, located at 4001-4005½ West Wilshire Boulevard and 637-643 South Wilton Avenue. (Ordinance No. 163,173; effective March 5, 1988)

Public Hearing and Issues

Public Hearing

A public hearing was conducted by the Hearing Officer on May 25, 2016, at 11:00 a.m., at City Hall in downtown Los Angeles. The hearing was attended by approximately six (6) people,

including the applicant and the applicant's representatives. No one in attendance spoke in opposition of the proposed project. One is support was submitted to the file. No letter in in opposition were submitted to the file.

Vesting Zone Change

The northern half of the subject property is currently zoned C4-2 (approximately 22,431 square feet). The remaining southern half of the property is split between the R4P-2 Zone (approximately 15,223 square feet) and the R4-2 Zone (approximately 8,138 square feet). The recommended Vesting Zone Change will establish a (T)(Q)C4-2 Zone across the entire property enabling the development to be constructed with one set of standards applicable to the entire site.

Transitional Height

The proposed project is subject to the Transitional Height requirements (Section 12.21.1-A,10 of the L.A.M.C.) because the properties to the southwest of the subject property, across the intersection of Wilton Place and Ingraham Street, are in the R1 Zone.

The purpose of Transitional Height is to ensure that new development, which is adjacent to sensitive uses, usually found in the RW1 Zone or more restrictive zones, does not adversely impact the adjacent sensitive uses due the new development's height. The proposed project is located approximately 88 feet across the intersection of Wilton Place and Ingraham Street. Additionally, the project is north of the R1 zoned properties and therefore would not cast any shadow upon the properties.

Furthermore, the project complies with the first two tiers of the Transition Height requirements with a maximum building height of 18 feet, six inches (18'-6") to the top of the guardrails around a patio area on the 2nd floor within 99 feet of the R1 zoned property.

Professional Volunteer Program

The proposed project was reviewed by the Department of City Planning's Urban Design Studio - Professional Volunteer Program (PVP) on June 21, 2016. The following issues, concerns, and recommendations were discussed:

- Refine the ceiling edge of the roof top deck to be consistent with the round corner or change the round corner balconies to have a right angle.

- Consider removing the proposed overhang on 7th floor to represent the transitional height close to the single family residential.

- Balconies look small; consider making the space large enough to function.

- Underground parking is suitable to the building design.

Conclusion

Based on the Public Hearing and information submitted to the record, staff recommends that the City Planning Commission recommend approval of the Zone Change from R4P-2, R4-2 and C4-2 to (T)(Q)C4-2 for the entire site; approve a Zoning Administrator's Determination to allow deviations from the Transitional Height; approve a 6% reduction in the amount of required Open Space and approve a Site Plan Review.

Staff also recommends that the City Planning Commission adopt the Mitigated Negative Declaration (Case No. ENV-2016-322-MND) and the Mitigation Monitoring Program.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32-G of the Municipal Code, the (T) Tentative Classification shall be removed by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedication(s) and Improvement(s). Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary):

Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

2. Bureau of Engineering. Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

   a. Dedication Required -

      Wilshire Boulevard (Avenue I) - None.

      Wilton Place (Avenue III) - None

      Ingraham Street (Local Street) - None

   b. Improvements Required -

      Wilshire Boulevard - Construct new concrete curb and sidewalk along the property frontage. Upgrade the access ramp at the intersection with Wilton Place to comply with ADA requirements.

      Wilton Place - Repair all broken, off-grade or bad order concrete curb, two-foot gutter and concrete sidewalk. Close all unused driveways with concrete curb, two-foot gutter and concrete sidewalk.

      Ingraham Street - Trim tree roots. Construct new concrete curb, two-foot gutter and a 10-foot concrete sidewalk along the property frontage. Upgrade all driveways and access ramp at the intersection with Wilton Place to comply with ADA requirements.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Notes: Street lighting and street light relocation will be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements offsite for dedication and improvements.

c. No major drainage problems are involved.

d. Sewers lines exist in Wilshire Boulevard, Wilton Place and Ingraham Street. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

e. Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter for review and approval prior to excavating adjacent to the right-of-way (213) 482-7048.

f. An investigation may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Central District Office Sewer Counter of the Bureau of Engineering to verify sewer capacity (213) 482-7050.

g. Submit a parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

3. **Fire Department.** Prior to the issuance of building permit, a plot plan shall be submitted to the Fire Department for approval.

4. **Bureau of Street Lighting.** No street lighting improvements if no street widening per BOE improvement conditions. Otherwise, relocate and upgrade street lights; two (2) on Wilshire Boulevard, three (3) on Wilton Place, and one (1) on Ingraham Street.

5. **Urban Forestry Division.**

a. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting. If street tree removal is required call 311 or (800) 996-2489 to initiate the permitting process.

b. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type and general condition of all existing trees on the site and within the adjacent public right(2) of way.

c. All significant (8-inche or greater trunk diameter, or cumulative trunk diameter, if multi-trunk as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inche box size tree. Net, new trees, located within the parkway of the adjacent public right(s) of way, may be counted toward replacement tree requirements.

(Q) QUALIFIED CLASSIFICATIONS

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification:

1. **Use.** The use and area regulations for the new development on-site shall be developed for the commercial uses as permitted in the C4 Zone as defined in LAMC Section 12.16, except as modified by the conditions herein or subsequent action.

2. **Development.** The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", dated June 30, 2016, except as may be revised as a result of this action.

3. **Residential.** A maximum of 228 dwelling units shall be permitted.

4. **Commercial.** A maximum of 16,955 square feet of commercial floor area shall be permitted, including a maximum of 12,000 square feet of retail space, a 1,750 square feet of coffee shop and 3,500 square feet of restaurant space.

5. **Parking.** A minimum of 20% of all automobile parking spaces shall be installed with electric conduit to allow for the future installation of vehicle charging stations.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.24 and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", dated June 30, 2016, except as may be revised as a result of this action.

3. 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 Zoning Administrator to impose additional corrective Conditions, if, in the Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

4. 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.

5. 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.

6. Any public telephones on the premises shall be located indoors.

7. The applicant shall not permit any loitering on the premises or on property adjacent to the premises.

8. The applicant shall be responsible for maintaining free of litter the area adjacent to the premises over which they have control, including the sidewalks bordering the site.

Transitional Height

9. The maximum building height (at the southeastern portion of the subject property) within 99 feet of the R1 zoned property to the southwest of the subject property shall not exceed 18 feet, six inches (18’-6”) to the top of the guardrails around a patio area on the 2nd floor. Between 99 and 115 feet of the R1 zoned property, the maximum building height shall not exceed 69 feet (69’) to the top of the guardrails around a patio area on the 7th floor. Beyond 115 feet from the R1 zoned property, the maximum building height shall not exceed 85 feet (85’).

   Exceptions to the maximum allowable height, as provided in Section 12.21.1-B of the Municipal Code shall be permitted.

Open Space

10. The project shall be permitted a 6% reduction in the amount of usable open space, as required by the Municipal Code.

The project shall include a minimum of 25,273 square feet of open space throughout the site, including a minimum of 11,200 square feet of private open space.

Site Plan Review

11. All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.

12. Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.

13. **Vehicular Access.**

    a. The one-way driveway along Wilshire Boulevard shall be for commercial users only and shall be gated.

    b. A minimum of 60-foot and 40-foot reservoir space(s) be provided between any ingress security gate(s) and the property line when driveway is serving more than 300 and 100 parking spaces respectively.

    c. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Suite 550.

Environmental Conditions

14. **Air Quality.**

    a. All off-road construction equipment greater than 50 hp shall meet US EPA Tier 4 emission standards, where available, to reduce NOx, PM10 and PM2.5 emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

    b. Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NOx emissions requirements.

    c. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

    d. Encourage construction contractors to apply for SCAQMD “SOON” funds. Incentives could be provided for those construction contractors who apply for SCAQMD “SOON” funds. The “SOON” program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at: http://www.aqmd.gov/home/programs/business/business-detail?title=offroad-diesel-engines&parent=vehicle-engine-upgrades.

e. Construction activities shall comply with SCAQMD Rule 403, including the following measures: 1) Apply water to disturbed areas of the site three times a day; 2) Require the use of a gravel apron or other equivalent methods to reduce mud and dirt trackout onto truck exit routes; 3) Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM generation; 4) Limit soil disturbance to the amounts analyzed in the Final MND; 5) All materials transported off-site shall be securely covered; 6) Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more); and 7) Traffic speeds on all unpaved roads to be reduced to 15 mph or less.

f. Architectural coatings and solvents applied during construction activities shall comply with SCAQMD Rule 1113, which governs the VOC content of architectural coatings.

15. **Green House Gas Emissions.** Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable.

16. **Land Use/Planning.** An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.

17. **Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway).**

    a. All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.

    b. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

18. **Public Services (Fire).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

19. **Public Services (Police – Demolition/Construction Sites).** Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

20. **Public Services (Police)**. The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and

provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

21. **Public Services (Construction Activity Near Schools).**

    a. The developer and contractors shall maintain ongoing contact with administrator of Wilshire Park Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

    b. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

    c. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.

    d. Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

22. **Transportation/Traffic.**

    a. Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

    b. Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

    c. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

    d. Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Administrative Conditions of Approval

23. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review 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.

24. **Code Compliance.** Area, height and use regulations of the (T)(Q)C4-2 zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

25. **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.

26. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

27. **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.

28. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.

29. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to 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.

30. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.

31. **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 $25,000. 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 (b).

e. If the City determines it necessary to protect the City's interests, 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, commission, committees, employees and volunteers.

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

General Plan/Charter Findings

1. **General Plan.**

   a. **General Plan Land Use Designation.** The subject property is located within the Wilshire Community Plan which was updated by the City Council on September 19, 2001.

   The plan map designates the subject property as Regional Center Commercial land usewith corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5. The subject property is zoned R4-2, R4P-2 and C4-2. The Zone Change to the (T)(Q)C4-2 Zone is consistent with the range of zones within the Regional Center Commercial land use designation.

   Therefore, the project is consistent with the General Plan as reflected in the adopted Community Plan.

   b. **Land Use Element.**

   Wilshire Community Plan. The Community Plan text includes the following relevant land use objectives and policies:

   Goal 1: Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire community.

   Objective 1-1: Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.

   Policy 1-1.1: Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life.

   Policy 1-1.3: Provide for adequate Multiple Family residential development.

   Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

   Policy 1-2.1: Encourage higher density residential uses near major public transportation centers.

   Objective 1-4: Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.

   Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.

Policy 1-4.2: Ensure that new housing opportunities minimize displacement of residents.
Policy 1-4.3: Encourage multiple family residential and mixed use development in commercial zones.

The Zone Change to the (T)(Q)C4-2 Zone protects surrounding stable single-family and low-density residential neighborhoods from encroachment by higher density residential uses by allowing for the development of 228 dwelling units on a lot designated and zoned for multi-family uses. The project reduces vehicular trips and congestion by locating new housing within ¼-mile of regional transit services (Wilshire/Western Purple Line Metro Station, Metro Rapids 710, 720 and 757, and Big Blue Bus Rapid 7). The project increases the housing stock, promoting greater individual choice in housing without displacing any existing residents.

Goal 2: Encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Wilshire community through well-designed, safe and accessible areas, while preserving historic and cultural character.

Objective 2-1: Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.

Policy 2-1.2: Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by standalone residential development by adhering to the community plan land use designations.

Objective 2-2: Promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.1: Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts.

The Zone Change to the (T)(Q)C4-2 Zone promotes the economic vitality and serves the needs of the Wilshire community by allowing for the redevelopment of site with 16,955 square feet of ground floor commercial floor area, including retail and restaurant uses, along Wilshire Boulevard and Wilton Place. The mixed-use project protects existing and planned commercially zoned areas from encroachment by standalone residential development.

Therefore, the project is consistent with the Wilshire Community Plan.

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

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

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

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

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

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

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

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

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

The Zone Change to the (T)(Q)C4-2 Zone allows for the development of a mixed-use project that provides 228 dwelling units and 16,955 square feet of ground floor commercial floor area, thereby contributing toward and facilitating the City’s long-term economic viability and vision for a more liveable city.

The Zone Change is proper in relation to the project's location within a Regional Center, its location along a major boulevard (Wilshire Boulevard) and its proximity to rail and bus transit stations and corridors (Wilshire/Western Purple Line Metro Station, Metro Rapids 710, 720 and 757, and Big Blue Bus Rapid 7). The Zone Change allows for more intense, mixed-use development of the subject property, while reducing vehicular trips to and from the project, vehicle miles traveled, and air pollution.

Additionally, the project's location on an existing, under-utilized, commercially and residentially zoned property enables the city to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts by allowing controlled growth away from such neighborhoods and districts.

Therefore, the Zone Change to the (T)(Q)C4-2 Zone is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

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

Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center". Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

The Zone Change to (T)(Q)C4-2 allows for the development of a mixed-use project that provides 228 dwelling units and 16,955 square feet of ground floor commercial floor area, including retail and restaurant uses, all within ¼-mile of existing regional transit services (Wilshire/Western Purple Line Metro Station, Metro Rapids 710, 720 and 757, and Big Blue Bus Rapid 7).

Therefore, the Zone Change is consistent with the Regional Centers goals, objectives and policies of the General Plan Framework Element.

Goal 5A: A liveable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.

Policy 5.2.2: Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime. Additionally, develop these areas so that they are compatible with surrounding neighborhoods.

Policy 5.2.3: Encourage the development of housing surrounding or adjacent to centers and along designated corridors, at sufficient densities to support the centers, corridors, and the transit system.

The Zone Change to the (T)(Q)C4-2 Zone allows for the development of a mixed-use project within a Regional Center and along a major boulevard (Wilshire Boulevard) that provides 228 dwelling units and 16,955 square feet of ground floor commercial floor area, including retail and restaurant uses, all within ¼-mile of existing regional transit services (Wilshire/Western Purple Line Metro Station, Metro Rapids 710, 720 and 757, and Big Blue Bus Rapid 7).

Therefore, the Zone Change is consistent with the Urban Form and Neighborhood Design goals, objectives and policies of the General Plan Framework Element.

d. The **Housing Element** of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1*:* Housing Production and Preservation.

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

Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Objective 1.4*:* Reduce regulatory and procedural barriers to the production and preservation of housing at all income levels and needs.

Policy 1.4.1: Streamline the land use entitlement, environmental review, and building permit processes, while maintaining incentives to create and preserve affordable housing.

The Zone Change to the (T)(Q)C4-2 Zone implements the Housing Element by increasing the housing supply consistent with the Regional Center Commercial land use designation. By having a consistent (T)(Q)C4-2 Zone across the entire site, the project achieves the production of new housing opportunities, meeting the needs of the city, while ensuring a range of different housing types (studio, one- and two-bedroom rental units) that address the particular needs of the city's households.

Furthermore, the Zone Change to the (T)(Q)C4-2 Zone streamlines the land use entitlement, environmental review, and building permit process by establishing a singular regulatory standard across the entire site which allows for the construction of 228 dwelling units, as opposed to the project going through multiple individual entitlements.

Therefore, the Zone Change is consistent with the Housing Element goals, objectives and policies of the General Plan.

e. The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Wilshire Boulevard, abutting the property to the north, is an Avenue I, dedicated to a width of 100 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk. Wilton Place, abutting the property to the west, is an Avenue III, dedicated to a variable width of between 78 and 130 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk. Ingraham Street, abutting the property to the south, is a Local Street, dedicated to a width of 60 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk. No dedications or road widening are required.

Wilshire Boulevard is included in the Transit Enhanced (Comprehensive Transit Enhanced Streets) and Bicycle Lane Networks (Tier 2 Bicycle Lane) in Mobility Plan 2035. The project as designed will support the development of these Networks and meets the following goals and objectives of Mobility Plan 2035:

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

Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.

The proposed project has been designed with one, one-way driveway along Wilshire Boulevard which will provide access to the commercial parking only. The loading dock is located within the structure and out of view from the public right-of-way.

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

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

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

Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

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

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

The project's proximity to existing regional transit services (within ¼-mile of the Wilshire/Western Purple Line Metro Station, Metro Rapids 710, 720 and 757, and Big Blue Bus Rapid 7) will reduce vehicular trips to and from the project, vehicle miles traveled, and will contribute to the improvement of air quality. The adjacency of the

regional transit services along with the creation of 228 dwelling units and 16,955 square feet of commercial floor area, including retail and restaurant uses, ties the proposed project into a regional network of transit and housing.

In addition, the project will provide a total of 267 bicycle parking spaces, including 241 spaces for residences (23 short-term and 228 long-term spaces) and 16 for the commercial uses (8 short-term and 8 long-term spaces). A separate bicycle room for 180 bicycles is located at the southern portion of the ground floor and includes a workspace to allow bicyclists to maintain their bicycles.

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

As conditioned, a minimum of 20% of all new parking spaces will be installed as electronic vehicle-ready.

Lastly, the Department of Transportation submitted a Traffic Impact Assessment of the proposed project, dated March 8, 2016, and that determined that traffic impacts from trips generated from the project will be less than significant.

Therefore, the Zone Change to the (T)(Q)C4-2 Zone is consistent with Mobility Plan 2035 goals, objectives and policies of the General Plan.

f. The **Sewerage Facilities Element** of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

Zone Change and Building Line Removal Findings

2. **Pursuant to Section 12.32-C of the Municipal Code, the zone change is in conformance with the public necessity, convenience, general welfare and good zoning practice.**

a. Public Necessity: Approval of the Zone Change to the (T)(Q)C4-2 Zone is necessary in order for the project to be considered under one zone rather than multiple zones. The mixed-use development is consistent with the type of development encouraged by the General Plan Framework Element and the Wilshire Community Plan, with regard to Regional Center development, as outlined above.

b. Convenience: The project will redevelop an under-utilized commercially and residentially zoned property that is within ¼-mile of the Wilshire/Western Purple Line Metro Station, Metro Rapids 710, 720 and 757, and Big Blue Bus Rapid 7. The project, with 228 dwelling units and 16,955 square feet of commercial floor area, including retail and restaurant uses, will provide new housing, dining and retail opportunities within walking distance to surrounding residences and public transit.

c. General Welfare: Granting the Zone Change to the (T)(Q)C4-2 Zone allows for the development of a mixed-use project with 228 dwelling units and 16,955 square feet of commercial floor area, including retail and restaurant uses, which will support the Palms community by providing additional housing, dining and retail opportunities, as well as

enhance the urban environment, by encouraging daytime and nighttime activity on an under-utilized site with a Regional Center. Given the project's proximity to existing regional transit services, the project will provide new housing opportunities and amenities at both the local and regional scale.

d. Good Zoning Practices: Approval of the Zone Change to the (T)(Q)C4-2 Zone with 228 dwelling units and 16,955 square feet of commercial floor area, including retail and restaurant uses, consistent with the type of development encouraged by the General Plan Framework Element and the Wilshire Community Plan, with regard to Regional Center development, as outlined above. Granting the Zone Change to the (T)(Q)C4-2 Zone will support the Wilshire community by allowing for the development of Regional Center that provides new housing, dining and retail opportunities while enhancing the urban environment, encouraging daytime and nighttime activity within an under-utilized site with a Regional Center.

e. Building Line Removal: The five-foot Building Line (Ordinance No. 59,577) was established in 1927 and runs along both sides of Wilshire Boulevard between La Brea Avenue and Park View Street.

Historically, the primary function of the building line was to provide uniform setback of buildings. These are now considered archaic, as yard setbacks are required per the respective zone under the current LAMC. The imposition of the five-foot building line would necessitate a setback along Wilshire Boulevard otherwise not required by the C4 Zone.

Wilshire Boulevard is an Avenue I, dedicated to a width of 100 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk and has sufficient capacity for the current and future daily traffic flow. No dedication is required by Mobility 2035.

The proposed project would provide a zero-foot setback, consistent with other development along Wilshire Boulevard.

Therefore, the requested building line removal is in conformity with public necessity, convenience, general welfare, and good zoning practice in that its retention on the subject property is no longer necessary for the purpose of reserving a portion of the property for future highway dedication and improvement.

Transitional Height Findings

3. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

The project involves the demolition of a two-story 4,732 square-foot structure, a one-story 4,668 square-foot structure and a surface parking lot and the construction, use and maintenance of a new seven-story, 85-foot tall, 205,109 square-foot mixed-use development consisting of 228 dwelling units and 16,955 square feet of commercial floor area providing 340 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels.

The project will provide new housing, dining and retail opportunities while enhancing the urban environment, encouraging daytime and nighttime activity within an under-utilized site with a Regional Center. The project's proximity to existing regional transit services (within ¼-mile of the Wilshire/Western Purple Line Metro Station, Metro Rapids 710, 720 and 757, and Big Blue

Bus Rapid 7) will reduce vehicular trips to and from the project, vehicle miles traveled, contribute to the improvement of air quality and ties the proposed project into a regional network of transit and housing.

Granting the deviations from the limitations of Transitional Height allows the entire site to be fully developed and therefore performs a function and provides a service that is essential or beneficial to the community, city, or region.

4. **The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The project involves the demolition of a two-story 4,732 square-foot structure, a one-story 4,668 square-foot structure and a surface parking lot and the construction, use and maintenance of a new seven-story, 85-foot tall, 205,109 square-foot mixed-use development consisting of 228 dwelling units and 16,955 square feet of commercial floor area providing 340 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels.

The subject property is a flat, irregular-shaped, approximately 45,801 square-foot double corner lot with a 115-foot long frontage along Wilshire Boulevard, a 315-foot long frontage along Wilton Place and a 154-foot long frontage along Ingraham Street.

The property is located within the Wilshire Community Plan. The surrounding land uses consist of Low Residential, Low II Residential, Low Medium II Residential, Medium Residential, High Medium Residential, General Commercial, Community Commercial and Regional Center Commercial and R1, RD3, R3, R4, CR(PKM) and R4P Zones. Surrounding properties are improved with a mixture of single- and multi-family dwellings, commercial buildings and institutional uses, including the Wilshire Park Elementary School.

The proposed project is subject to the Transitional Height requirements (Section 12.21.1-A,10 of the L.A.M.C.) because the properties to the southwest of the subject property, across the intersection of Wilton Place and Ingraham Street, are in the R1 Zone.

The purpose of Transitional Height is to ensure that new development that is adjacent to sensitive uses, usually found in the RW1 Zone or more restrictive zones, does not adversely impact the adjacent sensitive uses due the new development's height. The proposed project is located approximately 88 feet across the intersection of Wilton Place and Ingraham Street. Additionally, the project is north of the R1 zoned properties and therefore would not cast any shadow upon the properties.

Furthermore, the project complies with the first two tiers of the Transition Height requirements with a maximum building height of 18 feet, six inches (18'-6") to the top of the guardrails around a patio area on the 2nd floor within 99 feet of the R1 zoned property.

Therefore, granting approval for the deviation from the limitations of Transitional Height will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

5. **The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan**

There are eleven elements of the General Plan. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing

environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code. Except for those entitlements described herein, the project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code, with the exception of the limitations of Transitional Height.

The Land Use Element of the City's General Plan divides the City into 35 Community Plans. The Wilshire Community Plan designates the subject property for Regional Center Commercial land uses with corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5. The Community Plan text acknowledges the need to improve land use transitions in scale between multi-family/commercial uses and adjacent single-family neighborhoods. As discussed above in Finding No. 4, the project does not have a direct impact on the adjacent single-family neighborhood and therefore it would provide an improved transition between the proposed mixed-use development and adjacent single-family neighborhood. In addition, as discussed in Finding No. 1, the project is consistent with many of the goals and objectives of the General Plan and the Wilshire Community Plan. The project is not located within any Specific Plan.

Therefore, the project is in substantial conformance with the purpose, intent and provisions of the General Plan and the applicable community plan.

6. **The project provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.**

The project involves the demolition of a two-story 4,732 square-foot structure, a one-story 4,668 square-foot structure and a surface parking lot and the construction, use and maintenance of a new seven-story, 85-foot tall, 205,109 square-foot mixed-use development consisting of 228 dwelling units and 16,955 square feet of commercial floor area providing 340 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels.

The subject property is a flat, irregular-shaped, approximately 45,801 square-foot double corner lot with a 115-foot long frontage along Wilshire Boulevard, a 315-foot long frontage along Wilton Place and a 154-foot long frontage along Ingraham Street.

The surrounding land uses consist of Low Residential, Low II Residential, Low Medium II Residential, Medium Residential, High Medium Residential, General Commercial, Community Commercial and Regional Center Commercial and R1, RD3, R3, R4, CR(PKM) and R4P Zones. Surrounding properties are improved with a mixture of single- and multi-family dwellings, commercial buildings and institutional uses, including the Wilshire Park Elementary School.

The properties east of Wilton Place, as is the subject property, are all within Height District No. 2 which allows for a maximum FAR of 6:1 and provides no height restriction. The proposed project has an FAR of 4.5:1 and a maximum height of 85 feet. Other developments in the surrounding area include the following:

Address	No. of Stories	FAR
3800 Wilshire Boulevard	22	18:1
3801 Wilshire Boulevard	13	7.2:1
3900 Wilshire Boulevard	4	5.3:1

3925 Wilshire Boulevard	6	3.2:1
3960 Wilshire Boulevard	5	3.5:1
4055 Wilshire Boulevard	5	4.1:1

Therefore, the proposed project is compatible with the scale and character of the adjacent properties and surrounding neighborhood.

Reduction in Open Space

7. **The open space provided conforms with the objectives of the open space requirements for six or more dwelling units.**

The project involves the demolition of a two-story 4,732 square-foot structure, a one-story 4,668 square-foot structure and a surface parking lot, and the construction, use and maintenance of a new, seven-story, 85-foot tall, 205,109 square-foot mixed-use development consisting of 228 dwelling units and 16,955 square feet of commercial floor area and providing 340 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels.

The proposed project includes 25,273 square feet of open space throughout the site, including within both common and private open space areas. However, as required by the Municipal Code, no more than 50 square feet per dwelling unit may be attributable to the total required usable private open space and any private open space shall have a minimum horizontal dimension six (6) feet or more. As such, the proposed project, which is required a total of 24,750 square feet of usable open space, provides only 23,185 square feet of usable open space, as defined by the Municipal Code. Below is a summary of the type and amount of open space provided by the proposed project:

Type of Open Space			
Common			Size (sq. ft.)
	Indoor Amenity (Ground Level)		*600*
	Courtyard (R1)		*1,805*
	Pool Deck (R1)		*5,500*
	Fitness Room (R1)		*1,195*
	Rooftop Deck (R6)		*1,260*
	Clubroom (R6)		*1,625*
		Total Provided	11,985
Private			
		Total (usable)	11,200
		Required	11,400
		Total Provided	13,288
Total Open Space (Private and Common)			
		Provided (usable)	23,185
		Required	24,750
		Total Provided	25,273

The objectives of the open space requirements is to "afford occupants of multiple residential dwelling units opportunities for outdoor living and recreation; provide safer play areas for children as an alternative to the surrounding streets, parking areas, and alleys; improve the aesthetic quality of multiple residential dwelling units by providing relief to the massing of buildings through the use of landscape materials and reduced lot coverage; and provide a more desirable living environment for occupants of multiple residential dwelling units by increasing natural light and ventilation, improving pedestrian circulation and providing access to on-site recreation facilities."

The proposed project provides numerous areas for safe recreational activities, both indoor and outdoor including the fitness room, pool deck and clubroom. The courtyard, pool deck and rooftop deck provide increased natural light and ventilation to units that are internally located and would typically have substantially less access to light and air. In addition, all outdoor areas are well-landscaping, making for a more desirable living environmental for occupants

Therefore, the project conforms to the objectives of the open space requirements.

8. **The proposed project complies with the total usable open space requirements.**

As discussed above, the proposed project includes 25,273 square feet of open space throughout the site, including within both common and private open space areas. However, as required by the Municipal Code, no more than 50 square feet per dwelling unit may be attributable to the total required usable private open space and any private open space shall have a minimum horizontal dimension six (6) feet or more. As such, the proposed project, which is required a total of 24,750 square feet of usable open space, provides only 23,185 square feet of usable open space, as defined by the Municipal Code.

Nevertheless, when considering all open space provided, the proposed project includes a surplus of 523 square feet of open space. With the exception of certain requirements and limitations, such as minimum horizontal widths (not less than six (6) feet in width) or maximum attributable open space (not more than 50 square feet per unit), the proposed project exceeds the total amount of usable open space requirements.

Therefore, the project complies with the total usable open space requirements.

Site Plan Review Findings

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

There are eleven elements of the General Plan. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code. Except for those entitlements described herein, the project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code, with the exception of the limitations of Transitional Height.

The Land Use Element of the City's General Plan divides the City into 35 Community Plans. The Wilshire Community Plan designates the subject property for Regional Center Commercial land uses with corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5. The Community Plan text acknowledges the need to improve land use

transitions in scale between multi-family/commercial uses and adjacent single-family neighborhoods. As discussed above in Finding No. 4, the project does not have a direct impact on the adjacent single-family neighborhood given that the intersection of Wilton Place and Ingraham Street provide an 80-foot buffer and therefore it would provide an improved transition between the proposed mixed-use development and adjacent single-family neighborhood. In addition, as discussed in Finding No. 1, the project is consistent with many of the goals and objectives of the General Plan and the Wilshire Community Plan. The project is not located within any Specific Plan.

Therefore, the project is in substantial conformance with the purpose, intent and provisions of the General Plan and the applicable community plan.

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

The project involves the demolition of a two-story 4,732 square-foot structure, a one-story 4,668 square-foot structure and a surface parking lot and the construction, use and maintenance of a new seven-story, 85-foot tall, 205,109 square-foot mixed-use development consisting of 228 dwelling units and 16,955 square feet of commercial floor area providing 340 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels.

The subject property is a flat, irregular-shaped, approximately 45,801 square-foot double corner lot with a 115-foot long frontage along Wilshire Boulevard, a 315-foot long frontage along Wilton Place and a 154-foot long frontage along Ingraham Street.

The surrounding land uses consist of Low Residential, Low II Residential, Low Medium II Residential, Medium Residential, High Medium Residential, General Commercial, Community Commercial and Regional Center Commercial and R1, RD3, R3, R4, CR(PKM) and R4P Zones. Surrounding properties are improved with a mixture of single- and multi-family dwellings, commercial buildings and institutional uses, including the Wilshire Park Elementary School.

As discussed in Finding No. 6, the arrangement of the proposed building is compatible with the scale and character of the adjacent properties and surrounding neighborhood.

The project includes 16,955 square feet of ground floor commercial floor area, all of which would be located along either Wilshire Boulevard or Wilton Place, with no commercial floor area along Ingraham Street, consistent with the existing development pattern. The project provides 23 automobile parking spaces reserved for the commercial uses at the at-grade parking level.

Access to the proposed project is obtained from a one-way driveway along Wilshire Boulevard and a two-way driveway along Ingraham Street. The driveway along Wilshire Boulevard is only for patrons of the commercial uses. Residences of the development would gain access to the residential parking areas through the driveway along Ingraham Street. The loading dock is located within the structure and out of view from the public right-of-way.

The proposed project is required to provide a total of 267 bicycle parking spaces, including 241 spaces for residences (23 short-term and 228 long-term spaces) and 16 for the commercial uses (8 short-term and 8 long-term spaces). A separate bicycle room for 180

bicycles is located at the southern portion of the ground floor and includes a workspace to allow bicyclists to maintain their bicycles.

The subject property located within approximately 88 feet of an R1 zoned property to the southwest, across the intersection of Wilton Place and Ingraham Street and therefore subject to the requirements of Transitional Height (Section 12.21.1-A,10 of the L.A.M.C.). In response, the maximum building height within 99 feet of the R1 zoned property (at the southeastern portion of the subject property) is 18 feet, six inches (18'-6") to the top of the guardrails around a patio area on the 2nd floor. The maximum permitted height is 33 feet. Between 99 and 115 feet of the R1 zoned property, the proposed project has a maximum building height of 69 feet (69') to the top of the guardrails around a patio area on the 7th floor. Beyond 115 feet from the R1 zoned property, the proposed project has a maximum building height of 85 feet (85').

All outdoor lighting will be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

Therefore, the 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 will be compatible with existing and future development on neighboring properties.

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

The proposed project includes 228 dwelling units. Below is a summary of the dwelling unit type and range in unit size per unit type:

Unit Type	Number of Units	Range in Size (sq. ft.)
Studio	6	491
1-bedroom	183	532-822
2-bedrooms	39	940-1,140

The proposed project includes 25,273 square feet of open space throughout the site, including within both common and private open space areas. However, as required by the Municipal Code, no more than 50 square feet per dwelling unit may be attributable to the total required usable private open space and any private open space shall have a minimum horizontal dimension six (6) feet or more. As such, the proposed project, which is required a total of 24,750 square feet of usable open space, provides only 23,185 square feet of usable open space, as defined by the Municipal Code. Below is a summary of the type and amount of open space provided by the proposed project:

Type of Open Space			
Common			Size (sq. ft.)
	Indoor Amenity (Ground Level)		*600*
	Courtyard (R1)		*1,805*
	Pool Deck (R1)		*5,500*
	Firtness Room (R1)		*1,195*

	Rooftop Deck (R6)		*1,260*
	Clubroom (R6)		*1,625*
		Total Provided	11,985
Private			
		Total (usable)	11,200
		Required	11,400
		Total Provided	13,288
Total Open Space (Private and Common)			
		Provided (usable)	23,185
		Required	24,750
		Total Provided	25,273

The project will also provide 16,955 square feet of ground floor commercial floor area, including restaurant and retail uses, which will provide an additional amenity to the project's residents.

Therefore, the proposed project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

Environmental Findings

12. **Environmental Finding.** A Mitigated Negative Declaration (ENV-2016-322-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.

13. **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 Flood Zone X, areas determined to be outside the 0.2% annual chance floodplain. Currently, there are no flood zone compliance requirements for construction in these zones.

PUBLIC HEARING AND COMMUNICATIONS

The Hearing Officer was conducted a Public Hearing on May 25, 2016, at 11 a.m., at City Hall in downtown Los Angeles.

1. Attendees

   The hearing was attended by approximately six (6) people, including the applicant and the applicant's representatives.

2. Testimony - Oral

   a. Jim Ries, the applicant's representative, presented the project.

      The project provides new housing within the Wilshire Community Plan Regional Center.

      The project is near significant transit infrastructure and services.

      The project provides ground floor commercial uses and will enhance the pedestrian experience along Wilshire Boulevard and Wilton Place.

   b. The hearing officer asked about the necessity of the driveway along Wilshire Boulevard.

      The applicant's representative explained that the project would be reducing the current number of driveways along Wilshire Boulevard and that the driveway was necessary for potential businesses within the project.

      The hearing officer encouraged the applicant to reconsider the location of the driveway or to the extent possible, minimize its usage.

   c. No other speakers provided testimony.

3. Testimony - Written

   a. In a letter dated May 24, 2016, Abundant Housing LA stated support for the proposed project.

Map 1

Vicinity Map

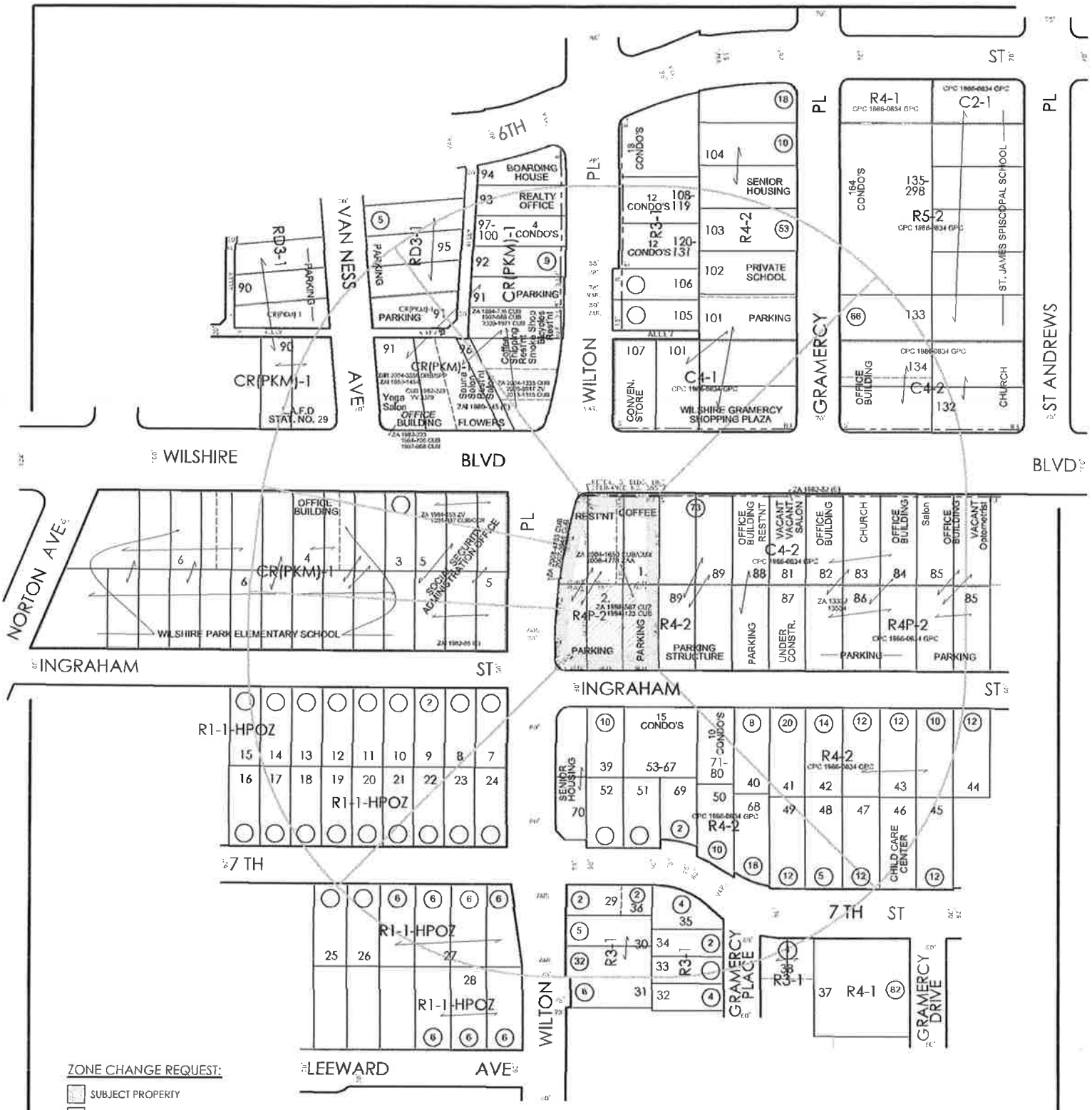
VICINITY MAP

Ace Consultants, Inc
tel: 213.627.7086
e-mail@aceconsult.com
aceconsult.com

Project Address:
3980-3986 WILSHIRE BLVD
Los Angeles, California 90010

Map 2

Radius Map



ZONE CHANGE REQUEST:

- SUBJECT PROPERTY
- R4P-2 & R4-2 TO C4-2

ZONE CHANGE / SITE PLAN REVIEW / BUILDING LINE REPEAL DIRECTOR'S DETERMINATION & ZONING ADMIN. DETERMINATION

planning entitlements + expediting

Ane Consulting, Inc
645 West Ninth Street, Space #110-141
Los Angeles, California 90015-1640
tel: (213) 627-7046
info@aneconsult.com

www.aneconsult.com

THOMAS BROTHERS

PAGE: 633 GRID: G2

CD: 10

CASE:

DATE: 12.29.2015
Update:

LEGAL DESCRIPTION:

CT: 2126.10

SCALE: 1" = 100'

LOT: POR'S OF 1-2, & 48 AND LOT(S) 3 & 46-47

PA: WILSHIRE

D.M: 132B189, 132B193, 135B189, 135B193

Job No:2715059

TRACT: WESTERN WILSHIRE HEIGHTS M.B 10-49 "SEE APP'S"

USES: FIELD

NET AC: 1.05±

CONTACT: JAMISON PROPETIES, L.P

PHONE: (213) 365-5000

N

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T:\2015\Ane\Projects\2715059 3650-3690 Wilshire Blvd\Planning\Radius Map\12-10-2015 FD 300' Radius Map.dwg, Ane Consulting, Inc, Copyright 2015

Map 3

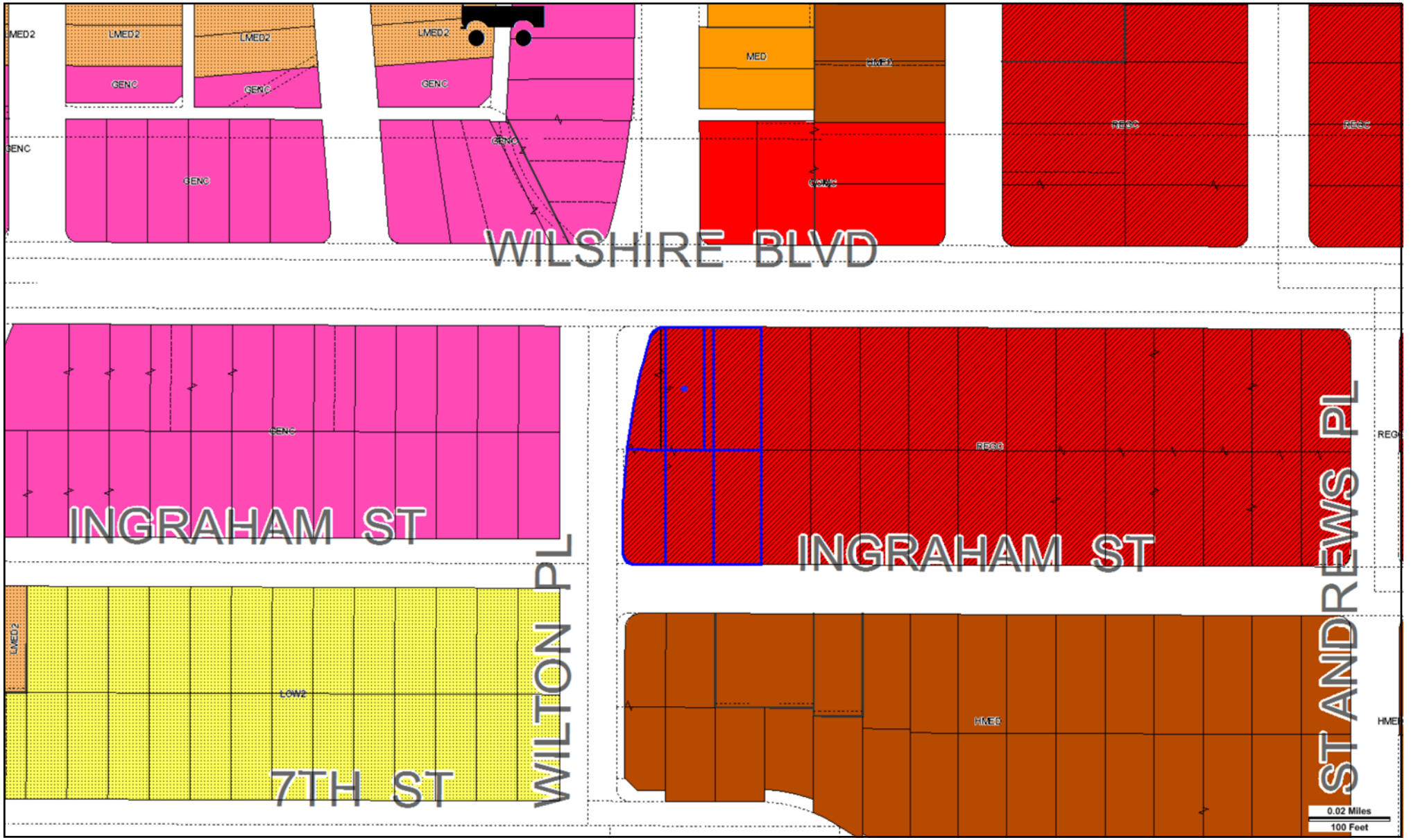
General Plan Map

ZIMAS INTRANET

General Plan Land Use

07/05/2016

City of Los Angeles
Department of City Planning



Address: 3980 W WILSHIRE BLVD

APN: 5092030035

PIN #: 132B189 79

Tract: WESTERN WILSHIRE HEIGHTS

Block: None

Lot: FR 2

Arb: 1

Zoning: C4-2

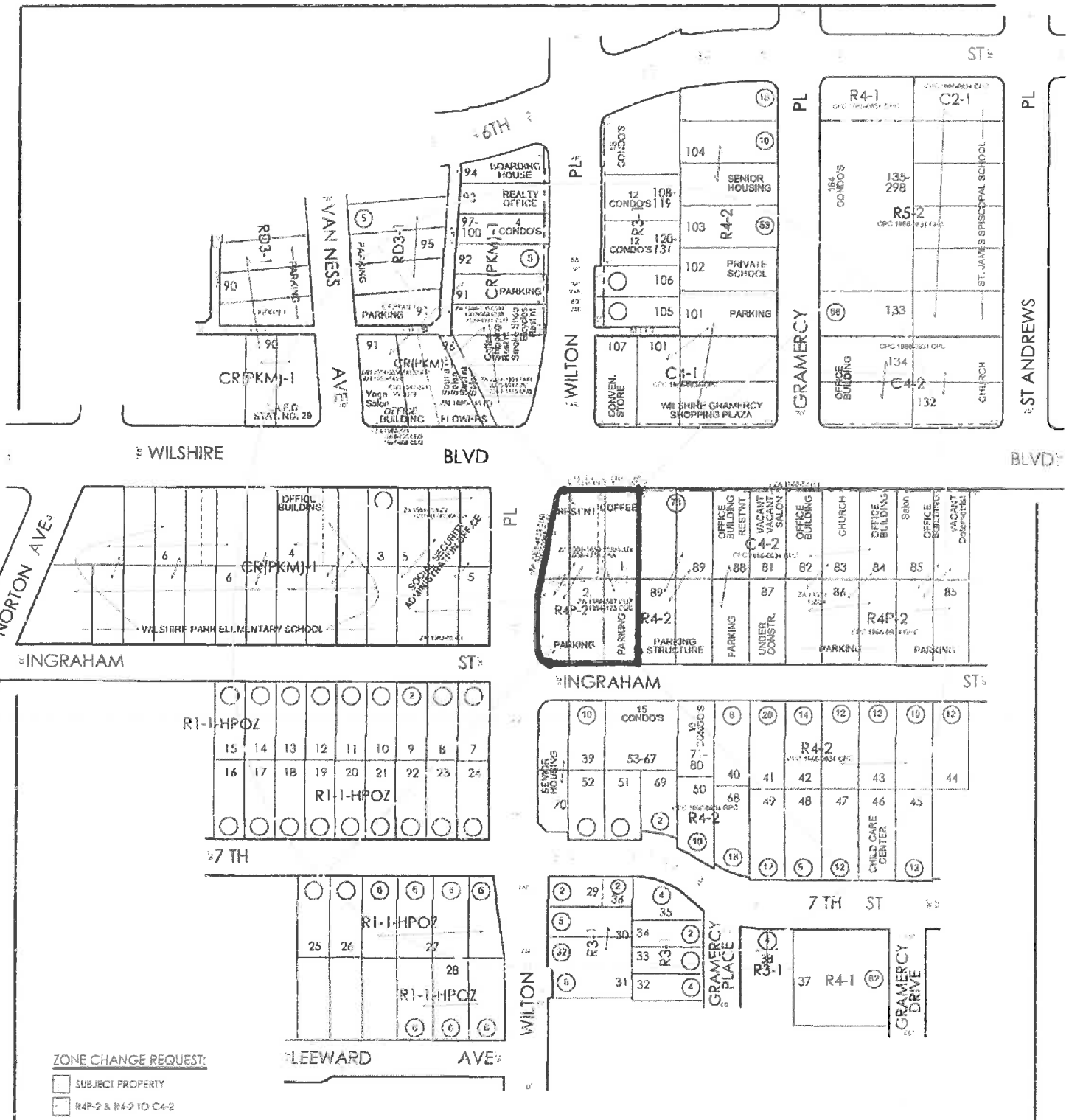
General Plan: Regional Center Commercial

Streets Copyright (c) Thomas Brothers Maps, Inc.

Map 4

Requested

Zoning Map



ZONE CHANGE REQUEST:

- SUBJECT PROPERTY
- R4P-2 & R4-2 TO C4-2

ZONE CHANGE / SITE PLAN REVIEW / BUILDING LINE REPEAL
DIRECTOR'S DETERMINATION & ZONING ADMIN. DETERMINATION

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CT: 2126.10

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SCALE: 1" = 100'

D.M: 132B185, 132B193, 135B189, 135B193

NET AC: 1.05 +

Job No:2715059

CONTACT: JAMISON PROPERTIES, L.P.

PHONE: (213) 365-5000

We make it happen

Exhibit A

Site Plan, Floor Plans, Elevations and Landscape Plan



3980 WILSHIRE BLVD

LOS ANGELES, CA 90010

SHEET INDEX

ARCHITECTURE:

T.0 TITLE SHEET

SP.1 CONCEPTUAL SITE PLAN
SP.2 SITE CONTEXT
SP.3 SITE AERIAL VIEW
SP.4 SITE MASSING DIAGRAM
SP.5 TRANSITIONAL HEIGHT CROSS-SECTION

A1.1 CONCEPTUAL RENDERING
A1.2 CONCEPTUAL RENDERING
A1.3 PERSPECTIVE VIEW FROM NORTHWEST
A1.4 PERSPECTIVE VIEW FROM NORTHEAST
A1.5 PERSPECTIVE VIEW FROM SOUTHWEST
A1.6 PERSPECTIVE VIEW FROM SOUTHEAST
A1.7 PERSPECTIVE VIEW FROM WILTON PL.
A1.8 PERSPECTIVE VIEW ALONG WILSHIRE BLVD.
A1.9 PERSPECTIVE VIEW OF CORNER
A1.10 PERSPECTIVE VIEW OF COURTYARD ALONG WILTON PL.
A1.11 PERSPECTIVE VIEW FROM WILTON PL.
A2.1 SOUTH & EAST ELEVATIONS
A2.2 NORTH & WEST ELEVATIONS
A3.1 GROUND FLOOR PLAN
A3.2 RESIDENTIAL FLOOR PLAN - R1
A3.3 RESIDENTIAL FLOOR PLAN - R2-R5
A3.4 RESIDENTIAL FLOOR PLAN - R6
A3.5 RESIDENTIAL FLOOR PLAN - MEZZANINE
A3.6 ROOF PLAN
A3.7 PARKING FLOOR PLAN - P1
A3.8 PARKING FLOOR PLAN - P2
A3.9 PARKING FLOOR PLAN - P3
A4.1 CONCEPTUAL BUILDING SECTION
A5.1 MATERIALS BOARD

LANDSCAPE ARCHITECTURE:

L0.0 EXISTING SITE PLAN WITH TREE INVENTORY
L2.0 GROUND FLOOR LANDSCAPE PLAN
L3.0 LEVEL R1 LANDSCAPE PLAN
L4.0 LEVEL R6 LANDSCAPE PLAN

SURVEY:

C0.0 ALTA/ACSM LAND TITLE SURVEY

DESIGN TEAM

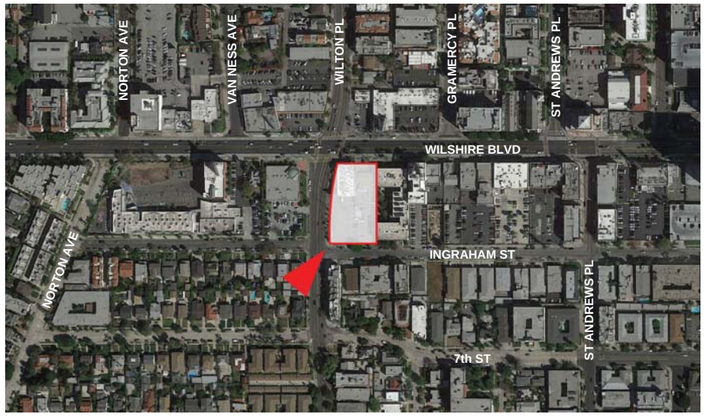
Architect:
KTGY Group, Inc.

12555 West Jefferson Blvd.,
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310.394.2623
ktgy.com

Landscape Architect:
Orange Street Studio

4949 Hollywood Blvd.,
Suite 220
Los Angeles, CA 90027
323.663.4949
orangestreetstudio.com

VICINITY MAP



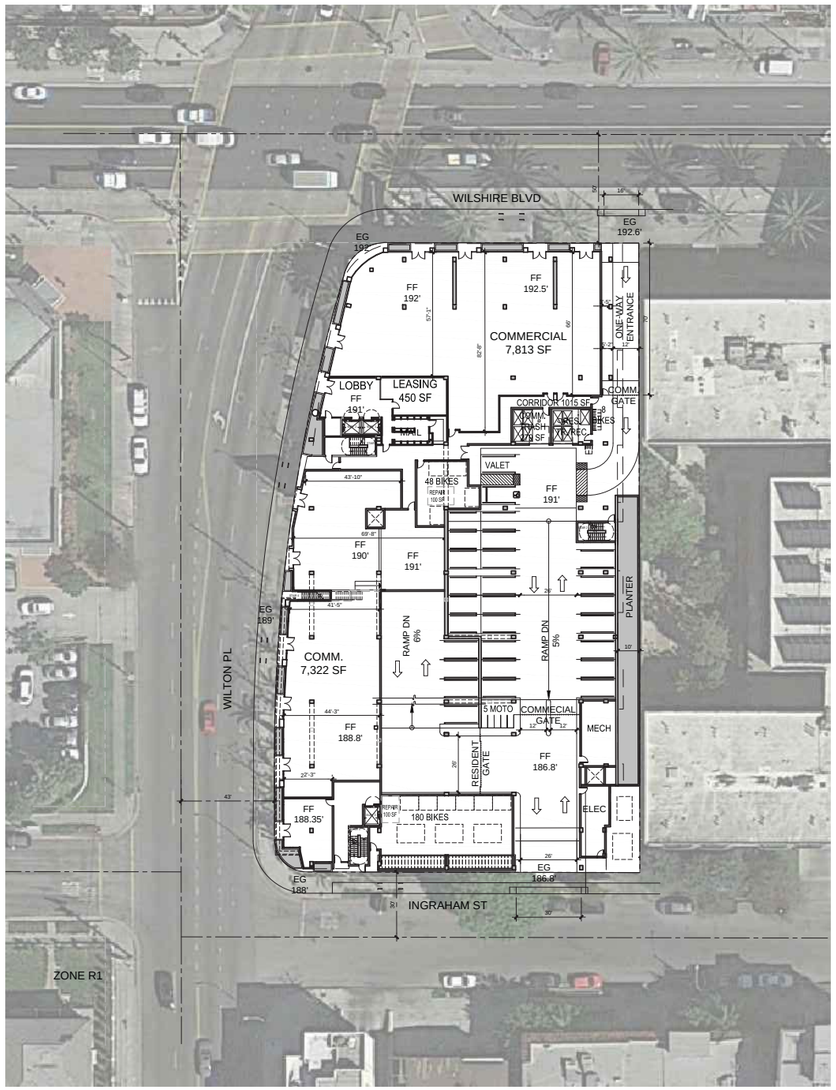
Jamison Services, Inc.
3424 Wilshire Blvd., 10th Floor
Los Angeles, CA 90010
213.365.5000

LOS ANGELES, CA

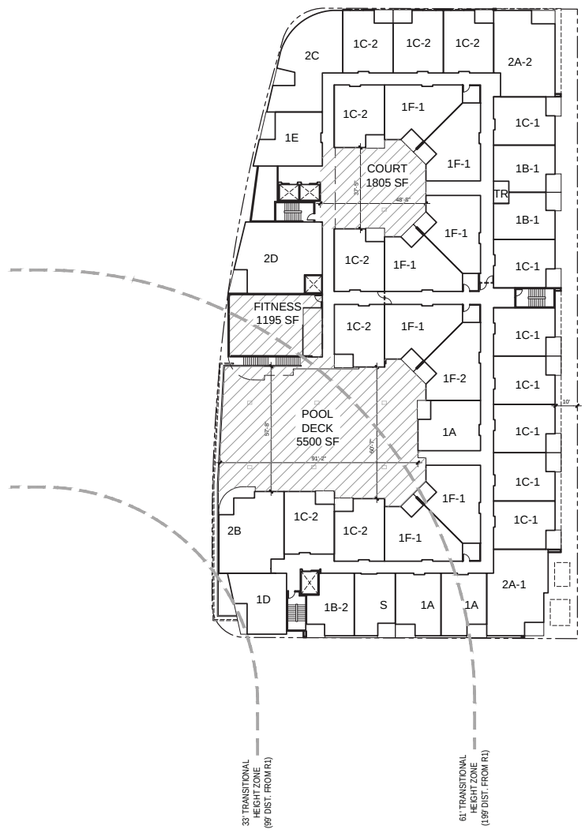
KTGY # 20150760 06.30.2016

KTGY Group, Inc.
Architecture+Planning
12555 West Jefferson Blvd.,
Suite 100
Los Angeles, CA 90066
310.394.2623
ktgy.com

GROUND LEVEL



FIRST RESIDENTIAL LEVEL



PROJECT SUMMARY

Site Area:	1.05 acres or 45,801 sf
Total Units:	228 units
Density:	217.1 units/acre
Gross Residential Floor Area:	203,944 sf
Commercial Floor Area	16,429 sf
Total Gross Floor Area:	220,373 sf
Floor Area Ratio:	4.81 F.A.R
Building Heights:	7 Stories + mezzanine, 105' max + 3 basement parking levels

UNIT MIX

Plan S: studio, 1 bath @ 494 sf	6 units*
Plan 1A: 1 bed, 1 bath @ 555 sf	22 units*
Plan 1B-1: 1 bed, 1 bath @ 544 sf	12 units*
Plan 1B-2: 1 bed, 1 bath @ 530 sf	6 units*
Plan 1C-1: 1 bed, 1 bath @ 591 sf	42 units*
Plan 1C-2: 1 bed, 1 bath @ 613 sf	44 units*
Plan 1C-2-Alt: 1 bed, 1 bath @ 548 sf	3 units*
Plan 1D: 1 bed, 1 bath @ 613 sf	5 units
Plan 1F-1: 1 bed, 1 bath @ 735 sf	28 units*
Plan 1F-2: 1 bed, 1 bath @ 816 sf	20 units*
Plan 2A-1: 2 beds, 2 baths @ 998 sf	6 units*
Plan 2A-2: 2 beds, 2 baths @ 1025 sf	6 units*
Plan 2B: 2 beds, 2 baths @ 1000 sf	10 units*
Plan 2C: 2 beds, 2 baths @ 1063-1081 sf	5 units
Plan 2C-Alt: 1 bed, 1 baths @ 822 sf	1 unit*
Plan 2D: 2 beds, 2 baths @ 1142 sf	6 units*
Plan 2E: 2 beds, 2 baths @ 940 sf	6 units*
Total Apartments	*228 units*

* plus mezzanine floor area on Level R6

RESIDENTIAL FLOOR AREAS

Residential Ground Level & Lobby	2,662 sf
Residential Level 1	32,946 sf
Residential Levels 2 to 5	132,188 sf
Residential Level 6	31,140 sf
Potential Mezzanine	5,008 sf
Subtotal Residential Floor Area	*203,944 sf*

COMMERCIAL FLOOR AREAS

Wilshire Commercial	7,813 sf
Wilton Commercial	7,322 sf
Rear Corridors	1,015 sf
Commercial Trash Room	279 sf
Subtotal Commercial Floor Area	*16,429 sf*

TOTAL GROSS FLOOR AREA	*220,373 sf*
Floor Area Ratio	4.81

BIKE PARKING REQUIRED

Residential Spaces (short- vs long-term)	23 , 228
Commercial Spaces (short- vs long-term)	8 , 8

BIKE PARKING PROVIDED

Residential Spaces (short- vs long-term)	23 , 228
Commercial Spaces (short- vs long-term)	8 , 8

VEHICULE PARKING REQUIRED

<3 habitable rooms (studios): 5 x 1 =	5 spaces
=3 habitable rooms (1br): 155 x 1.5 =	233 spaces
>3 habitable rooms (1+/2br): 68 x 2 =	136 spaces
Subtotal Residential Parking	374 spaces
15% Offset for Resident Bike Parking	- 56 spaces
Commercial Pkg: 1/500 sf x 16,429 sf	33 spaces
30% Offset for Commercial Bike Pkg.	- 10 spaces
Total Vehicle Parking Required	*340 spaces*

*mezzanines & kitchens considered habitable rooms

VEHICULE PARKING PROVIDED

Secure Residential Parking	318 spaces
Ground Level Commercial Parking	23 spaces
Total Vehicle Parking Provided	*340 spaces*
Motorcycle Parking Provided	*23 spaces*

USABLE OPEN SPACE REQUIRED

<3 habitable rooms (1br): 160 x 100 =	16,000 sf
=3 habitable rooms (1+/2br): 63 x 125 =	7,875 sf
>3 habitable rooms (2+mez): 5 x 175 =	875 sf
Total Usable Open Space Required	*24,750 sf*

*mezzanines considered habitable rooms, kit. excl.

USABLE OPEN SPACE PROVIDED

Private Balconies: 224 x 50 sf =	11,200 sf
Indoor Amenity (Ground Level)	600 sf
Courtyard (Level R1)	1,805 sf
Pool Deck (Level R1)	5,500 sf
Fitness at Pool Deck (Level R1)	1,195 sf
Roof Deck (Level R6)	1,260 sf
Clubroom at Roof (Level R6)	1,625 sf
Total Usable Open Space Provided	*23,185 sf*
Proposed Usable Open Space Reduction	*6%*
Usable Open Space Deficit	- 1,565 sf
Additional Private Balcony Area >50 sf	+ 1,444 sf
Additional Private Balcony Area <6' Dim.	+ 644 sf

3980 WILSHIRE BLVD

CONCEPTUAL SITE PLAN

LOS ANGELES, CA

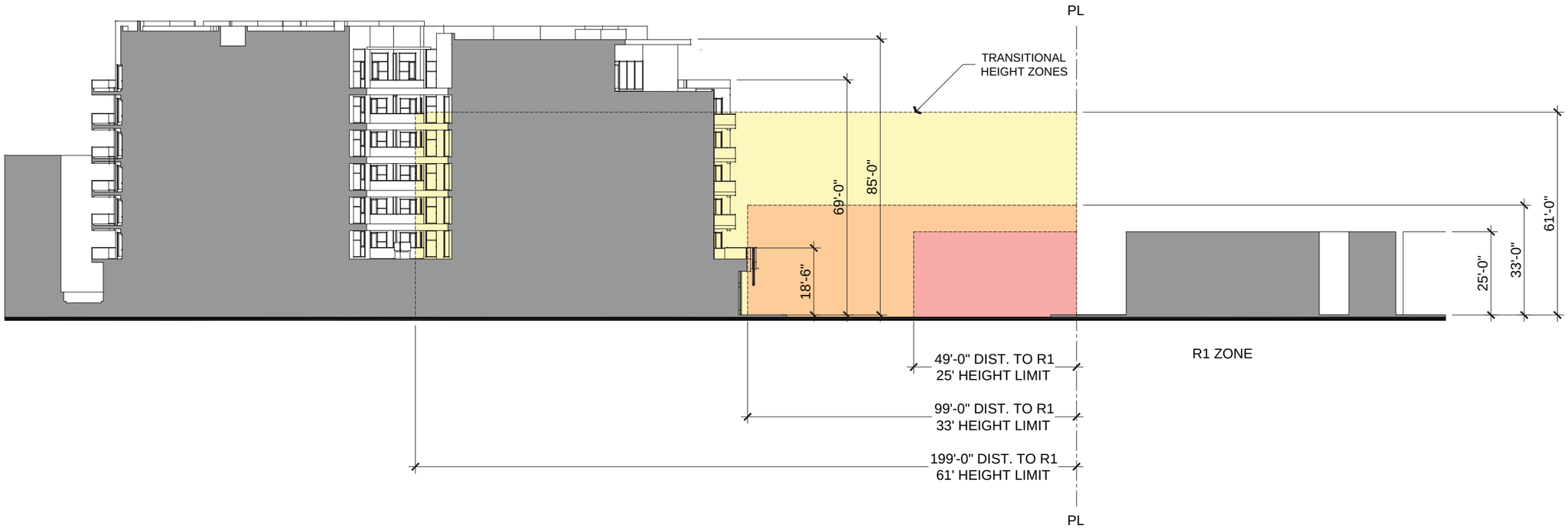
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SP.1

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TRANSITIONAL HEIGHT CROSS-SECTION

SP.5

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CONCEPTUAL RENDERING

A1.2

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PERSPECTIVE VIEW FROM NORTHWEST

A1.3

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PERSPECTIVE VIEW FROM NORTHEAST

A1.4

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PERSPECTIVE VIEW FROM SOUTHWEST

A1.5

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PERSPECTIVE VIEW FROM SOUTHEAST

A1.6

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PERSPECTIVE VIEW FROM WILTON PL.

A1.7

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PERSPECTIVE VIEW ALONG WILSHIRE BLVD.

A1.8

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PERSPECTIVE VIEW OF CORNER

A1.9

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BIRD'S EYE VIEW OF COURTYARD ALONG WILTON PL.

A1.10

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PERSPECTIVE VIEW FROM WILTON PL.

A1.11

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MATERIAL LEGEND

- EXTERIOR CEMENT PLASTER
- EXTERIOR CEMENT PLASTER
- EXTERIOR CEMENT PLASTER
- EXTERIOR CEMENT PLASTER
- HIGH PRESSURE LAMINATE
- PERFORATED METAL SCREEN



SOUTH ELEVATION - INGRAHAM ST.



EAST ELEVATION

0 8' 16' 32'

3980 WILSHIRE BLVD

SOUTH & EAST ELEVATIONS

A2.1

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MATERIAL LEGEND

- EXTERIOR CEMENT PLASTER
- EXTERIOR CEMENT PLASTER
- EXTERIOR CEMENT PLASTER
- EXTERIOR CEMENT PLASTER
- HIGH PRESSURE LAMINATE
- PERFORATED METAL SCREEN



NORTH ELEVATION - WILSHIRE BLVD.



WEST ELEVATION - S. WILTON PL.

0 8' 16' 32'

3980 WILSHIRE BLVD

NORTH & WEST ELEVATIONS

A2.2

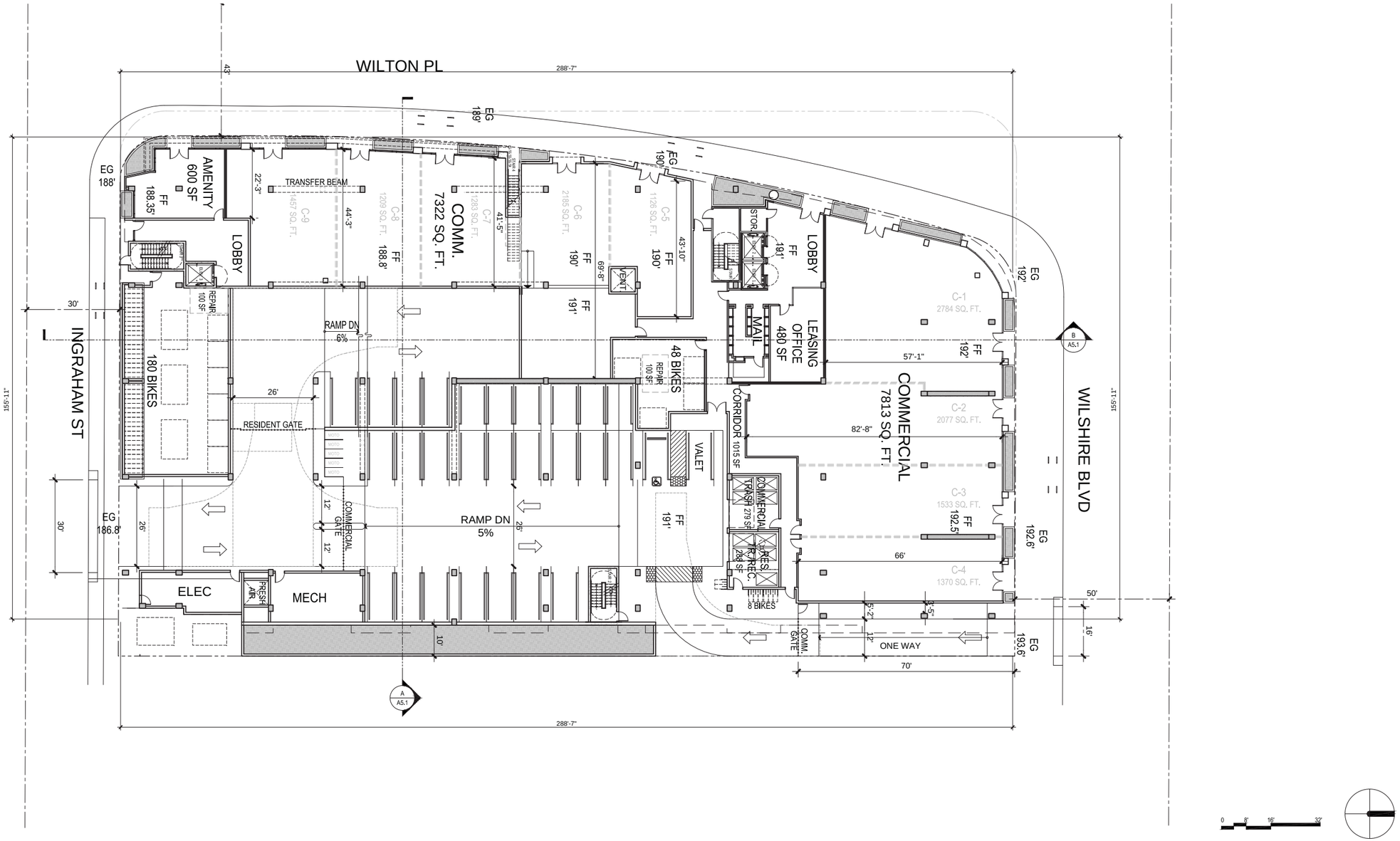
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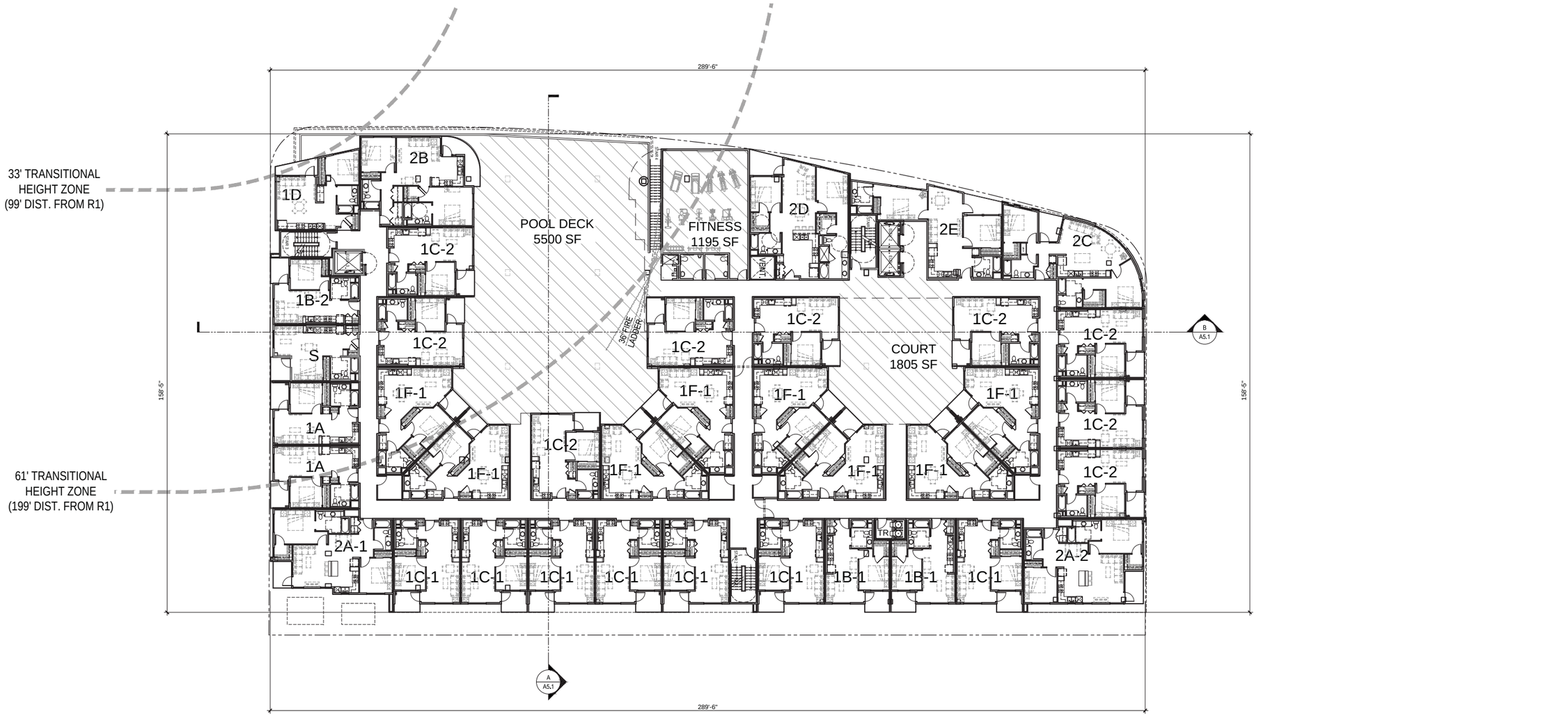
GROUND FLOOR PLAN

LOS ANGELES, CA

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A3.1

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RESIDENTIAL FLOOR PLAN - R1

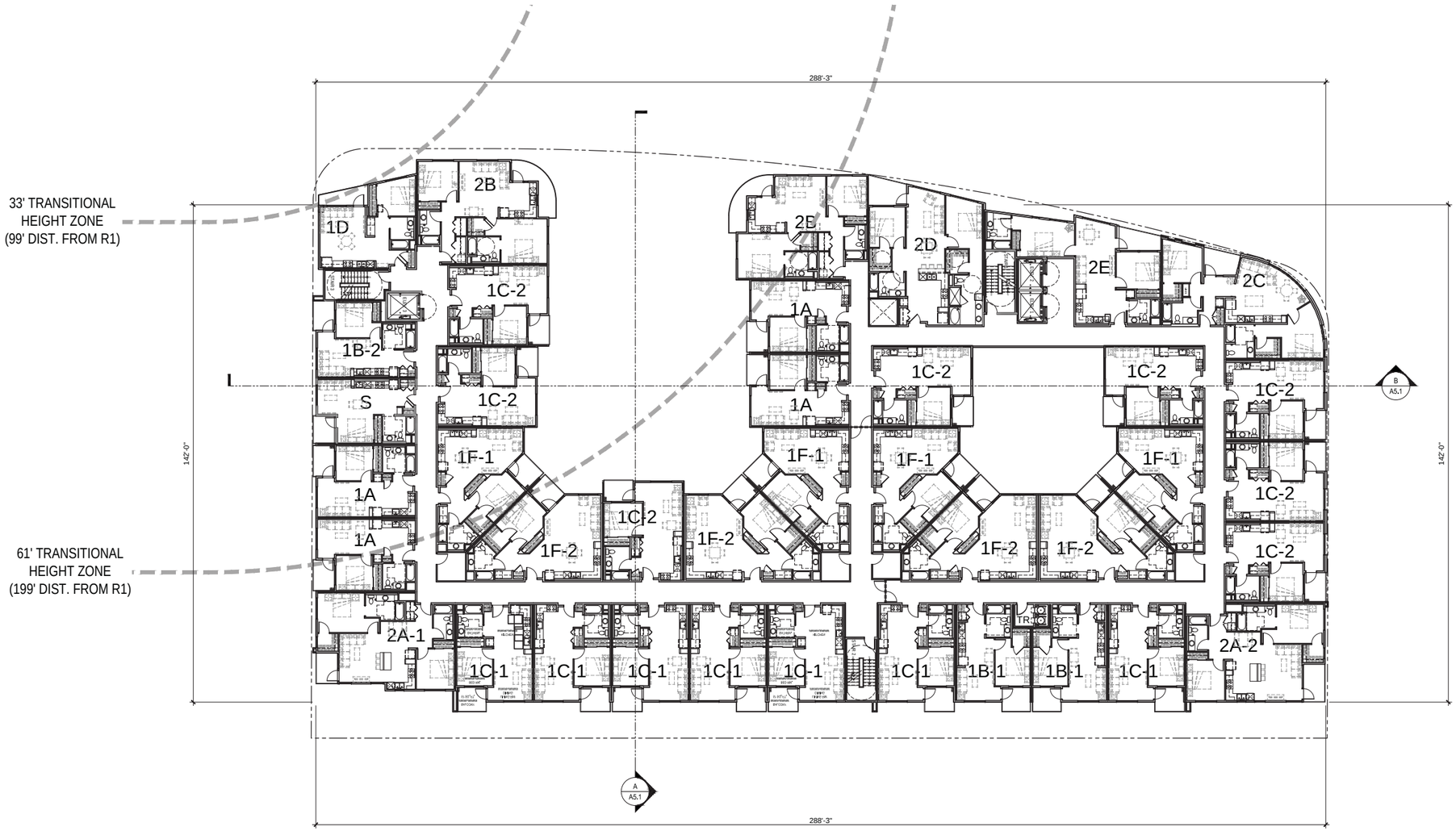
A3.2

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RESIDENTIAL FLOOR PLAN - R2-R5

A3.3

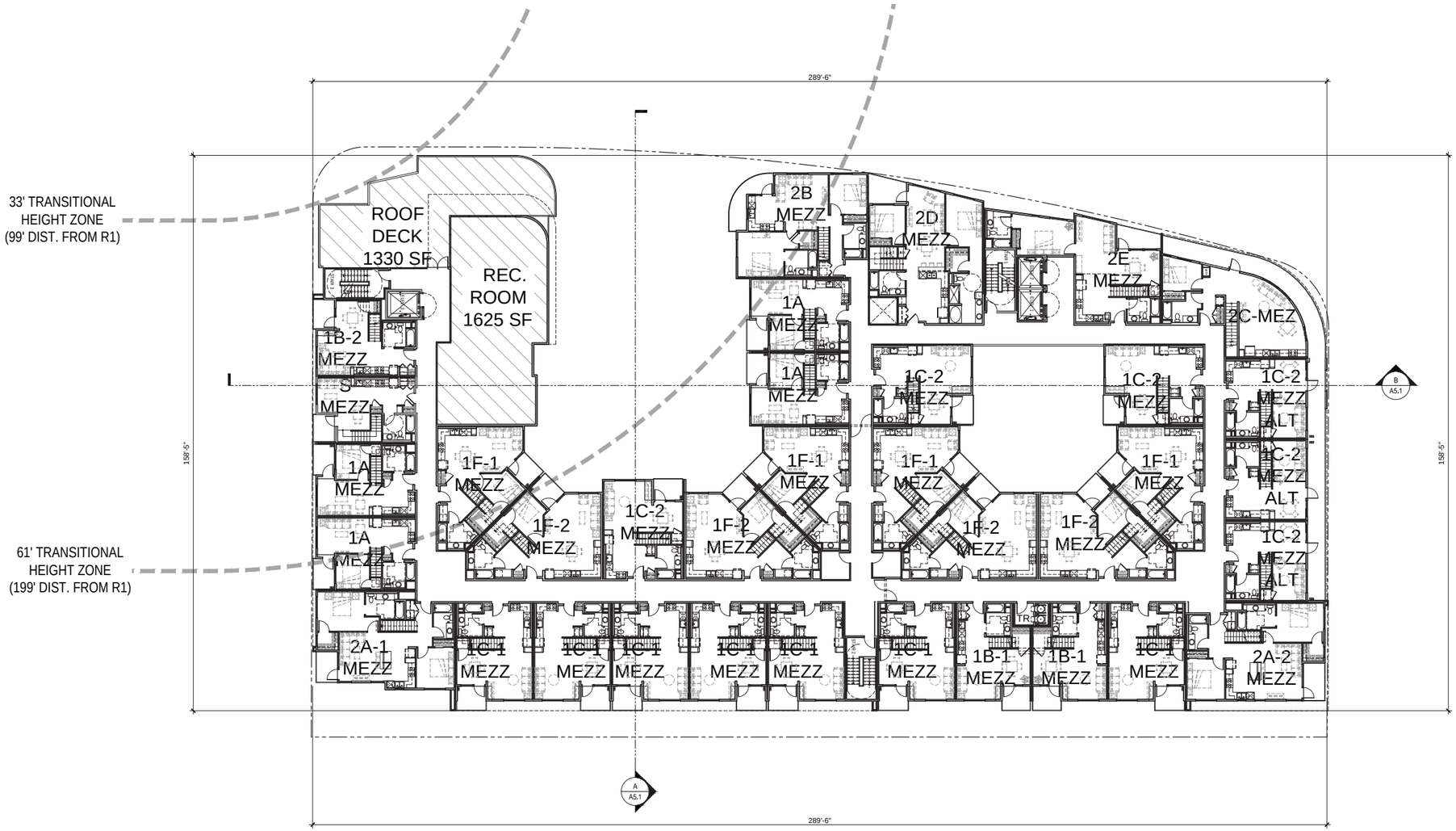
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0 8' 16' 32'

3980 WILSHIRE BLVD

RESIDENTIAL FLOOR PLAN - R6

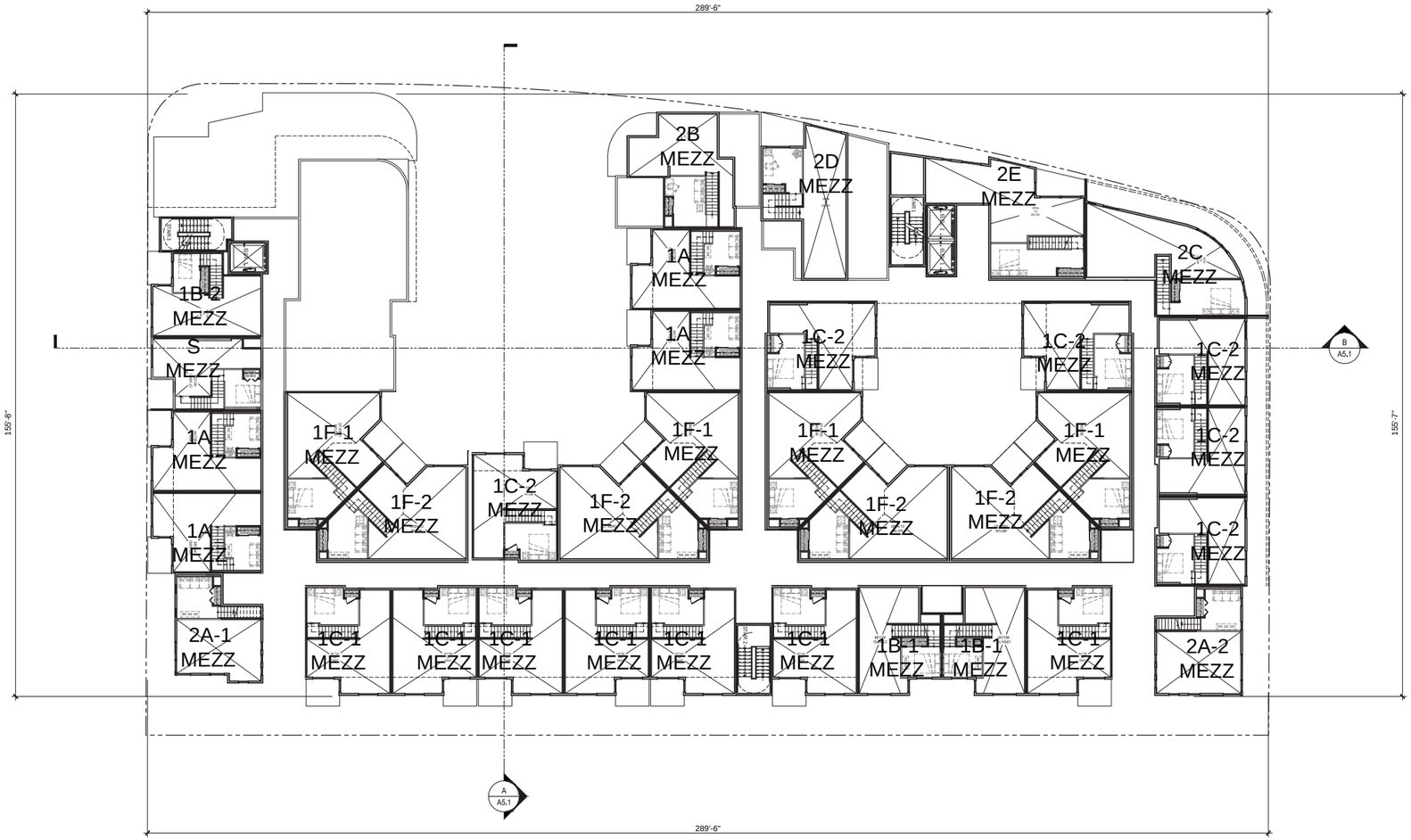
A3.4

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0 8" 16" 32"

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RESIDENTIAL FLOOR PLAN - MEZZANINE

A3.5

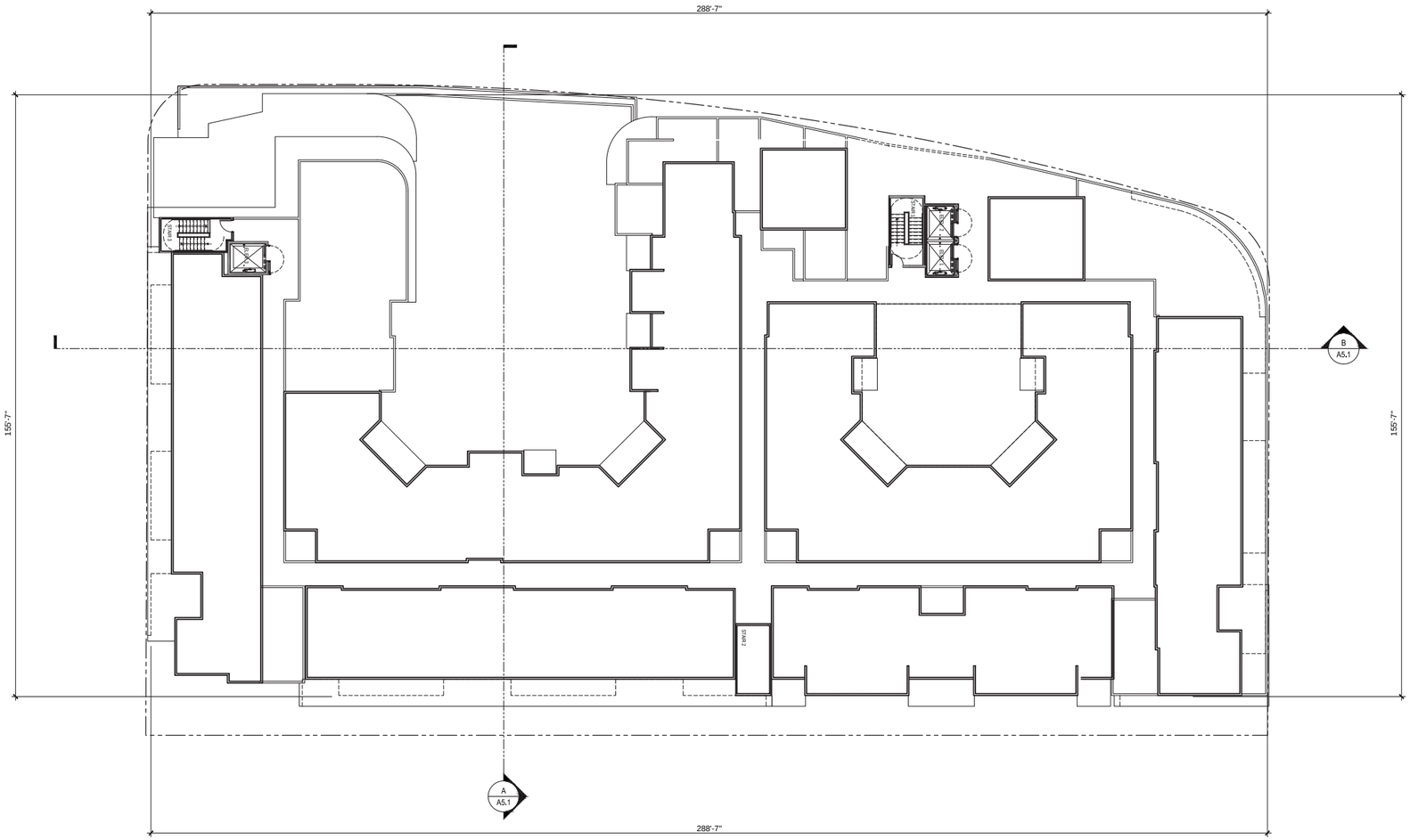
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0 8' 16' 32'

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ROOF PLAN

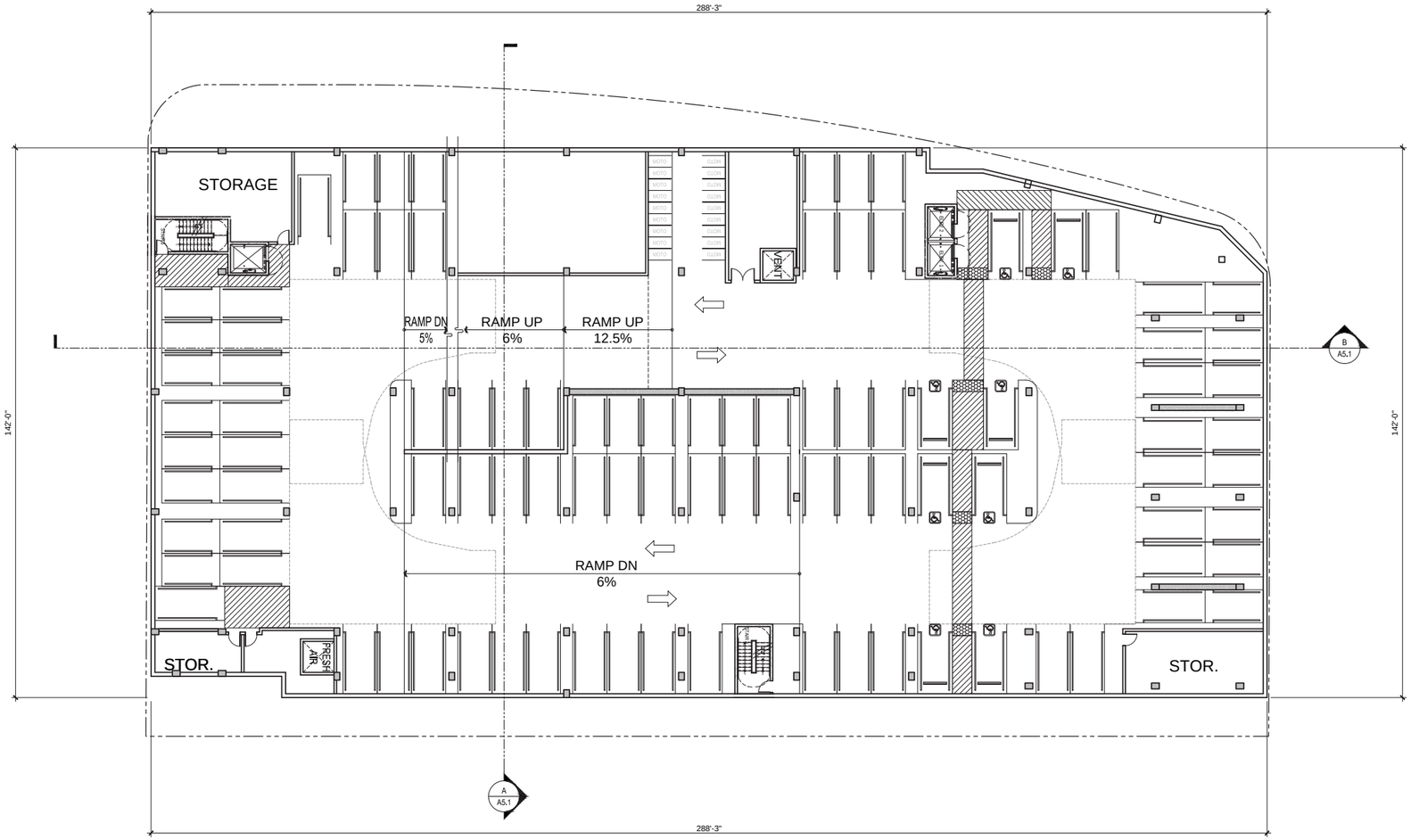
A3.6

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0 8' 16' 32'

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PARKING FLOOR PLAN - P1

A3.7

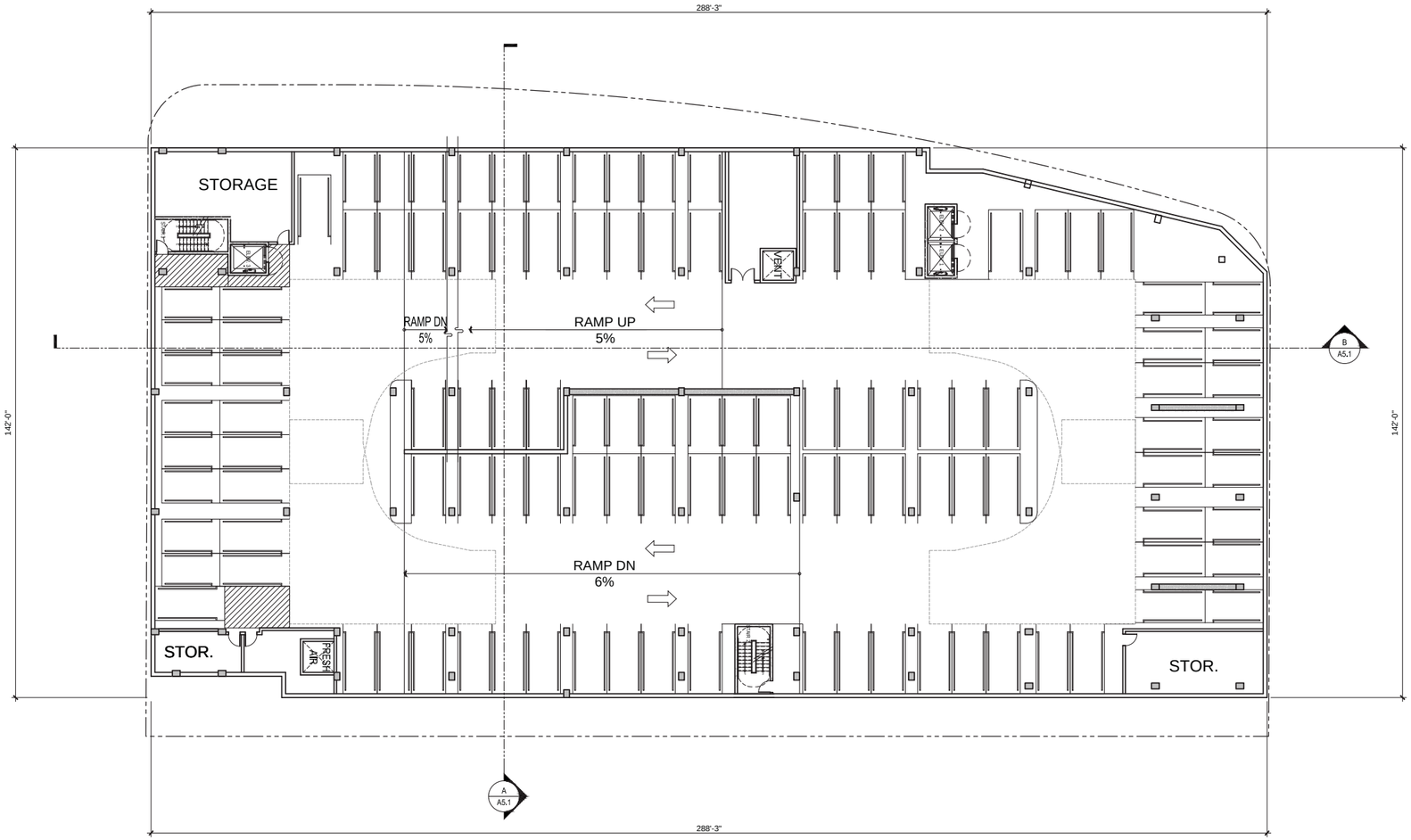
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0 8' 16' 32'

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PARKING FLOOR PLAN - P2

A3.8

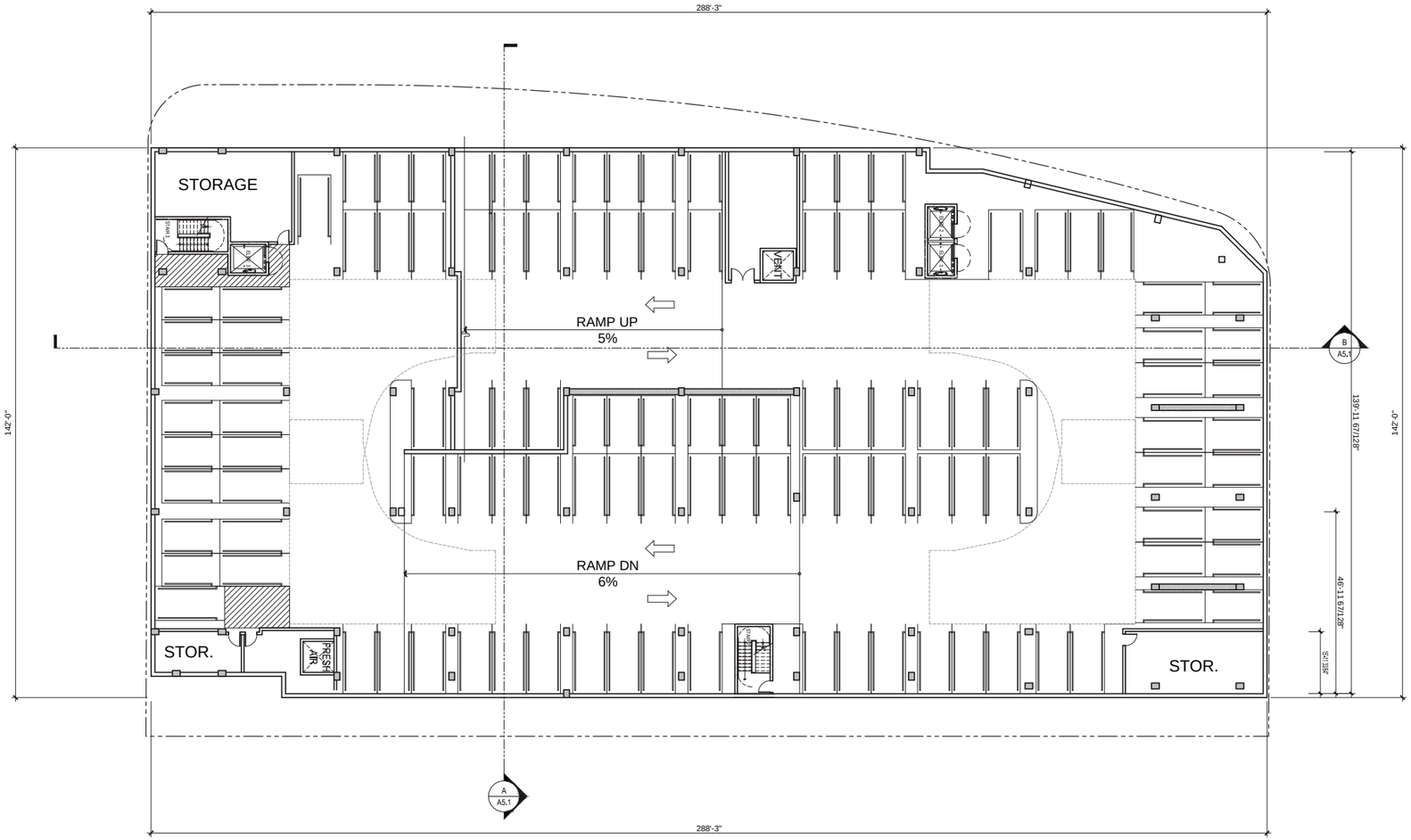
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0 8" 16" 32"

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PARKING FLOOR PLAN - P3

A3.9

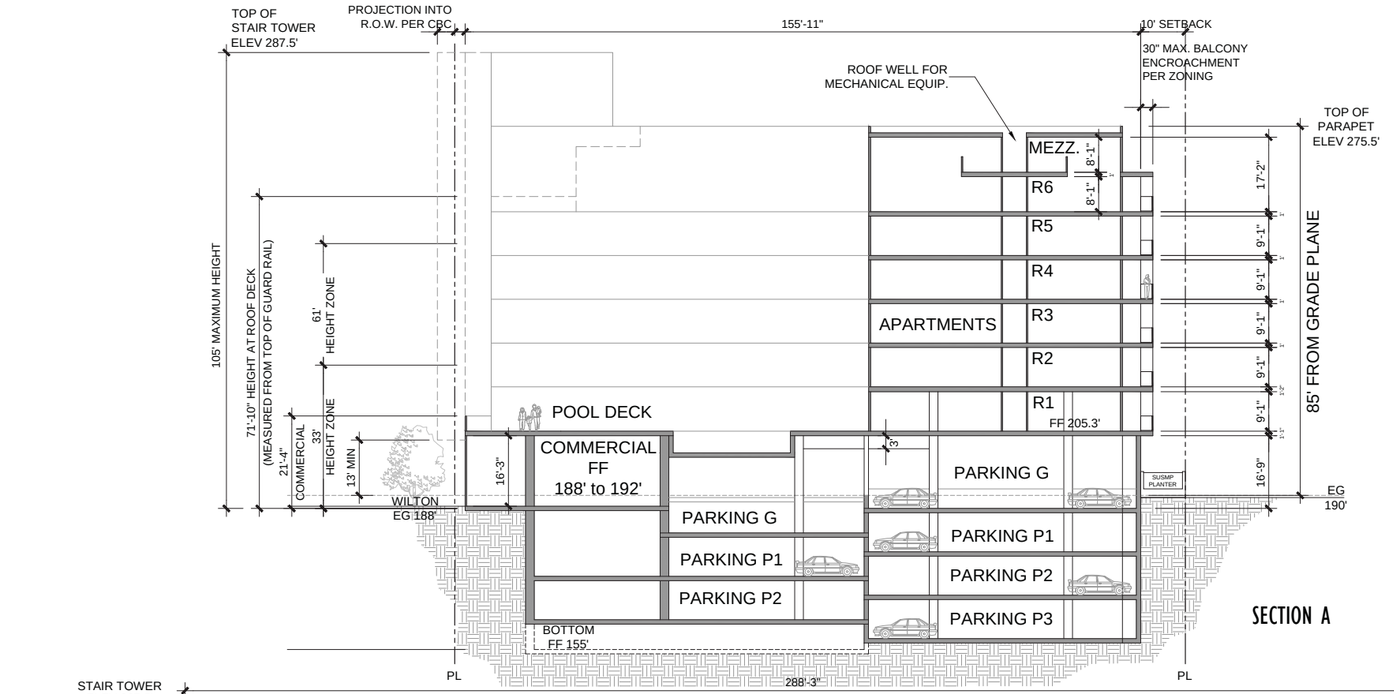
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CONCEPTUAL BUILDING SECTIONS

A4.1

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HIGH PRESSURE LAMINATE

FRAMELESS GLASS GUARDRAIL SYSTEM

PERFORATED METAL SCREEN

ALUMINUM STOREFRONT

EXTERIOR CEMENT PLASTER/ SMOOTH TROWEL FINISH SW 7046 ANONYMOUS

AIRFOIL LOUVERS

EXTERIOR CEMENT PLASTER/ SMOOTH TROWEL FINISH SW 6711 PARAKEET

EXTERIOR CEMENT PLASTER/ SMOOTH TROWEL FINISH SW 7017 DORIAN GRAY

EXTERIOR CEMENT PLASTER/ SMOOTH TROWEL FINISH SW 7006 EXTRA WHITE



AIRFOIL LOUVERS

VINYL WINDOW SYSTEM

SIGNAGE

0 8' 16' 24'

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MATERIALS BOARD

A5.1

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PROJECT ADDRESS
3980 WILSHIRE BLVD.
LOS ANGELES, CA 90010

LANDSCAPE ARCHITECT
MICHAEL SCHNEIDER
ORANGE STREET STUDIO, SUITE 220
4949 HOLLYWOOD BLVD
LOS ANGELES, CA 90027
T: 323-663-4949
E: michael@orangestreetstudio.com

LANDSCAPE POINT SYSTEM

Square footage of site	45,801 sf
Points required	30
Points Provided	
13 street trees - 36" box (3 points per tree)	33
356 sf of parkway planting (not lawn) (3 points per 50 sf)	21
Total Points Provided	54

WATER MANAGEMENT POINT SYSTEM

Square footage of site	45,801 sf
Points required	400
Points Provided	
Automatic controller	5
0-15% lawn area	10
Plants once established that will remain in good health with summer water (# plants @ 2 points per plant)	336
12 low precipitation sprinkler circuits (5 points per circuit)	60
Total Points Provided	411

POTENTIAL LANDSCAPE AREA

Potential landscape area = (Site) 45,801 sf - (building footprint) 39,415 = 6,386 sf

Landscape Provided 2,370 sf (ground floor only)

OPEN SPACE REQUIREMENTS

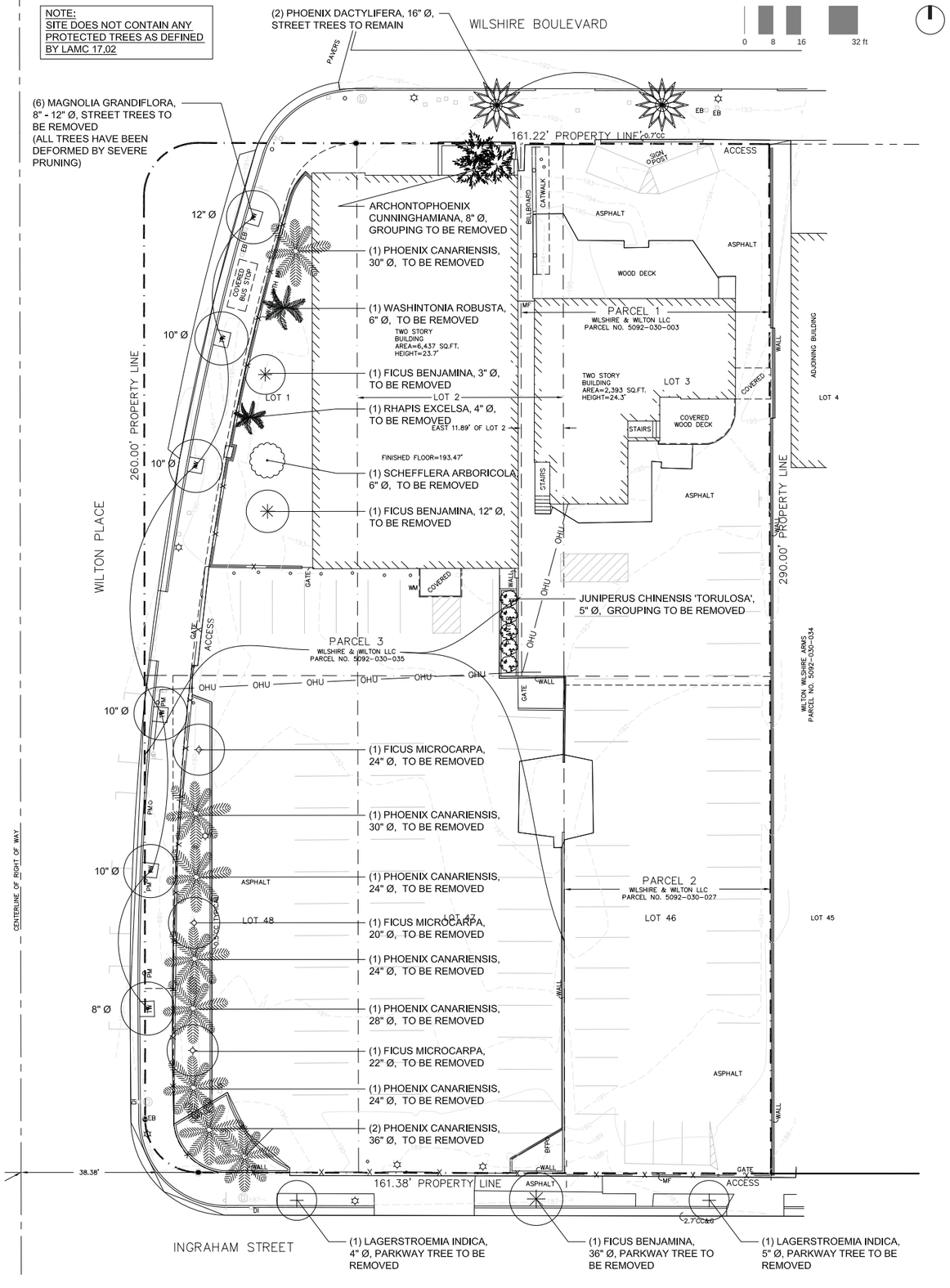
Open Space Required	
164 units x 100 sf / unit	16,400 sf (<3 habitable rooms)
60 units x 125 sf / unit	7,500 sf (=3 habitable rooms)
4 units x 175 sf / unit	700 sf = (>3 habitable rooms)
Total units = 228	
Total open space required	24,600 sf
A. Common open space provided	
1st level courtyard	2,000 sf
1st level pool deck	5,400 sf
Roof level deck	1,300 sf
Roof level clubroom	1,600 sf
1st level fitness at pool deck	1,170 sf
Total	11,470 sf
B. Private open space provided (228 units x 50 sf / unit)	11,400 sf
Total Open Space Provided (A + B)	23,870 sf
Common open space landscape reqd. (25% of 1st level courtyard + 1st level pool deck + roof level deck (8,700 sf))	2,175 sf
Total Common Space Landscape Provided	2,213 sf (25.4%)

TREE REQUIREMENTS

Total 24" box trees required (one 24" box tree per 4 dwelling units)	57 (228 units / 4)
Total trees provided	57 (15 sidewalk/parkway trees + 16 ground floor trees + 19 level 1 trees + 7 roof level trees)

NOTE:
SITE DOES NOT CONTAIN ANY PROTECTED TREES AS DEFINED BY LAMC 17.02

SCALE: 1" = 16' - 0"



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LICENSED LANDSCAPE ARCHITECT
R. Michael Schneider No. 4435
STATE OF CALIFORNIA

PROJECT:
3980 WILSHIRE BLVD.
LOS ANGELES, CA 90010

SUBMITTALS

DATE	COMMENT
	PRELIMINARY / CONCEPT

REVISIONS

NO.	DATE	COMMENT
1		

SHEET TITLE
EXISTING SITE PLAN WITH TREE INVENTORY

DATE FEBRUARY 4, 2016
SCALE AS NOTED
PROJ. NO.
SHEET NO.
L 0.0



1 Existing Phoenix dactylifera / Date Palm
qty: 2



2 Phoenix dactylifera / Date Palm (upon City approval), DG in planting bed, 20' tall, qty: 5



3 Geijera parviflora / Australian Willow (upon City approval), DG in planting bed, 36" box min, qty: 4



4 Pistacia chinensis / Chinese Pistachio (upon City approval), 36" box min, qty: 6



5 Sansevieria trifasciata / Mother-in-law's Tongue
1 gal, qty: 15



6 Lomandra longifolia 'Nyalla' / Nyalla Mat Rush
5 gal, qty: 20



7 Seslaria autumnali / Autumn Moor Grass
5 gal / qty: 40



8 Cordyline australis 'Atropupurea' / Purple Cordyline
5 gal, qty: 5



9 Juncus effusus / Soft Rush
1 gal, qty: 40



10 Coprosma x kirkii / Coprosma groundcover
1 gal, qty: 60



11 Afrocarpus gracilior / Fern Pine
24" box, qty: 15



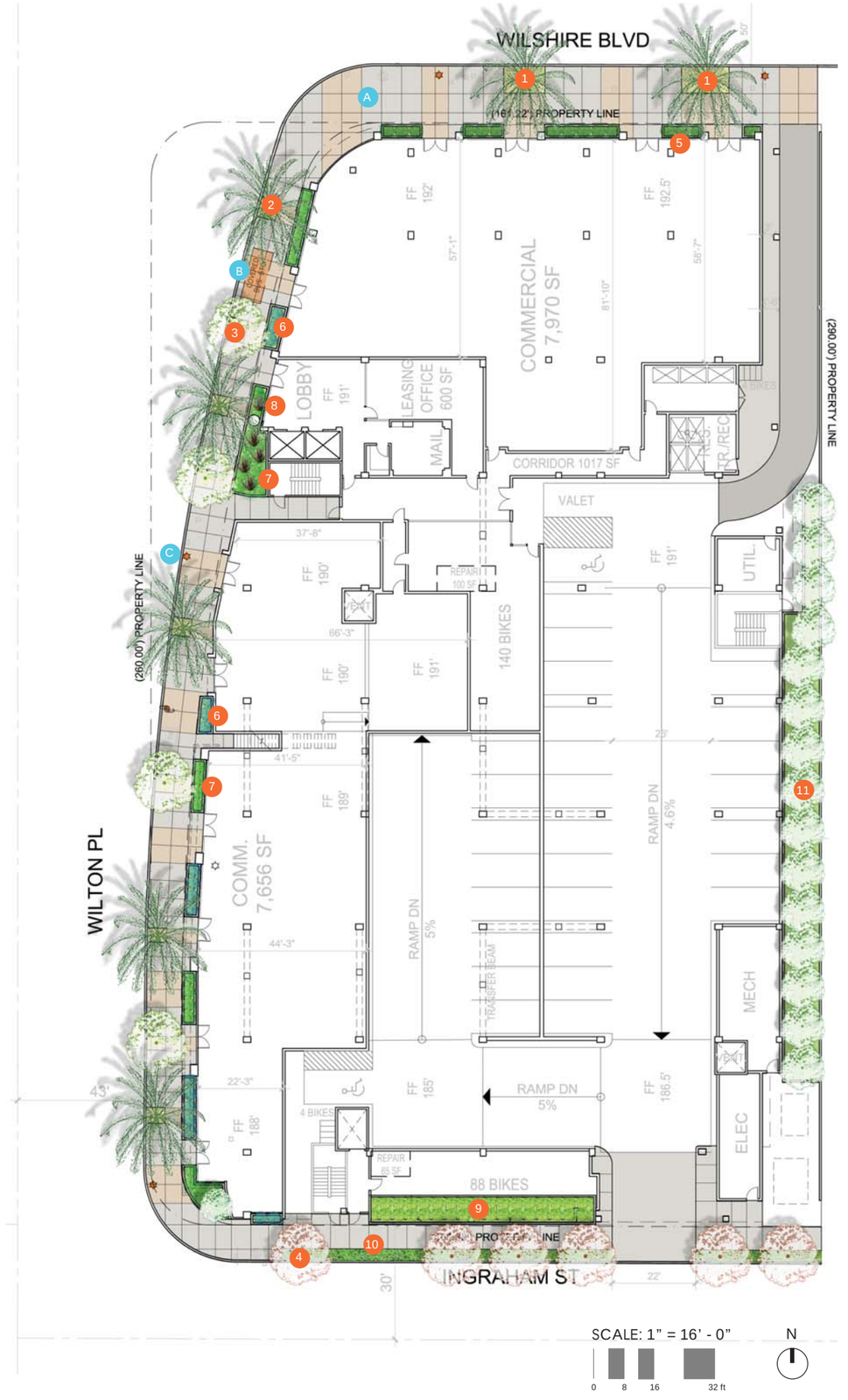
A New sidewalk concrete paving with integral color



B Existing bus shelter



C Existing street lights



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LICENSED LANDSCAPE ARCHITECT
R. Michael Schneider No. 4435
STATE OF CALIFORNIA

PROJECT:
3980 WILSHIRE BLVD.
LOS ANGELES, CA 90010

SUBMITTALS

DATE	COMMENT
	PRELIMINARY / CONCEPT

REVISIONS

NO.	DATE	COMMENT

SHEET TITLE

GROUND FLOOR
LANDSCAPE PLAN

DATE FEBRUARY 4, 2016

SCALE AS NOTED

PROJ. NO.

SHEET NO.

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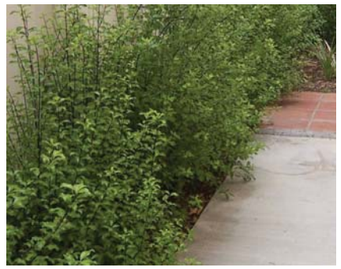
1 Arbutus unedo / Strawberry Tree
24" box, qty: 13



2 Lomandra longifolia 'Breeze' / Dwarf Mat Rush
(under trees) 5 gal, qty: 40



3 Archontophoenix Cunninghamiana / King Palm
(in round pots) 36" box, qty: 2



4 Pittosporum tenuifolium / Kohuhu
15 gal, qty: 50



5 Rosmarinus officinalis 'Tuscan Blue' / Rosemary
5 gal, qty: 6



6 Sansevieria trifasciata / Mother-in-law's Tongue
1 gal, qty: 40



7 Afrocarpus gracilior / Fern Pine
24" box, qty: 4



8 Phyllostachys nigra / Black Bamboo
15 gal, qty: 5



A Concrete paving on structure



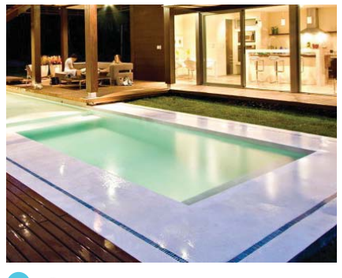
B Wood deck on structure



C Built-in grill



D Pool



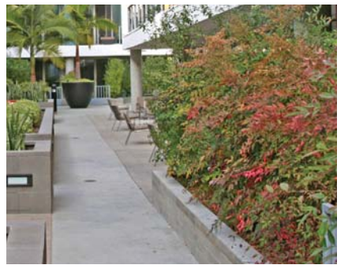
E Spa



F Wood bench



G Water veil



H Typical raised planter, 36" average



SCALE: 1" = 16' - 0"

0 8 16 32 ft

N

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STATE OF CALIFORNIA

PROJECT:
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LOS ANGELES, CA 90010

SUBMITTALS

DATE	COMMENT
	PRELIMINARY / CONCEPT

REVISIONS

NO.	DATE	COMMENT
△		

SHEET TITLE

LEVEL R1
LANDSCAPE PLAN

DATE FEBRUARY 4, 2016

SCALE AS NOTED

PROJ. NO.

SHEET NO.

L 3.0



1 Arbutus unedo / Strawberry Tree
24" box, qty: 6



2 Olea europa 'Swan Hill' / Swan Hill Olive
36" box, qty: 1



3 Lomandra longifolia 'Breeze' / Dwarf Mat Rush
5 gal, qty: 30



4 Kalanchoe beharensis / Felt Bush (small variety)
5 gal, qty: 3



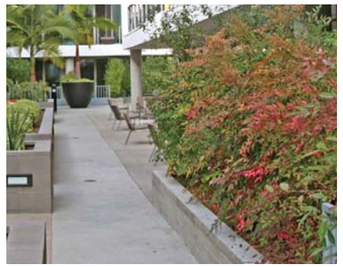
A Concrete paving on structure



B Fire feature



C Wood deck on structure



D Typical raised planter, 36" average



ROOF LEVEL
DECK COMMON
OPEN SPACE

SCALE: 1" = 16' - 0"

0 8 16 32 ft

N

ORANGE STREET STUDIO
4949 HOLLYWOOD BLVD
S U I T E 2 2 0
LOS ANGELES CA 90027
3 2 3 . 6 6 3 . 4 9 4 9
www.orangestreetstudio.com

LICENSED LANDSCAPE ARCHITECT
R. Michael Schneider No. 4435
STATE OF CALIFORNIA
Signature
Renewal Date

PROJECT:
3980 WILSHIRE BLVD.
LOS ANGELES, CA 90010

SUBMITTALS

DATE	COMMENT
	PRELIMINARY / CONCEPT

REVISIONS

NO.	DATE	COMMENT
1		

SHEET TITLE

LEVEL R6
LANDSCAPE PLAN

DATE FEBRUARY 4, 2016

SCALE AS NOTED

PROJ. NO.

SHEET NO.

L 4.0

Exhibit B

ENV-2016-322-MND, Mitigation Monitoring Program

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY	**COUNCIL DISTRICT**
City of Los Angeles	CD 10 - HERB J. WESSON, JR.
PROJECT TITLE	**CASE NO.**
ENV-2016-322-MND	CPC-2016-321-VZC-BL-ZAD-SPR-DD

PROJECT LOCATION
3974-3986 West Wilshire Boulevard and 3975-3987 West Ingraham Street, Los Angeles, California 90005

PROJECT DESCRIPTION
The project involves the demolition of a two-story, 4,732 square-foot commercial building, a one-story, 4,668 square-foot commercial building and a surface parking lot and the construction, use and maintenance of a new, seven-story, 105-foot tall, 205,109 square-foot mixed-use development consisting of 228 dwelling units and 16,955 square feet of commercial floor area and providing 340 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels.

The project requires 1) a Vesting Zone Change from R4-2 & R4P-2 to C4-2; 2) a Building Line Removal to remove a five-foot Building Line along Wilshire Boulevard; 3) a Director's Determination to permit a 6% reduction in the amount of total required Open Space; 4) a Zoning Administrator's Determination to permit a maximum building height of 105 feet (105') within 100 to 199 feet of a lot in the R1 Zone; and 5) a Site Plan Review.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Garrett Lee, Jamison Properties, LP
3470 West Wilshire Boulevard, Suite 700
Los Angeles, California 90010

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-make may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	**TITLE**	**TELEPHONE NUMBER**
OLIVER NETBURN	City Planning Associate	(213) 978-1382

ADDRESS	**SIGNATURE (Official)**	**DATE**
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		06/01/2016

III-90. Air Quality
Air Quality impacts from project implementation due to construction-related emissions may occur. However, the potential impact may be mitigated to a less than significant level by the following measures:

- AQ-1 All off-road construction equipment greater than 50 hp shall meet US EPA Tier 4 emission standards, where available, to reduce NOx, PM10 and PM2.5 emissions at the Project site. In addition, all construction equipment shall beoutfitted with Best Available Control Technology devices certified by CARB. Anyemissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- AQ-2 Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shallrequire trucks that meet U.S. EPA 2007 model year NOx emissions requirements.

- AQ-3 At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

- AQ-4 Encourage construction contractors to apply for SCAQMD “SOON” funds. Incentives could be provided for those construction contractors who apply for SCAQMD “SOON” funds. The “SOON” program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at: http://www.aqmd.gov/home/programs/business/business-detail?title=offroad-diesel-engines&parent=vehicle-engine-upgrades.

- AQ-5 Construction activities shall comply with SCAQMD Rule 403, including the following measures: 1) Apply water to disturbed areas of the site three times a day; 2) Require the use of a gravel apron or other equivalent methods to reduce mud and dirt trackout onto truck exit routes; 3) Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM generation; 4) Limit soil disturbance to the amounts analyzed in the Final MND; 5) All materials transported off-site shall be securely covered; 6) Apply non-toxic soil stabilizers according to manufacturers’ specifications to all inactive construction areas (previously graded areas inactive for ten days or more); and 7) Traffic speeds on all unpaved roads to be reduced to 15 mph or less.

- AQ-6 Architectural coatings and solvents applied during construction activities shall comply with SCAQMD Rule 1113, which governs the VOC content of architectural coatings.

VII-10. Green House Gas Emissions
The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):

- Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable.

X-60. Land Use/Planning
The project will result in land use and/or planning impact(s). However, the impact(s) can be reduced to a less than significant level through compliance with the following measure(s):

- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.

XII-170. Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)
Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a less than significant level by the following measures:

- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.

- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

XIV-10. Public Services (Fire)
Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIV-20. Public Services (Police – Demolition/Construction Sites)

- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

XIV-30. Public Services (Police)
Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

XIV-40. Public Services (Construction Activity Near Schools)
Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures:

- The developer and contractors shall maintain ongoing contact with administrator of Wilshire Park Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.

- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

XVI-80. Transportation/Traffic
The project will result in impacts to transportation and/or traffic systems. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

- Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY:	**COUNCIL DISTRICT:**	**DATE:**
City of Los Angeles	CD 10 - HERB J. WESSON, JR.	

RESPONSIBLE AGENCIES: Department of City Planning

ENVIRONMENTAL CASE:	**RELATED CASES:**
ENV-2016-322-MND	CPC-2016-321-VZC-BL-ZAD-SPR-DD, CPC-2016-321-VZC-BL-ZAD-SPR-DD
PREVIOUS ACTIONS CASE NO.:	☐ Does have significant changes from previous actions. ☐ Does NOT have significant changes from previous actions

PROJECT DESCRIPTION:
CONSTRUCTION OF A NEW 7-STORY MIXED-USE PROJECT CONSISTING OF UP TO 228 APARTMENT UNITS AND 16,955 SQUARE FEET OF GROUND FLOOR COMMERCIAL USES.

ENV PROJECT DESCRIPTION:
The project involves the demolition of a two-story, 4,732 square-foot structure, a one-story, 4,668 square-foot structure and a surface parking lot and the construction, use and maintenance of a new, seven-story, 105-foot tall, 205,109 square-foot mixed-use development consisting of 228 dwelling units and 16,955 square feet of commercial floor area and providing 340 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels.

The project requires 1) a Vesting Zone Change from R4-2 & R4P-2 to C4-2; 2) a Building Line Removal to remove a five-foot Building Line along Wilshire Boulevard; 3) a Director's Determination to permit a 6% reduction in the amount of total required Open Space; 4) a Zoning Administrator's Determination to permit a maximum building height of 105 feet (105') within 100 to 199 feet of a lot in the R1 Zone; and 5) a Site Plan Review.

ENVIRONMENTAL SETTINGS:
The subject property is a flat, irregular-shaped, approximately 45,801 square-foot double corner lot with a 115-foot long frontage along Wilshire Boulevard, a 315-foot long frontage along Wilton Place and a 154-foot long frontage along Ingraham Street. The property is developed with a two-story, 4,732 square-foot structure (built in 1923), a one-story, 4,668 square-foot structure (built in 1964) and a surface parking lot. Neither of the two (2) structures are eligible for listing in the National Register of Historic Places, California Register of Historical Resources or the Los Angeles Historic-Cultural Monuments Register.

The property is located within the Wilshire Community Plan and the Adaptive Reuse Incentive Area. The property contains a five-foot Building Line along Wilshire Boulevard. The property is located within 500 feet of Wilshire Park Elementary School. The property is not located within 500 feet of any park.

The property is located within Fire District No. 1, 1.4 Kilometers to the nearest fault (Puente Hills Blind Thrust) and a Liquefaction Zone.

The property is not located within an Airport Hazard area, Coastal Zone, Very High Fire Hazard Severity Zone, Flood Zone, Watercourse, Hazardous Waste/Border Zone Properties, Methane Hazard Site, High Wind Velocity Areas, Special Grading Area (BOE Basic Grid Map A-13372), Oil Wells, Alquist-Priolo Fault Zone, Landslide Area, Preliminary Fault Rupture Study Area or Tsunami Inundation Zone.

The property is not mapped for Farmland

The surrounding land uses consist of Low Residential, Low II Residential, Low Medium II Residential, Medium Residential, High Medium Residential, General Commercial, Community Commercial and Regional Center Commercial and R1, RD3, R3, R4, CR(PKM) and R4P Zones. Surrounding properties are improved with a mixture of single- and multi-family dwellings, commercial

buildings and institutional uses.

Wilshire Boulevard is an Avenue I, dedicated to a width of 100 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk.

Wilton Place is an Avenue III, dedicated to a variable width of between 78 and 130 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk.

Ingraham Street is a Local Street, dedicated to a width of 60 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk.

PROJECT LOCATION:
3974-3986 West Wilshire Boulevard and 3975-3987 West Ingraham Street, Los Angeles, California 90005

COMMUNITY PLAN AREA/SPECIFIC PLAN AREA: WILSHIRE ☑ Does Conform to Plan ☐ Does NOT Conform to Plan ☐	**AREA PLANNING COMMISSION:** CENTRAL	**CERTIFIED NEIGHBORHOOD COUNCIL:** WILSHIRE CENTER - KOREATOWN
EXISTING ZONING: C4-2, R4-2 & R4P-2	**MAX. DENSITY/INTENSITY ALLOWED BY ZONING:** 229 dwelling units; 6:1 FAR	**LA River Adjacent:**
GENERAL PLAN LAND USE: Regional Center Commercial	**MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:** 229 dwelling units; 6:1 FAR	
	PROPOSED PROJECT DENSITY: 228 dwelling units; 4.5:1 FAR	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier

document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

	City Planning Associate	**(213) 978-1382**
Signature	Title	Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ **AESTHETICS**	☑ **GREEN HOUSE GAS EMISSIONS**	☐ **POPULATION AND HOUSING**
☐ **AGRICULTURE AND FOREST RESOURCES**	☐ **HAZARDS AND HAZARDOUS MATERIALS**	☑ **PUBLIC SERVICES**
☑ **AIR QUALITY**	☐ **HYDROLOGY AND WATER QUALITY**	☐ **RECREATION**
☐ **BIOLOGICAL RESOURCES**	☑ **LAND USE AND PLANNING**	☑ **TRANSPORTATION/TRAFFIC**
☐ **CULTURAL RESOURCES**	☐ **MINERAL RESOURCES**	☐ **UTILITIES AND SERVICE SYSTEMS**
☐ **GEOLOGY AND SOILS**	☑ **NOISE**	☑ **MANDATORY FINDINGS OF SIGNIFICANCE**

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:
Garrett Lee,
Jamison Properties, LP

PHONE NUMBER:
(213) 365-5000

APPLICANT ADDRESS:
3470 West Wilshire Boulevard, Suite 700
Los Angeles, California 90010

AGENCY REQUIRING CHECKLIST:
Department of City Planning

DATE SUBMITTED:
02/04/2016

PROPOSAL NAME (if Applicable):

Potentially significant impact	Less than significant with	Less than significant impact	No impact

			mitigation incorporated		
I. AESTHETICS					
a.	Have a substantial adverse effect on a scenic vista?				✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?				✓
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✓
II. AGRICULTURE AND FOREST RESOURCES					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓
III. AIR QUALITY					
a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓		
d.	Expose sensitive receptors to substantial pollutant concentrations?		✓		
e.	Create objectionable odors affecting a substantial number of people?			✓	
IV. BIOLOGICAL RESOURCES					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓

f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓
V. CULTURAL RESOURCES					
a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			✓	
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?			✓	
VI. GEOLOGY AND SOILS					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			✓	
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?			✓	
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
VII. GREEN HOUSE GAS EMISSIONS					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		✓		
VIII. HAZARDS AND HAZARDOUS MATERIALS					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within 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 result in a safety hazard for people residing or working in the project area?				
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
IX. HYDROLOGY AND WATER QUALITY					
a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?			✓	
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓
X. LAND USE AND PLANNING					
a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		✓		
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
XI. MINERAL RESOURCES					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
XII. NOISE					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		

b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XIII. POPULATION AND HOUSING					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilites?			✓	
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	

b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				✓
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e.	Result in inadequate emergency access?			✓	
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	
XVII. UTILITIES AND SERVICE SYSTEMS					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓		
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2016-322-MND** and the associated case(s), **CPC-2016-321-VZC-BL-ZAD-SPR-DD, CPC-2016-321-VZC-BL-ZAD-SPR-DD** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.
For City information, addresses and phone numbers: visit the City's website at http://www.lacity.org ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763.
Seismic Hazard Maps - http://gmw.consrv.ca.gov/shmp/
Engineering/Infrastructure/Topographic Maps/Parcel Information - http://boemaps.eng.ci.la.ca.us/index01.htm or
City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
OLIVER NETBURN	City Planning Associate	(213) 978-1382	04/29/2016

	Impact?	Explanation	Mitigation Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS			
a.	NO IMPACT	A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The project is not located on or near any scenic vista. Furthermore, pursuant to Section 21099(d)(1) of the California Public Resources Code (PRC), the project is a mixed-use residential project located on an infill site within a transit priority area. As such, aesthetic impacts shall not be considered a significant impact on the environment. Therefore, no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project would substantially damage a scenic resource, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The project is not located on or near any scenic resource. Furthermore, pursuant to Section 21099(d)(1) of the California Public	

		Resources Code (PRC), the project is a mixed-use residential project located on an infill site within a transit priority area. As such, aesthetic impacts shall not be considered a significant impact on the environment. Therefore, no impact would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The subject property is currently improved with a two-story 4,732 square-foot structure, a one-story 4,668 square-foot structure and a surface parking lot with a 0.21 to 1 (0.21:1) Floor Area Ratio (FAR). The proposed project would include seven-story, 105-foot tall, 205,109 square-foot structure with a 4.5:1 FAR. Nevertheless, other surrounding properties located along Wilshire Boulevard are similar in size and scale. Furthermore, pursuant to Section 21099(d)(1) of the California Public Resources Code (PRC), the project is a mixed-use residential project located on an infill site within a transit priority area. As such, aesthetic impacts shall not be considered a significant impact on the environment. Therefore, no impact would occur.	
d.	NO IMPACT	A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is	

		common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed project would include nighttime security lighting primarily along the perimeter of the project site. However, the security lighting would be night-friendly LEDs and would not substantially change existing ambient nighttime lighting conditions. Nevertheless, pursuant to Section 21099(d)(1) of the California Public Resources Code (PRC), the project is a mixed-use residential project located on an infill site within a transit priority area. As such, aesthetic impacts shall not be considered a significant impact on the environment. Therefore, no impact would occur.	
II. AGRICULTURE AND FOREST RESOURCES			
a.	NO IMPACT	A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is developed with a two-story, 4,732 square-foot structure, a one-story, 4,668 square-foot structure and a surface parking lot. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under a Williamson Act Contract. The project site is not zoned for agricultural use or under a Williamson	

		Act Contract. The project site is currently zoned C4-2, R4-2 and R4P-2. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Act Contract. Therefore, no impact would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned C4-2, R4-2 and R4P-2. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
d.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned C4-2, R4-2 and R4P-2. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use or Forest Land to Non-Forest Use. The project site does not contain farmland, forestland, or timberland. Therefore, no impact would occur.	
III. AIR QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	The proposed mixed-use project would neither conflict with the SCAQMD's 2012 Air Quality Management Plan (AQMP) nor jeopardize the region's attainment of air quality standards. The AQMP focuses on achieving clean air standards while accommodating population growth forecasts by the Southern California Association of Governments (SCAG).	

		Specifically, SCAG's growth forecasts from the 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) are largely built off local growth forecasts from local governments like the City of Los Angeles. The 2012 RTP/SCS accommodates up to 3,991,700 persons; 1,455,700 households; and 1,817,700 jobs in the City of Los Angeles by 2020. The Draft 2016 RTP/SCS, released for public review on December 4, 2015, accommodates 4,609,400 persons; 1,690,300 households; and 2,169,100 jobs by 2040. The project site is located in the City's Wilshire Community Plan area. The Community Plan implements land use standards of the General Plan Framework at the local level. The project is consistent with the City's projected growth capacity for the Community Plan area, which accommodated a projected population of 337,144 persons and housing base of 138,330 units by 2010. The City has not updated projections beyond 2010 for the Community Plan area. The project could add 556 residents to the Plan area, based on the City's projected household density in the Community Plan area. This would marginally increase population in the South Coast Air Basin. The project site is classified as "Regional Center Commercial" in the Community Plan, a zoning classification that conditionally allows residential uses. As such, the RTP/SCS' assumptions about growth in the City accommodate housing and population growth on this site. As such, the project does not conflict with the population-based growth assumptions in the regional air plan and project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**Construction-related emissions were estimated using the South Coast Air Quality Management District's (SCAQMD's) CalEEMod 2013.2.2 model using assumptions from the project's developer, including the project's construction schedule of 24 months. Table 4 (found in the Air Quality and Greenhouse Gas Emissions Study, attached to the MND) summarizes the proposed construction schedule that was**	**III-90**

		modeled for air quality impacts. As shown in Table 5 (found in the Air Quality and Greenhouse Gas Emissions Study, attached to the MND), the construction of the project would produce VOC, NOX, CO, SOX, PM10, and PM2.5 emissions that do not exceed the SCAQMD's regional thresholds. Further, any concurrent work on phases during the construction period would not result in exceedances of these recommended thresholds. As a result, construction of the project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant. In terms of local air quality, the project would not produce emissions that exceed the SCAQMD's recommended localized standards of significance for NO2 and CO during the construction phase. However, construction activities could produce PM10 and PM2.5 emissions that exceed localized thresholds recommended by the SCAQMD, primarily from vehicle exhaust and fugitive dust emissions from off-road construction vehicles during the grading phase. As a result, construction impacts on localized air quality are considered significant but mitigable. Measures AQ-1 through AQ-4 (in Mitigation Measures III-90) call for the use of readily-available construction equipment that uses EPA-certified Tier 4 engines to reduce combustion-related PM2.5 (and PM10) emissions. Mitigation Measure AQ-5 addresses fugitive dust emissions of PM10 and PM2.5 that would be regulated by SCAQMD Rule 403, which calls for Best Available Control Measures (BACM) that include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. It should be noted that Table 5 conservatively does not assume the application of BACMs to control fugitive dust. The project also would produce long-term air quality emissions in the region primarily from motor vehicles that access the project	

		site. The project could add up to 508 net vehicle trips to and from the project site on a peak weekday at the start of operations in 2018. Operational emissions would not exceed SCAQMD's regional significance thresholds for VOC, NOX, CO, PM10, and PM2.5 emissions (Table 5). As a result, the project's operational impacts on regional air quality are considered less than significant. With regard to localized air quality impacts, the project would emit minimal emissions of NO2, CO, PM10, and PM2.5 from area and energy sources on-site. As shown in Table 6 (found in the Air Quality and Greenhouse Gas Emissions Study, attached to the MND), these localized emissions would not approach the SCAQMD's localized significance thresholds that signal when there could be human health impacts at nearby sensitive receptors during long-term operations. The Project's operational impacts on localized air quality are considered less than significant with incorporation of the mitigation measures.	
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**For regional ozone precursors, the project would not exceed SCAQMD mass emission thresholds for ozone precursors during construction. As such, the project's impact on cumulative ozone precursor emissions would be considered less than significant. Similarly, regional emissions of PM10 and PM2.5 would not exceed mass thresholds established by the SCAQMD; therefore, construction emissions impacts would be considered less than significant. When considering local impacts, cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. If any other proposed projects were to undertake construction concurrently with the proposed project, localized CO, PM2.5, PM10, and NO2 concentrations would not exceed ambient air quality**	**Incorporation of mitigation measure III-90 would reduce project impacts to less than significant levels.**

		standards at nearby receptors. The application of LST thresholds to each cumulative project in the local area would help ensure that each project does not produce localized hotspots of CO, PM2.5, PM10, and NO2. Any projects that would exceed LST thresholds would perform dispersion modeling to confirm whether health-based air quality standards would be violated and mitigate any significant localized emissions accordingly. Receptors that are located further away would not be threatened with exceedances of health-based standards, and emissions significantly disperse as a function of atmospheric stability, mixing heights, and other variables, with distance a critical factor. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting LST mass emissions thresholds that generally double with every doubling of distance. As such, the cumulative impact of construction projects on local sensitive receptors would be considered less than significant. Construction of the project would produce cumulative considerable emissions of localized nonattainment pollutants PM10 and PM2.5, as the anticipated emissions would exceed LST thresholds set by the SCAQMD. However, with implementation of Mitigation Measures AQ-1 through AQ-5, these impacts would be less than significant. As for cumulative operational impacts, the proposed land use will not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. Because the project's air quality impacts would not exceed the SCAQMD's operational thresholds of significance as noted in Table 6 (found in the Air Quality and Greenhouse Gas Emissions Study, attached to the MND), the project's impacts on cumulative emissions of non-attainment pollutants is considered less than significant. The project is a mixed-use project that does not include major sources of combustion or fugitive dust. As a result, its	

		localized emissions of PM10 and PM2.5 would be minimal. Similarly, existing land uses in the area include residential and commercial land uses that do not produce substantial emissions of localized nonattainment pollutants.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**Construction of the project could produce air emissions that impact several existing sensitive receptors near the project Site, including the following: Wilton Wilshire Arms, 3966 Wilshire Boulevard, multi-family residences; 115 feet east of the project site; Wilshire Adult Day Health Care, 3921 Wilshire Boulevard; 320 feet northeast of the project site; 3955 Ingraham Street, multi-family residences; 5 feet east of the project site; Single-family residence, 4000 Ingraham Street; 115 feet southwest of the project site; Single-family residences, 628 South Wilton Place; 275 feet north of the project site. As illustrated on Table 5, these nearby receptors could be exposed to substantial concentrations of localized pollutants PM10 and PM2.5 from construction of the project. Specifically, construction activities would exceed SCAQMD LST thresholds for PM10 and PM2.5 and represent a significant but mitigable impact. With implementation of Mitigation Measures AQ-1 through AQ-5, this impact would be less than significant (refer to Table 7). The project would generate long-term emissions from mobile sources that would generate negligible pollutant concentrations of CO, NO2, PM2.5, or PM10 at sensitive receptors and would be considered less than significant. Long-term operations of the project would not result in exceedances of CO air quality standards at roadways in the area. This is due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this project area. Second, auto-related emissions of CO continue to decline because of**	**Incorporation of mitigation measure III-90 would reduce project impacts to less than significant levels.**

		advances in fuel combustion technology in the vehicle fleet. Finally, the project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot. Screening analysis guidelines for localized CO hotspot analyses from Caltrans recommend that projects in CO attainment areas focus on emissions from traffic intersections where air quality may get worse. Specifically, projects that significantly increase the percentage of vehicles operating in cold start mode, significantly increase traffic volumes, or worsen traffic flow should be considered for more rigorous CO modeling. Traffic levels of service in the vicinity of the project would not be significantly impacted by traffic volumes from the development under existing or 2018 horizon scenarios. In addition, the project would not significantly increase the percentage of vehicles operating in cold start mode or substantially worsen traffic flow. Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions. However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs. In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution	

		facilities) and has provided guidance for analyzing mobile source diesel emissions. The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, Project impacts related to TACs would be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	The proposed project would introduce residential, restaurant, retail, and coffee shop land uses to the area but would not result in activities that create objectionable odors. The proposed does not include any land uses typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with on-site uses, such as the restaurant. As such, any odor impacts from the project would be considered less than significant.	
IV. BIOLOGICAL RESOURCES			
a.	NO IMPACT	A significant impact would occur if the project resulted in the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The subject property is located within an urbanized area and is currently developed with a two-story 4,732 square-foot structure, a one-story 4,668 square-foot structure, a surface parking lot and minimal landscaping. No endangered and/or threatened species are located within the property, and no such species has been observed on the property. As such, the project would not adversely affect endangered and/or threatened species either directly or indirectly through habitat modification. No impact would occur.	
b.	NO IMPACT	A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The subject property does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. As such, the project would not have any effect on	

		riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS). No impact would occur.	
c.	NO IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. The subject property does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The property is located in an urbanized area. As such, the project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impact would occur.	
d.	NO IMPACT	A significant impact would occur if the project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the urbanized nature of the subject property and surrounding area, the lack of a major water body, and the limited number of trees, the subject property does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the project would not interfere with wildlife movement or impede the use of native wildlife nursery sites. No impact would occur.	
e.	NO IMPACT	A significant impact would occur if the project would be inconsistent with local regulations pertaining to biological resources. The project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The subject property does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore or California bay trees. The project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Both the MBTA and CFGC	

		protects migratory birds that may use trees on or adjacent to the property for nesting and may be disturbed during construction of the project. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands). No impact would occur.	
f.	NO IMPACT	A significant impact would occur if the project conflicted with any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. The subject property and its vicinity are not part of any such area. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan. No impact would occur.	
V. CULTURAL RESOURCES			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be substantially altered the environmental context of, or removed identified historical resources. The project includes the demolition of two (2) structures, one built in 1923 and the other built in 1964, however, neither structure 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, based on the analysis provided by PCR Services Corporation (and attached to this MND), and with the concurrence of the Planning Department's Office of Historic Resources, neither the project site, nor the existing structures were found to be eligible as historic resources under any of the applicable federal, state, or local criteria and due to previous alterations, they do not retain integrity, and are no longer able to convey their historical significance. Therefore, project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or	

		destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore,	

		project impact would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, project impacts would be less than significant.	
VI. GEOLOGY AND SOILS			
a.	NO IMPACT	The project is not located within an Alquist-Priolo Earthquake Fault Zone. No impact would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities are associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton). Consequently, construction of the proposed project could expose people and structures to	

		strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project would cause personal injury, death or property damage as a result of liquefaction. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Areas Susceptible to Liquefaction, Exhibit B, the subject property is located within a Liquefiable Area. Nevertheless, the project would comply with the current seismic design provisions of the California Building Code (CBC) which incorporates the latest seismic design standards for structural loads and materials to mitigate losses from an earthquake and provide for the latest in earthquake safety. Additionally, the project would be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code as well as required by the Department of Building and Safety. Therefore, project impacts would be less than significant.	
d.	NO IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Landslide Inventory & Hillside Areas, Exhibit C, the subject property is	

		not located within a Landslide Area. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impact would occur.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Nevertheless, construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. In addition, the project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP) which would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. Furthermore, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety. Therefore, project impacts would be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. The construction of the proposed project would have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the porous space previously occupied by the removed fluid. The subject property is not identified as being located in an oil field	

		or within an oil drilling area. The project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Furthermore, the project would be required to comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety. Therefore, project impacts would be less than significant.	
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. Nevertheless, the project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Therefore, project impacts would be less than significant.	
h.	NO IMPACT	A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.	
VII. GREEN HOUSE GAS EMISSIONS			
a.	LESS THAN SIGNIFICANT IMPACT	Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and anthropogenic (human	

		generated), that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate compliance with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the project would be consistent with local and statewide goals and polices aimed at reducing the generation of GHGs. Therefore, project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and**	**VII-10**

		more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The project would provide infill development proximate to a major transportation corridor (Metro Purple Line, Metro Rapid 710 & 720, and Santa Monica Big Blue Bus Rapid 7) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project would provide new housing/job growth in proximity to urban uses, including transportation/transit and could provide a healthier environment by reducing vehicle trips and corresponding GHG emissions. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions. Nevertheless, materials used during construction may emit GHG emissions. Nevertheless, incorporation of the mitigation measures would reduce project impacts to less than significant levels.	
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential and retail/commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies. No industrial uses or activities are proposed that would	

		result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a mixed-use (residential and retail/commercial) development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance with applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The existing structures on the subject property were built in 1923 and 1964, and therefore may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of these buildings would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. Therefore, project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The subject property is located approximately 0.15 miles east of Wilshire Park Elementary School. The project	

		would provide for a mixed-use, infill development that consists of residential and retail uses. These types of uses would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. Nevertheless, as discussed above, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements, and project impacts would be less than significant.	
d.	NO IMPACT	A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the project were located within an airport land use plan area, or within two miles of any public or public use airports, or private air strips and its location would have the potential to result in a safety hazard for people residing or working in the project area. The project is not located within 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. Therefore, no impact would occur.	
f.	NO IMPACT	A significant impact would occur if the project were located within the vicinity of a private airstrip and its location would have the potential to result in a safety hazard for people residing or working in	

		the project area. The project is not located within the vicinity of a private airstrip. Therefore, no impact would occur.	
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The subject property is located approximately 0.25 miles west of Western Avenue, the nearest designated Disaster Route. Nevertheless, the project would not require the closure of any public or private streets during construction or operation and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and project impacts would be less than significant.	
h.	NO IMPACT	A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The subject property is located in a highly urbanized area of the City. The area surrounding the project site is completely developed. Additionally, the property it is not located within a Very High Fire Hazard Severity Zone. The project would not expose people or structures to a risk of loss, injury, or death involving wildland fires. Therefore, no impact would occur.	
IX. HYDROLOGY AND WATER QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). As is typical of most non-industrial urban development, stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the	

		stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development BMPs Handbook. Conformance would be ensured during the permitting process with the Department of Building & Safety. Therefore, the project would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality, and project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. In addition, the City's Stormwater and	

		Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater and to maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development BMPs Handbook. Conformance would be ensured during the permitting process with the Department of Building & Safety. Therefore, the project would not impact groundwater supplies or groundwater recharge, and project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Therefore, alterations to existing drainage patterns within the project site and surrounding area such that it would cause significant on- or off-site erosion or siltation would not occur, and project impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. As discussed above, there are no streams or rivers located in the project vicinity. During operation of the project, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing	

		conditions. Therefore, alterations to existing drainage patterns within the site and surrounding area such that it would cause significant on- or off-site flooding would not occur, and project impacts would be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. The City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater and other related requirements in the City's Development BMPs Handbook. Such regulations and practices are designed in consideration of existing and planned stormwater drainage systems. Conformance would be ensured during the permitting process with the Department of Building & Safety. Therefore, water runoff during construction activities and operation of the project would not exceed the capacity of existing or planned drainage systems, and project impacts would be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a project includes sources of water pollutants that would have the potential to substantially degrade water quality. The project does not include sources of contaminants which could potentially degrade water quality, but nevertheless the project would comply with all federal, state and local regulations governing storm water discharge. Project impacts would be less than significant.	
g.	NO IMPACT	A significant impact would occur if the proposed project included housing and would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, 100-Year & 500-Year Flood Plains, Exhibit F,	

		the subject property is not located within a 100-year flood plain, though it is located within a 500-year flood plain. Therefore, while the project does include housing, it is not located within a 100-year flood plain, and no impact would occur.	
h.	NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, 100-Year & 500-Year Flood Plains, Exhibit F, the subject property is not located within a 100-year flood plain, though it is located within a 500-year flood plain. Therefore, while the project does include structures and may impede or redirect flood flows, it is not located within a 100-year flood plain, and no impact would occur.	
i.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. According to the Safety Element of the City of Los Angeles General Plan, Inundation & Tsunami Hazard Areas, Exhibit G, the subject property is not located within a Potential Inundation Area. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, and no impact would occur.	
j.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. According to the Safety Element of the City of Los Angeles General Plan, Inundation & Tsunami Hazard Areas, Exhibit G, the subject property is located within Areas Potentially Impacted by a Tsunami. Therefore, the project would not expose	

		people or structures to a significant risk of loss, injury, or death involving flooding, and no impact would occur.	
X. LAND USE AND PLANNING			
a.	NO IMPACT	A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier or isolated land uses that could interrupt the typical activities or change the land use conditions within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The project is a new mixed-use, infill development in an urbanized area and would not divide an established community. Therefore, no impact would occur.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Wilshire Community Plan Area. The site is zoned C4-2, R4-2 and R4P-2, with a General Plan land use designation of Regional Center Commercial. The applicant has requested a Zone Change to the C4-2 Zone for the entire site. The proposed project would be comprised of 228 dwelling units and 16,955 square feet of commercial floor area. Both commercial and residential uses are permitted in C4 zoned lots with a development density of 200 square feet per dwelling unit (as a mixed-use development) and the Floor Area Ratio is restricted to 6 to 1. If the requested Zone Change to the C4-2 Zone is approved, the project would conform to the allowable land uses pursuant to the General Plan and Los**	**X-60** **Incorporation of mitigation measure XII-170 would reduce project impacts to the Noise Element to less than significant levels.**

		Angeles Municipal Code. Nevertheless, Objective 2.1 of the Housing Element aims to "promote safety and health within neighborhoods," Objective 4.3 of the Air Quality Element aims to "ensure that land use plans separate major sources of air pollution from sensitive receptors such as schools, hospitals and parks," and Objective 2 of the Noise Element aims to "reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses." The project is located along Wilshire Boulevard, a designated Avenue I which generates large amounts of pollution and noise. Therefore, the project's location would conflict with the Housing Element's objective to promote safety and health within neighborhoods; the Air Quality Element's objective to separate major sources of air pollution from sensitive receptors; and the Noise Element's objective to reduce nonairport related intrusive noise relative to noise sensitive uses. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.	
c.	NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The subject property is not located within any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	
XI. MINERAL RESOURCES			
a.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The subject property is not classified by the City as containing significant mineral deposits. The property is currently designated for commercial or residential uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. The proposed project would not result in the loss of availability of any	

		known regionally- or locally-valuable mineral resource. Therefore, no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The subject property is not classified by the City as containing significant mineral deposits. The property is currently designated for commercial or residential uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. The proposed project would not result in the loss of availability of any known regionally- or locally-valuable mineral resource. Therefore, no impact would occur.	
XII. NOISE			
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the project resulted in construction activities lasting more than one day that exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use; construction activities lasting more than 10 days in a three month period that exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at anytime on Sunday. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction,**	**XII-170**

		Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, which prohibit the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Therefore, construction related noise impacts would be less than significant. Nevertheless, as discussed above in Section X.b, the project would conflict with the Noise Element's objective to reduce nonairport related intrusive noise relative to noise sensitive uses. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.	
b.	LESS THAN SIGNIFICANT IMPACT	The City of Los Angeles does not address vibration in the LAMC or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level capable of damaging structures. The construction activities that typically generate the most severe vibrations are blasting and impact pile driving. These types of activities are not proposed by the project. The FTA has published standard vibration velocities for various construction equipment operations. The estimated vibration velocity levels from most construction equipment would be well below the significance thresholds. Therefore, project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of any other occupied	

		properties by more than 5 dBA. Therefore, project impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed above, the project may result in significant temporary or periodic increases in noise levels during construction; however such increases would be considered less than significant.	
e.	NO IMPACT	A significant impact would occur if the project were located within an airport land use plan area, or within two miles of any public or public use airports, or private air strips and its location would have the potential to result in a safety hazard for people residing or working in the project area. The project is not located within 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. Therefore, no impact would occur.	
f.	NO IMPACT	A significant impact would occur if the project were located within the vicinity of a private airstrip and its location would have the potential to result in excessive noise levels for people residing or working in the project area. The project is not located within the vicinity of a private airstrip. Therefore, no impact would occur.	
XIII. POPULATION AND HOUSING			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of 228 residential units. The increase in the housing stock resulting from the project would not be considered substantial in consideration of anticipated growth. The Southern California Association of Governments' (SCAG) 2020 population projections for the City (2012-2035 Regional Transportation Plan) estimate that the City's residential population will grow to 3,991,700 residents in 2020, an increase of 87,043 residents over 2013 conditions. The project would meet a	

		growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the project would not induce substantial population growth in the project area, either directly or indirectly. Therefore, impacts would be less than significant.	
b.	NO IMPACT	A significant impact would occur if the proposed project would displace a substantial quantity of housing units. The proposed project would not result in the displacement of any housing units. No impact would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project would displace a substantial number of people. The proposed project would not result in the displacement of any people. No impact would occur.	
XIV. PUBLIC SERVICES			
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the project requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The LAFD generally considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. The subject property and the surrounding area are currently served by Fire Station 29, located at 4029 West Wilshire Boulevard, approximately 0.1 miles west of the property. The proposed mixed-use development consisting of 228 dwelling units and 16,955 square feet of commercial floor area would increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given the location of existing fire stations, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance**	**XIV-10**

		objectives for fire protection. The project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Nevertheless, incorporation of the mitigation measures would further reduce project impacts to less than significant levels.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed mixed-use development consisting of 228 dwelling units and 16,955 square feet of commercial floor area would increase demand for police service. The subject property and the surrounding area are currently served by LAPD's Olympic Community Police Station, located at 1130 South Vermont Avenue, approximately two (2) miles southeast of the property. Project would not create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Nevertheless, incorporation of the mitigation measures would further reduce project impacts to less than significant levels.**	**XIV-20, XIV-30, XIV-40**
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The project would add 228 residential units, which could increase enrollment at schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which	

		would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, project impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 228 units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 23,090 square feet of open space. This project feature would reduce the demand for park space created by the proposed project. In addition, the payment of required impact fees by the proposed mixed-use development within the City of Los Angeles per Section 12.33 of the L.A.M.C. and the City's Dwelling Unit Construction Tax would offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities, and project impacts would be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed mixed-use development consisting of 228 dwelling units and 16,955 square feet of commercial floor area could result in increased demand	

		for other public facilities. While the increase in population as a result of the proposed project may create a demand for other public facilities, the project would not create substantial capacity or service level problems that would require the provision of new or physically altered public facilities in order to maintain an acceptable level of other government services. Therefore, project impacts would be less than significant.	
XV. RECREATION			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 228 units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 23,090 square feet of open space. This project feature would reduce the demand for park space created by the proposed project. In addition, the payment of required impact fees by the proposed mixed-use development within the City of Los Angeles per Section 12.33 of the L.A.M.C. and the City's Dwelling Unit Construction Tax would offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities, and project impacts would be less than significant.	
b.	NO IMPACT	A significant impact would occur if the proposed project would necessitate construction of new recreational facilities, which would adversely impact the environment, or require the expansion or development of parks or other recreational facilities in order to maintain acceptable service ratios, or other performance objectives for parks. The project does not include or require	

		the construction of any recreational facilities. No impact would occur.	
XVI. TRANSPORTATION/TRAFFIC			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the project generates and/or causes a diversion or shift of 500 or more daily trips or 43 or more p.m. peak hour vehicle trips on the street system. Based on a Traffic Impact Assessment letter from LADOT dated March 8, 2016 (attached to this MND), the project would generate a net increase of approximately 503 daily trips, a net reduction of 44 trips in the a.m. peak hour and a net increase of 78 trips in the p.m. peak hour. Based on LADOT's traffic impact criteria, the proposed project is not expected to result in any significant traffic impacts at the ten intersections that were studied as part of the traffic study. Therefore, project impacts would be less than significant.	
b.	NO IMPACT	A significant impact may occur if the proposed project added 150 or more one-way vehicle trips to a Congestion Management Program (CMP) mainline freeway monitoring segment during either the a.m. or p.m. peak hours or added 50 or more a.m. or p.m. peak hour trips to a freeway on- or off-ramp. In accordance with the CMP administered by the Los Angeles County Metropolitan Transportation Authority, the project was not required to include any freeway impact analysis. Therefore, no impact would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project changed air traffic patterns. The project does not include any construction or a use which would affect air traffic patterns. No impact would occur.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the proposed project design features/physical configurations affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists or the physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, which could cause vehicle/pedestrian, vehicle/bicycle or**	**XVI-80**

		vehicle/vehicle conflicts. During construction the project may require the temporary closure of sidewalks abutting the project site. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The subject property is located approximately 0.25 miles west of Western Avenue, the nearest designated Disaster Route. Nevertheless, the project would not require the closure of any public or private streets during construction or operation and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and project impacts would be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project would conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of facilities supporting alternative transportation. The project's proximity to major transportation/transit services (Metro Purple Line, Metro Rapid 710 & 720, and Santa Monica Big Blue Bus Rapid 7) will encourage greater use of public transportation, bicycle or pedestrian facilities. The 228 dwelling units and 16,955 square feet of commercial floor area would provide new housing/job growth on an infill site, further supporting the use of alternative forms of transportation. The project, as proposed, would provide a total of 267 bicycle parking spaces. As such, the project would not conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities or	

		otherwise decrease the performance or safety of facilities supporting alternative transportation. Project impacts would be less than significant.	
XVII. UTILITIES AND SERVICE SYSTEMS			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the (Los Angeles Regional Water Quality Control Board). A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Wastewater from the subject property would enter into and be treated by the Hyperion Treatment Plant (HTP), which is a part of the Hyperion Treatment System, which includes the Tilman Water Reclamation Plant and the Los Angeles–Glendale Water Reclamation Plant. The wastewater generated by the project would be typical of mixed-use (residential and commercial) developments. As the HTP is in compliance with the State's wastewater treatment requirements, the project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board's (RWQCB). Furthermore, as a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Therefore, project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would require the construction or expansion of new water or wastewater treatment facilities, such that the construction or expansion of such facilities would cause an environmental impact. The Department of Water and Power conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration	

		of anticipated growth. The addition of 228 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Nevertheless, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation 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, project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. As discussed above, the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater and other related requirements in the City's Development BMPs Handbook. Such regulations and practices are designed in consideration of existing and planned stormwater drainage systems. Conformance would be ensured during the permitting process with the Department of Building & Safety. Therefore, surface water runoff during construction activities and operation of the project would not exceed the capacity of existing or planned drainage	

		systems, and project impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Wastewater from the subject property would enter into and be treated by the Hyperion Treatment Plant (HTP), which is a part of the Hyperion Treatment System, which includes the Tilman Water Reclamation Plant and the Los Angeles–Glendale Water Reclamation Plant. The wastewater generated by the project would be typical of mixed-use (residential and commercial) developments. As the HTP is in compliance with the State's wastewater treatment requirements, the project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). Furthermore, as a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Therefore, project impacts would be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Wastewater from the subject property would enter into and be treated by the Hyperion Treatment Plant (HTP), which is a part of the Hyperion Treatment System, which includes the Tilman Water Reclamation Plant and the	

		Los Angeles–Glendale Water Reclamation Plant. The wastewater generated by the project would be typical of mixed-use (residential and commercial) developments. As the HTP is in compliance with the State's wastewater treatment requirements, the project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). Furthermore, as a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Therefore, project impacts would be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS or private waste haulers. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, project impacts would be less than significant.	
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid	

		waste during the operation of the proposed project is anticipated to be collected by the BOS or private waste haulers. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, project impacts would be less than significant.	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	LESS THAN SIGNIFICANT IMPACT	Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, during project construction, the proposed project may encounter unknown cultural resources, including archaeological and paleontological resources. Compliance with existing regulations would reduce impacts to less than significant levels.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. With the exception of impacts to emissions of localized nonattainment pollutants, the proposed project would not result in cumulatively considerable impacts. Therefore, incorporation of the mitigation measures would reduce cumulative impacts to less than significant levels.**	**Incorporation of mitigation measure III-90 would reduce project impacts to less than significant levels.**
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed**	**Incorporation of mitigation measures VII-70, X-60, XII-170, XIV-10, XIV-20, XIV-30, XIV-40 and XVI-80 would reduce project impacts to less than significant levels.**

		project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less than significant levels. Upon implementation of mitigation measures identified, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.	

HISTORICAL RESOURCES ASSESSMENT
AND ENVIRONMENTAL IMPACTS ANALYSIS REPORT

3974 WILSHIRE BOULEVARD
LOS ANGELES, CALIFORNIA



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I. INTRODUCTION

A. EXECUTIVE SUMMARY

The purpose of this Historic Resources Assessment and Environmental Impact Analysis Report ("Report"), completed by PCR Services Corporation (PCR), is to identify and evaluate historical resources that may be affected by the implementation of Jamison Properties LP's redevelopment project ("Project"), located at 3974 Wilshire Boulevard (Assessor Identification Number ("AIN"): 5092-030-003), 3975 Ingraham Street (AIN: 5092-030-027), and 3986 Wilshire Boulevard (AIN: 5092-030-035). These three parcels compose the Project Site. 3975 Ingraham Street is improved with a surface parking lot and 3986 Wilshire Boulevard is improved with a heavily altered commercial building constructed in 1964. As the improvements at 3975 Ingraham and 3986 Wilshire have not been included in any historical resources surveys, only the property at 3974 Wilshire Boulevard ("Subject Property") is evaluated within this Historical Resources Assessment.

The subject property is improved with a two-story commercial building, originally built as a Mediterranean Revival single-family residence in 1918. This Report was prepared to comply with the California Environmental Quality Act ("CEQA"), to assess the existing building and property setting on the subject property and neighboring parcels for eligibility as historical resources, and to analyze the potential impacts of the proposed Project on potential historical resources. This Report documents and evaluates the federal, state, and local significance and eligibility of the subject property. The Report includes a discussion of the survey methods used, a brief historic context of the property and surrounding area, the identification and evaluation of the subject property, and an impacts analysis.

PCR's Historic Resources Division conducted an intensive-level investigation which included a pedestrian survey, research, and evaluation of the subject property. As a result of our investigations, PCR found the subject property is not eligible, either individually or as a contributing member of potential district, under any of the applicable federal, state or local eligibility criteria. Although associated with three historic themes identified in the Los Angeles' Citywide Historic Context Statement, the subject property is heavily altered and does not retain sufficient integrity to convey its historical or architectural associations. Three periods of significance were identified for the subject property. Under the primary period of significance, the subject property is associated with the Early Residential Development of Wilshire Boulevard (1886-1928) and Mediterranean Revival Architecture (1887-1942). Under the secondary period of significance, the subject property is associated with the theme of Residential Properties Associated with Significant Persons in the Entertainment Industry (1908-1980) for associations with resident and film director Frank Borzage. Finally, under the tertiary period of significance, the subject property is associated with the Naval Aid Auxiliary (1942-1946), a prominent military aid organization in Southern California during World War II. However, due to extensive alterations, the subject property does not reflect or exemplify the broad cultural, political, economic, or social history of the nation, state, or city. The only aspect of integrity that the subject property retains is its location. As a result of alterations to the building and its surrounding environment, the subject property does not retain integrity of design, setting, materials, workmanship, feeling, or association. Therefore, under the integrity considerations outlined for Early Single-Family Residential Development, Mediterranean Revival Architecture, and Residential Properties Associated with Significant Persons in the Entertainment Industry, the subject property does not retain sufficient integrity to be eligible as a historical resource.

Therefore, PCR recommends the subject property be assigned a California Historical Resource Status ("CHRIS") code of 6Z, "found ineligible for the National Register, California Register, or Local designation through survey evaluation." The subject property was recorded on a Department of Parks and Recreation ("DPR") Form included in Appendix E.

Because the subject property is not a historical resource, the Project would have no direct impacts on historical resources on the Project Site. Furthermore, the Project would result in no indirect impacts to historical resources in the vicinity of the Project Site. Only a small number of historic resources are located in the immediate vicinity of the Project Site and these resources would have only indirect views of the Project and their eligibility as historical resources would not be impacted. Additionally, the historic setting in the area around the Project Site is already eroded by contemporary development.

B. PROJECT SITE

The Project Site is located at 3974-3986 Wilshire Boulevard and 3975 Ingraham Street, Western Wilshire Heights Tract, Lot 2, Lot 3 and Lot 46, as shown in Figure 1 and Figure 2 below. The Project Site is presently improved with a surface parking lot at 3975 Ingraham Street, a two-story commercial building constructed in 1964 at 3986 Wilshire Boulevard, and a two-story commercial building, originally constructed in 1918 as a Mediterranean Revival single-family residence at 3974 Wilshire Boulevard. The Project Site fronts Wilshire Boulevard to the north and is bordered to the west by S. Wilton Place and to the south by Ingraham Street. To the east is a large four-story brick apartment building. The area surrounding the Project Site is primarily commercial along Wilshire, with some multi-family residences. Off of Wilshire the development is residential in nature, with a mixture of single- and multi-family properties. There are a small number of high rise buildings in the vicinity, but generally the area is composed of low- to mid-rise structures.

C. PROJECT DESCRIPTION

The proposed Project would include a new ground up 7-story (plus mezzanine) mixed use building with a total of 228 residential units. The height of the proposed Project would not exceed 105 feet. The Project would include approximately 16,955 square feet of retail space. There would be three basement levels to accommodate parking. The footprint would be nearly rectangular, with a gently curving western edge along S. Wilton Place. The storefronts one the first floor would be clad in aluminum. Metal louvres would be placed on the exterior between the first and second floors, further visually dividing the retail and residential sections of the Project. The floors above would be clad in a mixture of glassfibre-reinforced concrete, an interlocking panel system, and smooth cement plaster. Along balconies and the mezzanine the guardrails would be constructed from frameless glass. A vinyl window system of large, rectangular windows would be used throughout. An outdoor pool would be incorporate into the second floor along S. Wilton Place. The Project plans are included in Appendix A.

D. METHODOLOGY

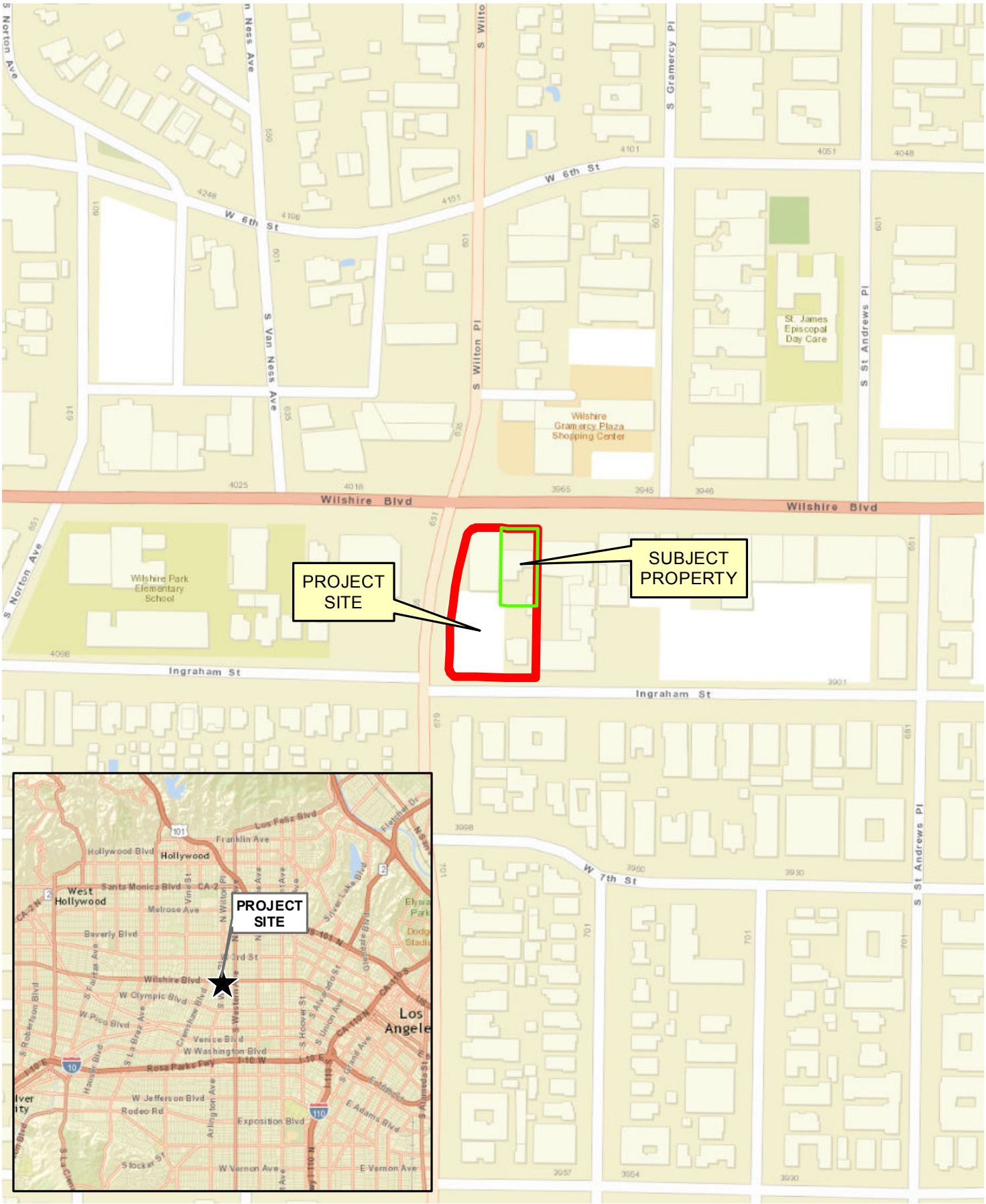
This Assessment Report was conducted by PCR's Historic Resources Division personnel, including Margarita C. Jerabek, Ph.D., Director of Historic Resources, Amanda Y. Kainer, M.S., Senior Architectural Historian, Virginia E. Harness, M.A., Architectural Historian, Adam F. Rajper, M.S., Architectural Historian Technician, and Stephanie Hodal, M.H.P. Candidate, Architectural Historic Intern whom meet and exceed the Secretary of

the Interior's Professional Qualification Standards in history and architectural history.[1] Professional qualifications are provided in Appendix F of this report.

The historical resources evaluation involved a review of the National Register and its annual updates, the California Register, the Statewide Historical Resources Inventory (HRI) database maintained by the State Office of Historic Preservation (OHP), and the City of Los Angeles's inventory of historic properties to identify any previously recorded properties within or near the Project Site, as well as environmental review assessments for other projects in the vicinity. An intensive pedestrian survey was also undertaken to document the existing conditions of the property and Project vicinity. In addition, the following tasks were performed for the study:

- Searched records of the National Register, California Register, City of Los Angeles Historic-Cultural Monuments ("HCM") designations, Community Redevelopment Agency Wilshire Center and Koreatown Recovery Redevelopment Area Historic Resources Survey, and SurveyLA.
- Conducted field inspections of the study area and the subject property, and utilized the survey methodology of the State OHP.
- Photographed the subject property and examined other properties in the area that exhibited potential architectural and/or historical associations.
- Conducted site-specific research on the property utilizing building permits, assessor's records, Sanborn fire insurance maps, City directories, historical photographs, California Index, Avery Index, Online Archive of California, USC Digital Collections, historical Los Angeles Times, and other published sources. Conducted research at the City of Los Angeles Department of Building and Safety and Los Angeles County Assessor.
- Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation, designation assessment processes, and related programs.
- Evaluated potential historic resources based upon criteria used by the National Register, California Register, and City of Los Angeles Cultural Heritage Ordinance.
- Assessed the Project against the CEQA thresholds for determining the significance of impacts to historical resources.

[1] *The Professional Qualification Standards are requirements used by the National Park Service and have been published in the Code of Federal Regulations ("CFR"), 36 CFR Part 61.*



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0 250 500 Feet

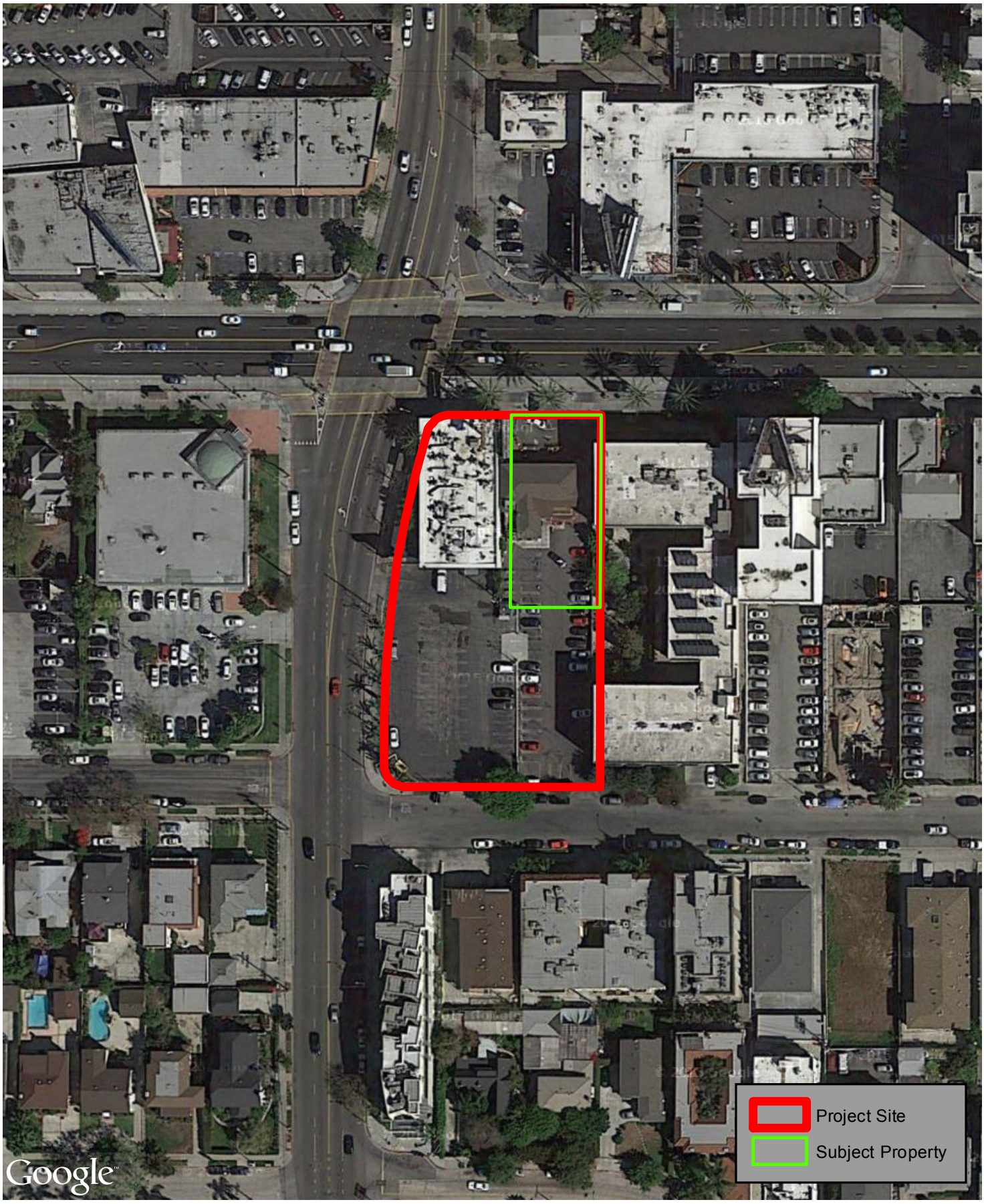
Regional and Project Vicinity Map

3974 Wilshire Boulevard, Los Angeles

Source: ESRI Street Map, 2009; PCR Services Corporation, 2016.

FIGURE

1



PCR

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0 100 200 Feet

Aerial View of Project Site and Vicinity

3974 Wilshire Boulevard, Los Angeles

Source: Google Maps (Aerial) 2015; PCR Services Corporation, 2016.

FIGURE

2

II. REGULATORY FRAMEWORK

Historic resources fall within the jurisdiction of several levels of government. Federal laws provide the framework for the identification, and in certain instances, protection of historic resources. Additionally, states and local jurisdictions play active roles in the identification, documentation, and protection of such resources within their communities. The National Historic Preservation Act (NHPA) of 1966, as amended and the California Public Resources Code (PRC), Section 5024.1, are the primary federal and state laws and regulations governing the evaluation and significance of historic resources of national, State, regional, and local importance. Descriptions of these relevant laws and regulations are presented below.

A. FEDERAL LEVEL

1. National Register of Historic Places

The National Register was established by the NHPA as "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."[2] The National Register recognizes properties that are significant at the national, state, and/or local levels.

To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Four criteria for evaluation have been established to determine the significance of a resource:

a. It is associated with events that have made a significant contribution to the broad patterns of our history;

b. It is associated with the lives of persons significant in our past;

c. It embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;

d. It yields, or may be likely to yield, information important in prehistory or history.[3]

Districts, sites, buildings, structures, and objects that are 50 years in age must meet one or more of the above criteria ***and*** retain integrity (this is, convey their significance) to be eligible for listing. Under the National Register, a property can be significant not only for the way it was originally constructed, but also for the way it was adapted at a later period, or for the way it illustrates changing tastes, attitudes, and uses over a period of time.[4]

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[2] *36 CFR Section 60.2.*

[3] *"Guidelines for Completing National Register Forms," in National Register Bulletin 16, U.S. Department of Interior, National Park Service, September 30, 1986. This bulletin contains technical information on comprehensive planning, survey of cultural resources and registration in the NRHP.*

[4] *National Register Bulletin 15, p. 19.*

Within the concept of integrity, the National Register recognizes seven aspects or qualities that, in various combinations, define integrity: Location, Design, Setting, Materials, Workmanship, Feeling, and Association:

1. *Location* is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

2. *Design* is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

3. *Setting* is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historic role. It involves *how*, not just where, the property is situated and its relationship to surrounding features and open space.

4. *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components.

5. *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. A property must retain key exterior materials dating from the period of its historic significance.

6. *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

7. *Association* is the direct link between an important historic event or person and a historic property. A property retains association if it *is* the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer.[5]

[5] *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, 44-45, http://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf, (accessed July 7, 2013).*

To retain historic integrity, a property will always possess most of the aspects and depending upon its significance, retention of specific aspects of integrity may be paramount for a property to convey its significance.[6] Determining which of these aspects are most important to a particular property requires knowing why, where and when a property is significant.[7] For properties that are considered significant under National Register Criteria A and B, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation ("National Register Bulletin 15")* explains, "a property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s)."[8] In assessing the integrity of properties that are considered significant under National Register Criterion C, *National Register Bulletin 15* states, "a property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique."[9]

B. STATE LEVEL

1. California Register of Historical Resources

The OHP, as an office of the California Department of Parks and Recreation (DPR), implements the policies of the NHPA on a statewide level. The OHP also carries out the duties as set forth in the PRC and maintains the HRI and the California Register. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the State's jurisdictions. Also implemented at the State level, CEQA requires projects to identify any substantial adverse impacts which may affect the significance of identified historical resources.

The California Register was created by Assembly Bill 2881 which was signed into law on September 27, 1992. The California Register is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change."[10] The criteria for eligibility for the California Register are based upon National Register criteria.[11] Certain resources are determined by the statute to be automatically included in the California Register by operation of law, including California properties formally determined eligible for, or listed in, the National Register.[12]

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[6] *The National Register defines a property as an "area of land containing a single historic resource or a group of resources, and constituting a single entry in the National Register of Historic Places." A "Historic Property" is defined as "any prehistoric or historic district, site, building, structure, or object at the time it attained historic significance. Glossary of National Register Terms, http://www.nps.gov/nr/publications/bulletins/nrb16a/nrb16a_appendix_IV.htm, (accessed June 1, 2013).*

[7] *National Register Bulletin 15, p. 44.*

[8] *"A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register." Ibid, p. 46.*

[9] *"A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style." Ibid.*

[10] *PRC Section 5024.1(a).*

[11] *PRC Section 5024.1(b).*

[12] *PRC Section 5024.1(d).*

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

- California properties listed on the National Register and those formally Determined Eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward;
- Those Point of Historical Interest (PHI) that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.[13]

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

- Individual historical resources;
- Historical resources contributing to historic districts;
- Historical resources identified as significant in historical resources surveys with significance ratings of Category 1 through 5;
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an Historic Preservation Overlay Zone (HPOZ).[14]

To be eligible for the California Register, a historic resource must be significant at the local, State, or national level, under one or more of the following four criteria:

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

Additionally, a historic resource eligible for listing in the California Register must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be recognizable as a historic resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of seven aspects of integrity similar to the National Register, location, design, setting, materials, workmanship, feeling, and association. Also like the National Register, it must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance. It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost

[13] *Ibid.*

[14] *PRC Section 5024.1(e)*

its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.[15]

2. California Office of Historic Preservation Survey Methodology

The evaluation instructions and classification system prescribed by the California OHP in its manual, *Instructions for Recording Historical Resources* (March 1995) provide a three-digit evaluation rating code ("Status Code") for use in classifying potential historic resources. The first digit indicates one of the following general evaluation categories for use in conducting cultural resources surveys:

1. Listed on the National Register or the California Register;
2. Determined eligible for listing in the National Register or the California Register;
3. Appears eligible for the National Register or the California Register through survey evaluation;
4. Appears eligible for the National Register or the California Register through other evaluation;
5. Recognized as Historically Significant by Local Government;
6. Not eligible for any Listing or Designation; and
7. Not evaluated for the National Register or California Register or needs re-evaluation.

The second digit of the Status Code is a letter code indicating whether the resource is separately eligible (S), eligible as part of a district (D), or both (B). The third digit is a number that is used to further specify significance and refine the relationship of the property to the National Register and/or California Register. Under this evaluation system, categories 1 through 4 pertain to various levels of National Register and California Register eligibility. Locally eligible resources are given a rating code level 5. Properties found ineligible for listing in the National Register, California Register, or for designation under a local ordinance are given an evaluation Status Code of 6. Properties given an evaluation Status Code of 6Z are "found ineligible for the National Register, California Register, or Local designation through survey evaluation."[16]

C. LOCAL LEVEL

1. City of Los Angeles

The City enacted a Cultural Heritage Ordinance in April 1962 which defines City Monuments. According to the Ordinance, City Monuments are sites, buildings, or structures of particular historic or cultural significance to the City in which the broad cultural, political, or social history of the nation, state, or City is reflected or exemplified, including sites and buildings associated with important personages or which embody certain distinguishing architectural characteristics and are associated with a notable architect. These City Monuments are regulated by the City's Cultural Heritage Commission and the City Council.

[15] *Codified in California Code of Regulations, Title 14, Chapter 11.5, Section 4852(c) which can be accessed on the internet at http://ohp.parks.ca.gov*

[16] *Ibid.*

a. Los Angeles Cultural Heritage Ordinance

The Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code, Chapter 9, Division 22, Article 1, Section 22.171.7) establishes criteria for designating local historic resources as City Monuments. A City Monument is any site (including significant trees or other plant life located on the site), building or structure or particular historic or cultural significance to the City of Los Angeles, including historic structures or sites:

- In which the broad cultural, economic or social history of the nation, state or community is reflected or exemplified; or
- Which is identified with historic personages or with important events in the main currents of national, State or local history; or
- Which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or
- A notable work of a master builder, designer, or architect whose individual genius influenced his or her age.

A proposed resource may be eligible for designation if it meets at least one of the criteria above.

When determining historic significance and evaluating a resource against the Cultural Heritage Ordinance criteria above, the Cultural Heritage Commission and the staff of the Office of Historic Resources often ask the following questions:

- Is the site or structure an outstanding example of past architectural styles or craftsmanship?
- Was the site or structure created by a "master" architect, builder, or designer?
- Did the architect, engineer, or owner have historical associations that either influenced architecture in the City or had a role in the development or history of Los Angeles?
- Has the building retained "integrity"? Does it still convey its historic significance through the retention of its original design and materials?
- Is the site or structure associated with important historic events or historic personages that shaped the growth, development, or evolution of Los Angeles or its communities?
- Is the site or structure associated with important movements or trends that shaped the social and cultural history of Los Angeles or its communities?[17]

With regard to integrity, the seven aspects of integrity of the National Register and California Register are the same and the threshold of integrity for individual eligibility is similar. However, the threshold of integrity for HPOZs is lower; a contributing structure in an HPOZ is a building that was constructed during the predominant period of development in the neighborhood and that has retained most of its historic features.

[17] *What Makes a Resource Historically Significant? City of LA Office of Historic Preservation, http://preservation.lacity.org/commission/what-makes-resource-historically-significant, (accessed July 7, 2013).*

b. Los Angeles Historic Preservation Overlay Zone (HPOZ)

City of Los Angeles Ordinance Number 175891, found in Section 12.20.3 of the Los Angeles Municipal Code, describes the procedures for creation of new Historic Preservation Overlay Zones (HPOZs), the powers and duties of HPOZ Boards, and the review processes for projects within HPOZs. The Ordinance was adopted by the Los Angeles City Council on March 19, 2004, and became effective on May 12, 2004.[18] An HPOZ is an area of the city which is designated as containing structures, landscaping, natural features or sites having historic, architectural, cultural or aesthetic significance. To receive such designation, areas must be adopted as an HPOZ by the City Planning Commission and the City Council through a zone change procedure that includes notification of all affected and nearby property owners and public hearings. Once designated, areas have an HPOZ overlay added to their zoning, and are subject to special regulations under Section 12.20.3 of the Los Angeles Municipal Code. Each HPOZ area has a five member HPOZ Board to review and make recommendations on projects and promote historic preservation within the designated area. Most types of exterior changes or improvements to properties in an HPOZ area require written approval from the City of Los Angeles Planning Department.[19]

Before an HPOZ may move into the formal adoption process, an historic resources survey of the proposed district must be completed. The survey studies the historic and architectural significance of the neighborhood and identifies structures and features as either "contributing" or "non-contributing" to the district. A contributing structure is a building that was constructed during the predominant period of development in the neighborhood and that has retained most of its historic features. A non-contributing structure is one that was either constructed after the major period of the neighborhood's development, or has been so significantly altered that it no longer conveys its historic character.[20]

According to Section 12.20.3 of the City of Los Angeles Municipal Code, features designated as contributing shall meet one or more of the following criteria:

- Adds to the Historic architectural qualities or Historic associations for which a property is significant because it was present during the period of significance, and possesses Historic integrity reflecting its character at that time; or
- Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or
- Retaining the building, structure, Landscaping, or Natural Feature, would contribute to the preservation and protection of the resource and its environment.[21]

[18] *"Citywide HPOZ Ordinance," City of Los Angeles Historic Resources, http://www.preservation.lacity.org/hpoz/citywide-hpoz-ordinance, (accessed July 24, 2013).*

[19] *"How to Establish an HPOZ," City of Los Angeles Office of Historic Resources, http://www.preservation.lacity.org/hpoz/how-establish-hpoz, (accessed July 24, 2013).*

[20] *"How to Establish an HPOZ," City of Los Angeles Office of Historic Resources, http://www.preservation.lacity.org/hpoz/how-establish-hpoz, (accessed July 24, 2013).*

[21] *"Citywide HPOZ Ordinance," City of Los Angeles Historic Resources, http://www.preservation.lacity.org/hpoz/citywide-hpoz-ordinance, (accessed July 24, 201), pgs. 11-12.*

III. HISTORIC CONTEXT

The historic context developed below presents the historical background necessary to evaluate the historical and architectural significance of the subject property at 3974 Wilshire Boulevard. This overview includes historic contexts for Early Residential Development of Wilshire Boulevard (1886-1928), Commercial Development of Wilshire Boulevard (1930-1964), Mediterranean Revival Architecture (1887-1942), architect Wilfred A. McCutcheon (1894-1965), film director Frank Borzage (1894-1962), and the Naval Aid Auxiliary (1942-1946). The subject property is associated with three SurveyLA themes: Early Single-Family Residential Development (1880-1930), Mediterranean Revival (1887-1942), and Residential Properties Associated with Significant Persons in the Entertainment Industry (1908-1980). The historic context is organized to correspond with the SurveyLA Historic Context Statement and is tailored to reflect the local history of the subject property.

A. EARLY RESIDENTIAL DEVELOPMENT OF WILSHIRE BOULEVARD (1886-1928)

1. Barley Field to Boulevard (1895-1913)

In 1886, Henry Gaylord Wilshire, an entrepreneur, socialist, and real estate speculator arrived in Los Angeles. Along with other entrepreneurial Angelenos at the turn of the 20th century, Wilshire bought and lost land in a boom-and-bust period fueled in part by the completion of the transcontinental railroad during the previous decade, speculation in real estate and mining, and accompanying population growth.[22]

In 1895, Gaylord Wilshire and his brother William subdivided a 35-acre barley field that was located just beyond the newly created Westlake Park (MacArthur Park). Located at the western boundary of the City of Los Angeles and situated between Sunset Park (Lafayette Park) on the west, 6th Street on the north, 7th Street on the south, and Westlake Park (MacArthur Park) on the east, the Wilshire brothers intended to improve the tract with opulent single-family residences that would attract wealthy patrons further west from Westlake Park. To garner attention and fanfare for the new subdivision, Wilshire created a 120-foot wide graveled road stretching four blocks between his parcel, Sunset Park (Lafayette Park) and Westlake Park (MacArthur Park). The wide road, bordered with concrete sidewalks, created an appealing streetscape, and Wilshire's fledgling tract was successful as one of the city's first elite enclaves and as a template for the boulevard's development.[23]

In contrast to later tract-housing developments modeled on a particular architectural style, homes in the Wilshire Boulevard Tract reflected the individual styles and tastes of their owners. Among the first important Angelenos to build residences in the tract was the publisher of the *Los Angeles Times*, Harrison Gray Otis, in 1898. Others followed, including *Los Angeles Express* publisher Edwin Tobias Earl, Arthur Letts, founder of the Broadway department store, and retired Ohio entrepreneur, Homer Laughlin. When the city expanded its boundaries one-half mile west from Hoover Street to Vermont Avenue in 1897, Wilshire Boulevard was extended to the new border but at a 45-degree angle from its original direction in order to better align the thoroughfare with downtown's urban grid.[24]

[22] *Kevin Roderick and J. Eric Lynxwiler, Wilshire Boulevard: Grand Concourse of Los Angeles, (Santa Monica: Angel City Press, 2005).*

[23] *Ibid.*

[24] *Ibid.*

By 1907, a little more than a decade after its original platting, the Wilshire Boulevard Tract had fully arrived as a residential district. The Los Angeles Times touted,

> *The district is designed to be an ideal foothill residential community…. Three years ago it was mostly inhabited by the frolicsome jackrabbit but now there are many fine residences upon it and the work of building continues… in beauty, picturesqueness, and social advantages, the Wilshire Boulevard district is unsurpassed, even in this land of charming residence sections*[25]

Residents enjoyed urban connectivity via an extended sixth-street streetcar line and, within the tract, "cement sidewalks and streets that are artistically laid out, well graded, and lined with palms, eucalyptus, and evergreens."[26]

In addition to the Wilshire Boulevard Tract, numerous other adjacent residential groups and individual homes were platted and sold during this period, pushing development of the boulevard westward in increments over time. These new communities of exclusive residents created a broad vocabulary of single-family residential architecture that was increasingly interspersed with sumptuous apartment-hotels, erected between the World Wars. As early as 1910, Wilshire's success attracted speculators who purchased many of the lengthening boulevard's original single-family residences and held them for later development as apartment or commercial properties. Over time, grand multi-level apartment houses replaced the original residences only to be subsequently replaced by retail and office buildings.[27]

Despite their prominence, almost none of these early Wilshire Boulevard residences are extant.[28] Residents of Wilshire Boulevard comprised many of the city's most prominent citizens and included "bankers, capitalists, and those who are seeking elegant homes in an exclusive section."[29]

2. Fifth Avenue of the West (1913-1928)

Southern California's next population boom in the 1920s ushered in a new era for Wilshire Boulevard, particularly in the area west of Hoover Street toward Western Avenue. The area's dramatic evolution during this period was the result of many factors, including the relaxation of single-family residential building restrictions, commercial expansion, the establishment of numerous houses of worship along Wilshire Boulevard, and the impact of the automobile on urban form. As the city continued expanding to the west, Wilshire Boulevard was the beneficiary of over a decade of explosive growth during which agricultural land transitioned to lavish residential streets, and an apartment and hotel district catering to artists and the emerging movie industry.[30]

[25] *Far from the City's Dust and Din," Los Angeles Times, October 23, 1907, P. III2.*

[26] *Ibid.*

[27] *Kevin Roderick and J. Eric Lynxwiler, Wilshire Boulevard: Grand Concourse of Los Angeles, (Santa Monica: Angel City Press, 2005).*

[28] *Ibid*

[29] *Far from the City's Dust and Din," Los Angeles Times, October 23, 1907, P. III2.*

[30] *Kevin Roderick and J. Eric Lynxwiler, Wilshire Boulevard: Grand Concourse of Los Angeles, (Santa Monica: Angel City Press, 2005).*

During the 1920s, commercial real estate values soared and Wilshire Boulevard gained a new moniker, "Fifth Avenue of the West."[31] An array of newly built commercial buildings and their associated neon signs appeared. In 1921, the Ambassador Hotel was opened on an enormous 23-acre parcel of land between Wilshire Boulevard and 8th Street. Designed by renowned local architect Myron Hunt and immediately hailed as one of the west's grandest resorts, the Ambassador became the site of some of the region's most momentous events, including the first Academy Awards which were held in the hotel's Blossom Room in May1929.[32] Radio and motion picture stars were regulars at the Ambassador, as were industrialists, foreign dignitaries, and a handful of American presidents. Tourists and locals alike flocked to experience the high-end area's numerous multi-story apartment buildings and emerging shopping district that emulated the glamour of New York's Fifth Avenue high rises—specifically, the Asbury, the Langham (1928), the Talmadge (1922), and the Windsor (1927).

Urban beautification efforts during this period included a 1927 plan by the Wilshire District Chamber of Commerce, which sought to distinguish Wilshire Boulevard as "one of the most unique commercial thoroughfares in the world." The ambitious landscape design consisted of a combination of trees, ornamental gratings and guards, and decorative sidewalk tiles.[33] Following the lead of the business community, neighborhood religious organizations followed suit and constructed large-scale architectural palaces catering to their wealthy parishioners. The Wilshire Boulevard corridor west of Lafayette Park (Sunset Park) witnessed the establishment of major "million-dollar" houses of worship that relocated to the area during the 1920s. The first to appear was the Romanesque-style Wilshire Christian Church (1926). Others soon followed: the Gothic Revival-style Immanuel Presbyterian (1929); the Flemish Gothic Revival-style St. James' Episcopal in (1926); and the Byzantine-Moorish Revival-style Wilshire Boulevard Temple (1929). The Wilshire Center is known today for its collection of impressive religious buildings that were erected in the 1920s due in part to Wilshire Boulevard's status as one of the most prestigious locations for new monumental buildings in Los Angeles at that time.[34]

Few factors were as crucial to the development of Los Angeles's urban form as the advent of the private automobile. While Native American paths, rancho boundaries, and streetcar lines established the template of the city's dispersed development pattern, cars brought Los Angeles into its own as a major metropolis and shifted the paradigm of American cities. By the mid-1920s, the automobile became the primary mode of transportation in Los Angeles, and the built environment changed to accommodate it in fundamental ways.[35] The very success of the Wilshire Boulevard corridor, in and of itself, was a powerful testament to shifts in public tastes and preferences. As driving downtown to conduct one's business became increasingly inconvenient, the amenities along Wilshire Boulevard provided a pleasant and attractive alternative. While the commercial decentralization out of downtown Los Angeles began in the early 1920s, it wasn't until the late 1920s and 1930s that commercial centers west of downtown, like Wilshire Boulevard, became true retail destinations. With the increased use of the automobile and a growing residential population near

[31] *"Soaring Wilshire Values Told," Los Angeles Times, April 8, 1928, P. E7.*

[32] *Betty Goodwin, Hollywood Du Jour (Santa Monica: Angel City Press, 1993), P. 13.*

[33] *"Wilshire Program Launched: Beautification Plan for Boulevard Announced by District Chamber," Los Angeles Times, May 29, 1927, P. E4.*

[34] *Kevin Roderick and J. Eric Lynxwiler, Wilshire Boulevard: Grand Concourse of Los Angeles, (Santa Monica: Angel City Press, 2005).*

[35] *SurveyLA, Draft Historic Context Statement 2/26/2008. Chapter 4 – Modern Times, 1913-1945. Context D: Commercial Development in the Early 20th Century, 1913-1945. Theme 4: Commercial Development and the Automobile, 1913-1945. p. 2.*

Wilshire, developers touted Wilshire Boulevard's diverse selection of department stores and wide, auto-oriented streetscape.[36]

Architectural changes to accommodate the automobile are evident in residential properties during this period. Some residential streets have single-family homes and driveways that were designed for easy automobile access. Other housing types only moderately accommodated cars and most apartment houses were built without any on-site parking. Select high-end apartment buildings contained subterranean parking garages constructed at great expense. Parking facilities were also cleverly incorporated into the built environment.[37] Spanish Colonial and Mediterranean Revival styles gained popularity following the 1915 Panama-California International Exposition in San Diego. Architect Bertram Grosvenor Goodhue's comprehensive set of Spanish Colonial Revival structures catalyzed a region-wide building trend that supplanted the previously popular Mission Revival style. The area's Spanish Colonial Revival commercial, civic and residential architecture was an important component in forging regional identity and achieving legitimacy tied to New Spain, since the style helped perpetuate powerful myths about California's origins and heritage. Decorative elements appropriated from indigenous American cultures (e.g., Native American, Mayan, and Aztec) were sometimes incorporated into Spanish Colonial Revival designs to infuse exoticism along with a certain brand of perceived cultural authenticity.[38]

The architectural features of Spanish Colonial Revival and Mediterranean styles (e.g. thick walls, glazed ceramic tile, and clay tile roofs) were also appropriate given the warm, dry climate and locally available materials. Variations of Spanish Colonial and Mediterranean Revival styles in the area include the elaborate and highly decorative Churrigueresque style, which is exemplified by the Chapman Park Market (1928-9) complex located on 6th Street, designed by the architect firm of Morgan, Walls and Clements. Examples of Spanish Colonial and Mediterranean Revival styles style exist throughout the Wilshire area, with the best examples concentrated west of Western Avenue. Various types, heights, and sizes remain – more modest structures often express these styles prosaically. Some taller multi-story structures, such those located at 242 North Western Avenue and 346 North Vermont Avenue, are currently and have historically been mixed-use buildings, with residential units placed above storefronts at street level. In addition to multi-story towers, examples of Spanish Colonial Revival-style courtyard housing designed in different configurations and typologies can also be found.

By the 1920s, architecture in Los Angeles at every scale – from the grandiose to the mundane – drew from European precedents and only eventually acquired unique nuances based on myriad influences. Hollywood's most famous export created a permissive, open-minded, and pioneering atmosphere in the built environment of the city at-large. In addition to Spanish and Mediterranean Revival styles, the French Renaissance, Tudor, and Chateauesque styles became an additional source of aesthetic inspiration in production design and architecture. Furthermore, the names given to apartment buildings, such as the St. Germaine and Chalfonte, evoked legitimacy, along with allusions to European aristocracy and quaint village life. The illuminated neon signs that became signature features of buildings along the corridor helped make such monikers more visible, and thus furthered the cultural and social aspirations of their inhabitants.

[36] *Ibid.*

[37] *"Lease Given Hotel for New Garage." LAT. March 18, 1929. P. E5.*

[38] *Carey McWilliams. Southern California: An Island on the Land. p. 345*

In addition to luxury residences and urbane shopping experiences, the area offered ample recreational opportunities such as the Bimini Baths spa, a bowling alley, movie houses, and the Palomar Ballroom, often credited as the location where Benny Goodman began the swing era in 1935, which hosted star entertainers such as Glenn Miller and Tommy Dorsey.

B. COMMERCIAL DEVELOPMENT OF WILSHIRE BOULEVARD (1930-1964)

1. Glamour and Infill (1929-1945)

Trends that emerged along the Wilshire corridor during 1920s, such as the development of an exclusive shopping district, luxury residences, and automobile-influenced innovations to urban form continued throughout the 1930s. The area was hard hit by the Great Depression, which delayed the planned 1929 "completion" of Wilshire Boulevard from downtown to Santa Monica until 1934; however, once completed, Wilshire Boulevard created the new opportunity of uninterrupted traffic flow and metropolitan mercantile establishments from the heart of downtown Los Angeles to Santa Monica.

Built in 1929, the upscale Bullock's Wilshire inaugurated a new era of suburban department store retailing. Designed by Los Angeles' renowned father-and-son architectural team of John and Donald Parkinson, the five-story Art Deco style building with its 241-foot tower became an instant beacon for Wilshire Boulevard upon completion. With its spacious *porte cochere* and valet parking service, the new Bullock's store was unlike any department store yet built. Announced in *Los Angeles Saturday Night*, the chronicle of 1920s society, Bullock's Wilshire was "a concrete expression of faith in the boulevard's rich destiny."53

Wilshire Center/Koreatown was the locus of department store shopping in the 1930s, as elaborate department stores attracted residents and non-residents alike. The success of Bullock's Wilshire paved the way for other downtown-based department stores to open branches along Wilshire Boulevard in the 1930s and early 1940s. Urbane sophistication came in the form of the I. Magnin and Mullen and Bluett department stores. Further west along the Miracle Mile, Desmond's, Silverwoods, and the May Company opened large stores. In 1930, to take full advantage of this prime location of Wilshire Boulevard and Western Avenue, Mr. de Roulet, commissioned Stiles O. Clements to design the magnificent Pellissier Building, generally known today as the Wiltern. When completed in 1931, the Pellissier Building was a Zigzag Moderne *tour de force* with its soaring vertical lines, chevrons, and aqua-green glazed terra-cotta tile cladding. The Pellissier Building housed the Warner Brothers (later Wiltern) Theater and today still serves as a visual, commercial, and cultural anchor of the area.[39]

Commercial buildings and multifamily residences provided opportunities to advance new trends in construction and design. Elements of the built environment that eventually became standard elements in cities across the nation were pioneered in the area. Bullock's Wilshire was the first major department store to contain a parking lot in the back. Furthermore, the rear entrance contained a level of detail and flourishes that until then had only typically been applied to street-facing entryways. Auto-centric Los Angeles was quick to embrace the illuminated sign and, as more multistory towers with fanciful names sought to establish and advertise their presence, flashy signage proved to the perfect method. From a distance, one could locate the Fox Normandie, Mayan, Windsor, Town House, Piccadilly, Hotel Chancellor, the Langham, or Astor Arms with relative ease.

[39] *Kevin Roderick and J. Eric Lynxwiler, Wilshire Boulevard: Grand Concourse of Los Angeles, (Santa Monica: Angel City Press, 2005).*

During the 1930s, with Wilshire Boulevard established as the finest shopping district in Southern California, the corridor was also a well-recognized playground for movie stars and socialites. Facing the Ambassador Hotel, the renowned Brown Derby restaurant opened in 1929. Over the years, some of Los Angeles' most famous restaurants had Wilshire Boulevard addresses, including the Brown Derby and Perino's. At the same time, modest commercial buildings – restaurants, cafes, small retail stores, and banks – began filling the spaces between Wilshire Boulevard's larger edifices. One of these, the drive-in restaurant, became another ubiquitous symbol of Los Angeles as this property type began to appear on the corners of major intersections throughout the region. On Wilshire, Simon's Drive-In was located on the southwest corner of Wilshire and Hoover just east of Bullock's in the 1930s. At the northwest corner of Western and Wilshire, sat Harry Carpenter's Sandwich Stand, which later became the expansive Melody Lane drive-in and cocktail lounge.[40]

The popularity of Wilshire Boulevard extended to other commercial corridors in the vicinity, such as Western Avenue and Vermont Avenue. Historic photographs, city directories, and other sources indicate that Western Avenue changed from a residential thoroughfare in 1921 to a major commercial artery by 1930. These corridors would continue to develop in the ensuing decades. The influence of the automobile continued to shape urban form during this period. The automobile showroom, an important property type, appeared and evolved during the entirety of the 20th century in Los Angeles, and was located along major commercial thoroughfares during this period. Wilshire Boulevard, Western Avenue, and Vermont Avenue contained the greatest concentration of automobile showrooms. Because motorcars represented the latest in technology and innovation, automobile showrooms during this period reflected the most popular architectural styles of the day, including Renaissance Revival, Spanish Colonial Revival/Churrigueresque, Art Deco, Streamline Moderne, and Moderne. While the automobile showroom property type was ubiquitous during the 1930s, after World War II, it appears that all of the automobile showrooms that were previously located along Wilshire were either demolished or adapted for new – sometimes auto-related – uses.

Artistic endeavors and patronage of the arts were also evident within the Wilshire area during this period. Lafayette Park served as a spatial embodiment of the area's refinement and cultural expression. In 1920, the park was renamed - from Sunset Park to Lafayette Park and functioned as the site of numerous ceremonies and dedications. In 1927, the American Green Cross planted a cypress tree from the Garden of Gethsemane in Lafayette Park.[41] In 1932, Local dignitaries, including actors and city officials, joined the Lovers of Shakespeare Society dedication of Lafayette Park's Shakespeare Garden, which attracted 500 attendees. Lafayette Park also received a sculpture under Public Works of Art (PWAP) in 1934, an early New Deal cultural program. The sculpture, a fountain entitled the Power of Water, was designed and executed by Henry Lion, Jason Herron, and Sherry Peticolas.[42]

2. "New York of the West Coast" (1946-1964)

The area's pre-World War II role as the nexus of cosmopolitan ease and luxury subsided during the post-World War II era. The development of office and commercial uses typified the boulevard from the 1940s to the 1960s. During the population boom of the midcentury years, office and modest residential uses were predominant. Commercial activities expanded and neighborhood corridors, such as Western Avenue,

[40] *Ibid*

[41] *"Green Cross Plants Tree," LAT, April 16, 1927, P. A1.*

[42] *"New Fountain Emphasizes Art Project's Civic Value," LAT, December 2, 1934, P. A6.*

continued to evolve. Developers such as Norman Tishman embraced Wilshire Boulevard, which became a highly sought after business address. Typical property types, often built in the Modern style, included the high-rise office building, infill stores, and the "dingbat" apartment.

By the 1950s, Wilshire Boulevard was Los Angeles' leading business address. Erected in 1952, Tishman Plaza was the first major high-rise office plaza to be erected on the boulevard. Its Modern architectural style set the direction for the many office towers that would rise along Wilshire Boulevard between Virgil Avenue and Western Avenue after World War II. The Tishman buildings heralded Wilshire Center's transition into a home for Fortune 500 companies.[43]

C. MEDITERRANEAN REVIVAL ARCHITECTURE (1887-1942)

Mediterranean Revival architecture (sometimes called Italian Renaissance) is a style that was used in early 20th century residential architect across the United States, especially after World War I. The style emerged in the late 19th century when it was primarily used for high-style residences designed by professional architects for wealthy clients. The well-known architecture firm of McKim, Mead & White is credited with sparking the revival with the Villard Houses in New York (Figure 3).

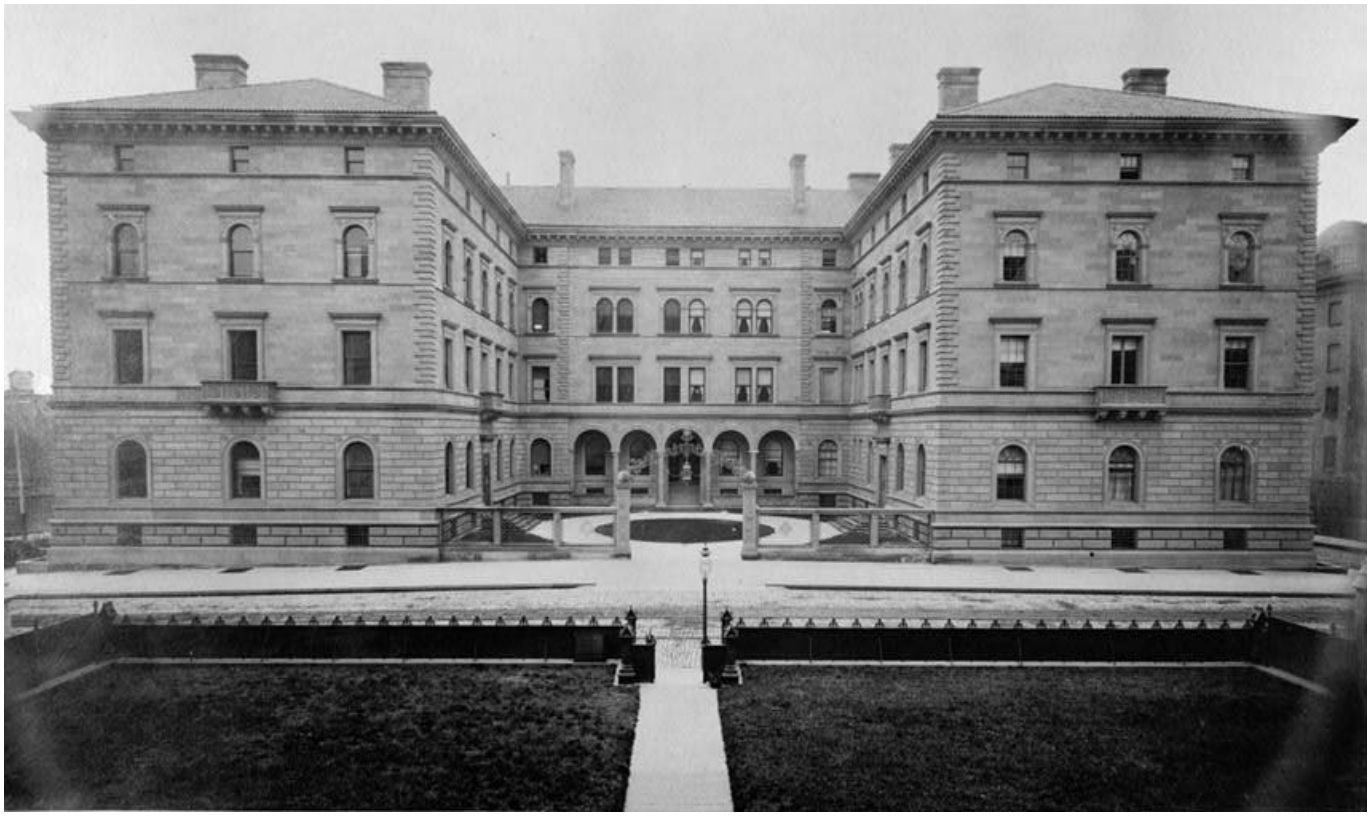


Figure 3. The west façade of the Villard Houses at 451-457 Madison Avenue in New York City (Library of Congress)

As opposed to its predecessor, the Italianate style, the Mediterranean Revival or Italian Renaissance style more closely evoked examples of Italian domestic architecture. This was primarily due to the fact that increased mobility between America and Europe had allowed many architects and their clients to visit Italy, giving them firsthand knowledge of the country's architecture. Additionally, advances in masonry veneering

[43] *Kevin Roderick and J. Eric Lynxwiler, Wilshire Boulevard: Grand Concourse of Los Angeles, (Santa Monica: Angel City Press, 2005).*

in the early 20th century allowed for better imitation of the stone and stucco that typically clad the original Italian buildings that inspired the American designs. These new techniques also helped the style to spread to more vernacular uses as the style came within the financial means of the middle-class in the 1920s. The style began to decline in the 1930s and had virtually disappeared from use by World War II.



Figure 4. Example of Mediterranean Revival built circa 1920 in Shelbyville, KY (McAlester, Field Guide to American Houses, 501)



Figure 5. Example of Mediterranean Revival built circa 1920s in Durham, NC (McAlester, Field Guide to American Houses, 505)

The typical character-defining feature of this style are a low-pitched hipped roof, wide overhanging eaves with decorative brackets, ceramic tile roof, smaller and less elaborate upper story windows, round arches above doors or first story windows, entrance accented by classical columns or pilasters, and a symmetrical façade. The exterior walls are typically clad in stone, stucco, or brick. Common decorative details include

quoins, roof-line balustrades, pedimented windows, classical door surrounds, molded cornices, and belt courses. [44]

D. WILFRED A. MCCUTCHEON (1894-1965)

Wilfred Arthur McCutcheon (b. 1884 Minnesota – d.1936 Los Angeles) is listed in the 1900 Federal Census as 16 years old and living in Riverside, CA. A Los Angeles Times announcement in 1903[45] indicates he travelled to Pasadena to enter the Throop Polytechnic Institute where he is listed that same year in the school's Annual Catalogue as a student in the Academy[46]. In 1909, McCutcheon married Stella Georgina Van Wig at her family's ranch in San Bernardino. As early as 1907, McCutcheon appeared in the Los Angeles City Directory as a draftsman, by 1910 as an architect, and in 1930 as a builder/contractor. McCutcheon is listed several times between 1915 and 1930 in Southwest Builder and Contractor as an architect and builder for homes in the emerging Wilshire and Hancock Park area. In 1920, the U. S. Census gives his residence as 3974 Wilshire, the house he was building for Frank Borzage. McCutcheon and his wife appear to live in the mid-Wilshire area until the late 1920s when they move to South Bristol in Brentwood Park. He and his wife had one child, a daughter in 1917. McCutcheon died in 1936 in Santa Monica according to his death notice in the Los Angeles Times.[47]

E. CONSTRUCTION HISTORY

The building permits on file at the City of Los Angeles Department of Building and Safety were reviewed to determine the history of construction and alterations for the subject property. Table 1 below summarizes the permit history of the subject property. The subject property was constructed as a single-family residence in 1918, by builder and architect W.A. McCutcheon. As originally designed, the house was 45' x 30' x 26'. It was comprised of two stories containing nine rooms. The 1918 construction also included a detached garage.

Within a few years the property passed into the ownership of film director Frank Borzage, who made several alterations during his twenty year residency. In 1921, Borzage had the cornice extended to a width of 2'6". The following year in 1922 he added a 12' x 13' sun and/or sleeping room on the second floor, apparently above an existing room. In 1924, Borzage added a room onto the detached garage to create an additional living space. A two story addition to expand the first floor dining room and create a second floor sleeping porch was added to the side (presumably the east side) in 1928 (Figure 6). The next year in 1929, Borzage enlarged the living room and dressing room, and added the balconies to the upstairs windows on the front elevation that remained in place until circa 2011 (Figures 7 & 8). In 1931, a new building for truck storage and a bathroom were added to the subject property.

In 1937, a new one-story building 45' x 50' x 14' was constructed on the subject property. The owner for the 1937 permit is listed as Walter Switzer, though Borzage is still listed as the resident of the subject property up to 1940. During World War II, the subject property was taken over by the Naval Aid Auxiliary and in 1945

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[44] *Virginia Savage McAlester, A Field Guide to American Houses (New York: Alfred A. Knopf, 2013), 496-508.*

[45] *"RIVERSIDE." 1903.Los Angeles Times (1886-1922), Feb 01, 8. http://ezproxy.lapl.org/login?url=http://search.proquest.com/docview/164176703?accountid=6749.*

[46] *Twelfth Annual Catalogue of Throop Polytechnic Institute, Pasadena, CA 1903-1904.*

[47] *Obituary 2 -- no Title." 1936.Los Angeles Times (1923-Current File), Feb 28, 20. http://ezproxy.lapl.org/login?url=http://search.proquest.com/docview/164561209?accountid=6749.*

a new military dormitory was erected on the subject property. The permit also notes two existing buildings on the subject property, with one functioning as a hotel.

After World War II the subject property became a commercial building. In 1964 a billboard was put up on the subject property. The building was "rehabilitated" in 1970, with no change to its structure. New signs were put up in 1987 and 1988. In 2011, the subject property was turned into a Tom 'n Toms coffee shop. An illuminated wall sign was added to the front elevation. In 2012, a new outdoor dining area and patio deck were added. Additionally, all exterior windows were replaced and the stucco was repaired or replaced. Additionally changes are apparent through the comparison of historic photos and maps to current conditions and include removal of the 1929 balconies, demolition of the first floor dining room addition to create vehicular access to the back parking low, one-story addition on the eastern side of the rear elevation, one-story covered patio addition to rear elevation with second floor balcony above, demolition of the detached garage, 1937 building, and military dormitory, addition of wood siding on front elevation first floor exterior, removal of tile roof and re-roofing with composite shingles, replacement of all windows on side and rear elevations, and complete remodeling of the interior (Figure 9).



Figure 6. 3974 Wilshire decorated for Christmas in 1928, during the residency of Frank and Rena Borzage. It is unclear if the pink color was added when the photo was made or added later (wilshireboulevardhouses.blogspot.com)



Figure 7. 1929 aerial view of 3974 Wilshire (wilshireboulevardhouses.blogspot.com)



Figure 8. 3974 Wilshire in 2011, prior to removal of original windows and 1929 balconies (wilshireboulevardhouses.blogspot.com)



Figure 9. 3974 Wilshire as it appears today (PCR 2015)

Table 1

Building Permits for 3974 Wilshire Boulevard

Date	Owner	Contractor	Architect/ Engineer	Description	Valuation
1918	S. G. McCutcheon	W. A. McCutcheon		New Residence: 45 x 30 x 26/2stories. Nine rooms, one family.	$4500
1918	S. G. McCutcheon	W. A. McCutcheon		New Garage: 20 x20 14	$200
1921	Frank Borzage	Vollstedt Lunn (Lumm?)		Residence: Extend cornice to 2'-6".	$500
1922	Frank Borzage	C. K. Steele		Residence Addition: one room – 12 x 13 – above a room below for use as a sun room or sleeping room.	$400
1924	Mrs. Frank Borzage	C. K. Steele		Garage Addition: Room measuring 14 x 19 to be added to garage for living purposes.	$450
1928	Mrs. Frank Borzage	Owner	Louis Selden (A)	Residence Addition: 2 stories measuring 11 x 26 to side of house to increase size of dining room on first story and add sleeping porch on second story.	$1200

Table 1 (Continued)

Building Permits for 3974 Wilshire Boulevard

Date	Owner	Contractor	Architect/ Engineer	Description	Valuation
1929	Mrs. Frank Borzage	R. W. Booth		Residence: Enlarge living room, dressing room and place balcony in front of upstairs windows in front of house. 8 x 10 x 2 stories on present building of 70 x 50.	$1500
2/6/1931	Frank Borzage	R. W. Booth		New Building: 8 x 14 x 9 building for truck storage.	$175
2/13/1931	Frank Borzage	R. W. Booth		Addition: 8 x 6 bathroom.	$600
1937	Walter Switzer	Charles Buschlen	Frank L. Stiff	New Building: 60 x 73 x 21/one story.	$10,000
1945	A.L. Rubin	Myers Brothers		New Building: 45 x 50 x 14/one story military dormitory on 50 x 150 lot with 2 existing buildings, one serving as a hotel.	$3000
1964	Gillett Outdoor Advertising		A.W. Schalzeder (E)	Sign: add 14 x 40 sign to existing 50 x 8 x 23/2 story building.	$3140
1970	Super Outdoor	Allbrite Sign	C.A. Vandam	Billboard inspection: 14 x 36 sign 43' above grade.	$4000
1978	Stewart Z. Weinstein		Arthur M. Gutt	Rehab: general non-structural rehab. Present use: office.	$25,000
1987	Charlie Chan Printing	Elro Manufacturing	David Erlich	Sign: 12 x 8 x 23 pole sign.	$7104
1988	Charlie Chan Printing			Sign: revise pole.	$752
12/2/2011	E. E. Express Sign and Neon			Sign: 2'-4" x 30'-6" internally illuminated channel letter wall sign – Tom 'n Toms	$1900
12/9/2011	Wilshire + Wilton, LLC	MAC	Julia Chang – Dc+B Line (A)	Add outside dining area d outside patron deck to original scope of work. Revise size of outside dining patio deck and parking location for the building.	$5000
2012	Wilshire + Wilton, LLC	MAC	Dongmyung Kim	COO: Change of use from retail to restaurant at first floor of 2 story commercial building with office at 2nd floor with outside dining area and outside patio deck. Provide rated stairway enclosure, repair and replace exterior stucco and windows.	

F. OCCUPANCY AND OWNERSHIP HISTORY

1. Frank Borzage (1894-1962)



Figure 10. Frank Borzage, age 27, as pictured in 1920 (Photoplay Magazine, Vol. 18, Issues 2-6, 1920)

Frank Borzage (b. April 23, 1893, Salt Lake City – d. June 19, 1962, Los Angeles) was a well-known early movie director and producer whose long career spanned four decades and encompassed over 100 films. Known for his "romantic transcendentalism and technically impeccable filmmaking"[48] Borzage received the first critical distinction for film given in the United States, the Photoplay Gold Medal in 1920. This was followed by two Oscars for directing, one presented at the industry's first ever Academy Awards in 1927 for *Seventh Heaven*, starring Janet Gaynor and Charles Farrell, and the second in 1931 for *Bad Girl*. In 1955 and again in 1957, Borzage was awarded The George Eastman Award, given by the George Eastman House for distinguished contribution to the art of film.[49] He was given a star on the Hollywood Walk of Fame in 1962.

Borzage started his career as an actor in 1912 for Thomas Ince, appearing in westerns and comedies before he began directing at the American Film Manufacturing Company in 1915. From 1917 – 1919 he acted and directed for Triangle Film Corporation; in the early 1920s he worked at Paramount Pictures, First National Pictures, and Metro-Goldwyn-Mayer; in 1925 he began work at Fox Film Corporation where he produced his

[48] *Michael Barson. "Frank Borzage, American film director and producer." Encyclopedia Britannica. http://www.britannica.com/biography/Frank-Borzage. Accessed October 10, 2015.*

[49] *http://www.eastmanhouse.org/museum/awards.php*

best known works. The film *Seventh Heaven* (1927) dominated the first Academy Awards with Oscars for best actress, screenplay, adaptation, and director as well as a nomination as best picture.

Borzage shifted from silent to sound pictures in 1929 with *They Had to See Paris,* starring Will Rogers, and continued with Fox until 1932 directing more hit films with leading stars including John McCormack, James Dunn, and Spencer Tracy. In 1932 Borzage began to freelance. At Paramount he directed Ernest Hemingway's *A Farewell to Arms* with Gary Cooper and Helen Hayes, *Secrets* (1933) with Mary Pickford – her last movie – beside Leslie Howard and Loretta Young. In 1934 he signed with Warner Brothers for a three year term during which he directed *Flirtation Walk* with Dick Powell and Ruby Keeler and other films starring luminaries such as Kay Francis and Marion Davies. In 1936 he completed *Desire* starring Gary Cooper and Marlene Dietrich. Movies followed with Errol Flynn, Charles Boyer, and Jean Arthur until Borzage arrived at MGM in 1937 where he stayed until 1942. There his prolific output continued with films starring Luise Rainer, Joan Crawford, Dorothy Lamour, Clark Gable, and Peter Lorre in successes including *The Shining Hour* (1938) and *The Mortal Storm* (1940). By 1943 he was associated with United Artists where he oversaw the all-star review *Stage Door Canteen* (1943) and films with Deanna Durbin, Ray Miland, Paul Henreid, Maureen O'Hara, Ginger Rogers, and Don Ameche. The film *Moonrise* (1948) was his last until a brief revival in the late 1950s during which he directed *China Doll* (1958) with Victor Mature and *The Big Fisherman* (1959) with Howard Keel.[50]

At his height from the mid-1920s through the 1940s, Borzage was considered an artistic equal with John Ford and Howard Hawks. He held not only the Photoplay and Academy awards, four of his works had bypassed the million dollar mark at the box office and he was "in the quartet of most highly paid filmmakers ($60,000 per film) alongside Ernst Lubitsch, Josef von Sternberg, and Rouben Mamoulian."[51]

As one of Los Angeles' most prominent directors, Borzage and his wife, the former vaudevillian and actress Lorena 'Rena' Rogers, lived large. He owned two villas, "one a stately domain on two floors…at 3974 Wilshire Boulevard"[52] lavishly decorated by his wife with "French style furniture, velvet, gold china and crystal in the style of Hearst Castle" and a beach house in Malibu. His extended family of parents, siblings and their families lived behind the Wilshire house on adjacent Ingraham Street.

The Borzages owned an "extravagant Hawaiian restaurant"[53] on Melrose, the Hawaiian Paradise (opened 1936), with palm trees, live parrots, a bamboo roof, and an orchestra flanked by two waterfalls flowing into a pond of tropical fish surrounding the dance floor. Borzage was an active member of the Hollywood Athletic Club, the Jockey Club, the Uplifters, and the Riviera Country Club playing polo, golf, squash, and handball while also being a competitive water skier, sailor, and pilot. His golf team, with whom he played every Sunday, included Will Rogers, Spencer Tracy, Walt Disney, and Dick Powell. Borzage boarded his 19 polo ponies at Spencer Tracy's and Fred MacMurray's respective ranches. Mrs. Borzage also operated two clothing stores in Honolulu at Waikiki Beach. Rena and Frank divorced in 1941. Frank Borzage subsequently married Edna Skelton, the former wife of Red Skelton, and divorced again in 1949. Borzage died of cancer in 1962 and is buried at Forest Lawn Memorial Park Cemetery.

[50] *Ibid.*

[51] *Herve Dumont, Frank Borzage. Jefferson, North Carolina: McFarland & Company, Inc., Publishers: 2006. 194-195.*

[52] *Ibid.*

[53] *Ibid.*

The director's penchant for melodramatic and sentimental emotional plotting caused his movies to lose favor with American audiences as public tastes changed following World War II, so much so that, by 2015, prints remain for fewer than half of his films.[54]

2. Naval Aid Auxiliary (1942-1946)

With the onset of World War II, the Borzage house, gardens, and tennis court at 3974 Wilshire, along with the property next door at 3986 Wilshire, were converted into a Naval Aid Auxiliary Shore Station. The initial plan was to serve up to 400 men on short leave from the Marine Corp, Coast Guard, and Navy with an inexpensive overnight bed and breakfast for $.50 per night in a homelike setting with socializing and entertainment, all staffed by a round-the-clock corps of up to 300 volunteers, overwhelmingly women. One house was to be used as the headquarters and the other converted into a dormitory with the outdoor space made available for at least one additional temporary wooden dormitory.[55]

By the time the Naval Aid Auxiliary was dedicated on November 25, 1943, it had capacity for 600 guests[56] and in addition to bunks had a dining room, snack bar, writing room, recreation room, and space for ping pong, games, bridge, and dancing. Actresses Joan Bennett and Loretta Young were featured at the opening along with a host of other actresses, wives of entertainment figures, and the women and daughters of greater Los Angeles who continued to manage and entertain at the station until it was closed with a final party on April 1, 1946.[57] A public auction notice in the April 7, 1946 *Los Angeles Times* announced that seven lumber dormitory buildings and the entire furnishings of the Naval Aid Auxiliary Shore Station were to be sold.

The Naval Aid Auxiliary was a new wartime organization at its launch in 1942[58] but it grew out of an existing group, Bundles for Blue Jackets, through which American women had been assisting British naval and merchant marine crews at for several years. Prior to the bombing of Pearl Harbor, the U. S. government's Lend Lease policy with Britain had opened American ports for needed ammunition and supply shipments to England. Women organized to support that policy providing lodging, food, entertainment, and social services to men in port on shore leave. After Pearl Harbor, the U.S. military requested that this group provide a similar service for American troops which it did under the name Bundles for America for the Army and as the Naval Aid Auxiliary for the Marine Corps, Coast Guard, and Navy. Focused in Los Angeles and San Diego, the two busiest war ports, the Naval Aid Auxiliary also supported the families of enlisted personnel and civilian employees with hospital support, nurseries for children, and clothing.[59] At the war's height, Bundles for America and the Naval Aid Auxiliary had over one thousand branches and over one million volunteers.[60]

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[54] *Susan King. "Director Frank Borzage's 'transcendent view of love' fuels UCLA film series. Los Angeles Times, July 4, 2015. Accessed October 27, 2015.*

[55] *Naval Aid Auxiliary Shore Section to Welcome Navy Men," Los Angeles Times, November 22, 1943, p A6.*

[56] *"Naval Auxiliary Aid Shore Station to be Dedicated Today," Los Angeles Times, November 24, 1943*

[57] *. "Shore Station of Naval Auxiliary Aid Society Sets Goodbye Fete," Los Angeles Times, March 28, 1946.*

[58] *"First Naval Auxiliary in History Projected: New Wartime Organization," Los Angeles Times, July 2, 1942.*

[59] *"Naval Aid Group Set for Action," Los Angeles Times, June 2, 1942.*

[60] *Alejandro de Quesada. The U. S. Home Front 1941-45 (New York: Osprey Publishing Ltd., 2008), 22*

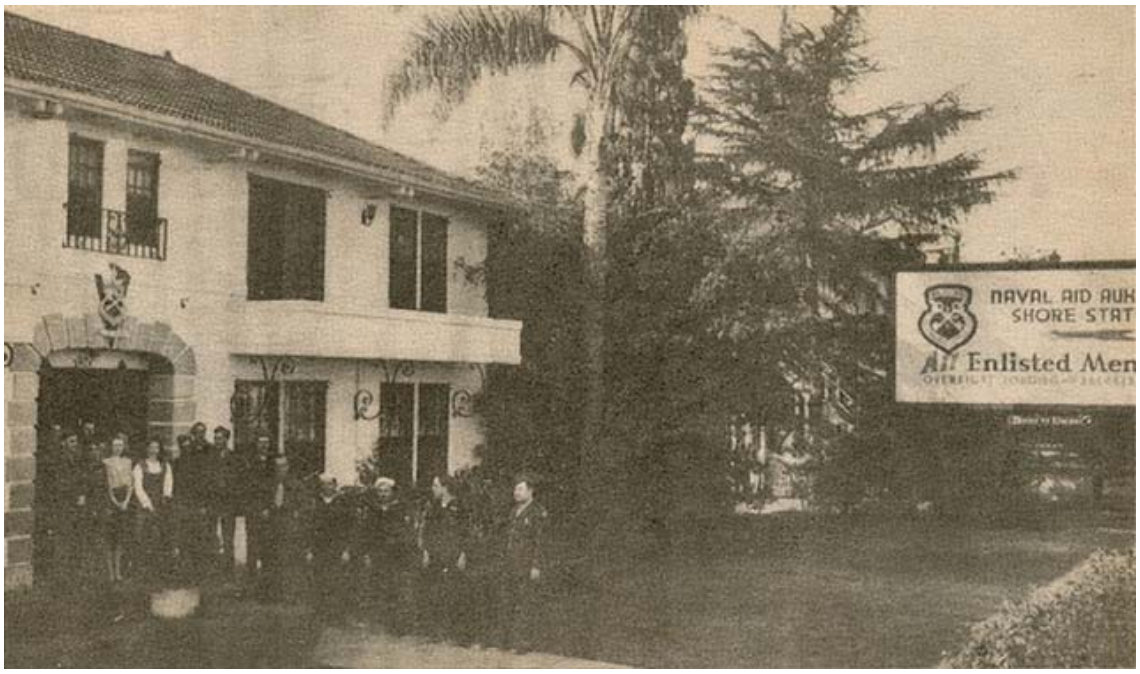


Figure 11. 3947 Wilshire as a Naval Aid Auxiliary Shore Station during World War II (wilshireboulevardhouses.blogspot.com)



Figure 12. Interior of N.A.A. Shore Station at 3974 Wilshire in February 1944 (Los Angeles Times)

IV. EVALUATION

A. PREVIOUS EVALUATIONS

1. Historical Resources in the Project Vicinity

The records search for cultural resources in the Subject Project vicinity involved review of PCR's in-house files, and SurveyLA data. Located within a dense, urban setting, with limited visibility, the search was conducted to capture all known resources within the project vicinity which may have views of the Project Site for the purpose of analyzing potential indirect impacts. PCR also consulted the National Register, California Register, Statewide Historical Resources Inventory (HRI), SurveyLA, and City Monument database to identify previously identified historical resources within the project vicinity.

One property (1) has been listed on the National Register, the California Register, and designated as Historic-Cultural Monuments by the City of Los Angeles:

- 4117-4127 Wilshire Boulevard: Los Altos Apartments, Spanish Colonial Revival apartment building constructed in 1925. Approximately 0.21 miles (1,110 feet) west of the project site; no view of the Project.

Five properties (5) appear eligible for the National Register (3S), California Register (3CS), and local listing (5S3) as an individual property through SurveyLA (2014-ongoing) and/or the Wilshire Center and Koreatown Recovery Redevelopment Area Historic Resources Survey (2009):

- 602 S Van Ness Avenue: Mediterranean Revival single-family residence constructed in 1929. Approximately 0.13 miles (675 feet) northwest of the project site; no view of the Project.

- 4016 W Wilshire Boulevard: French Revival single-family residence constructed in 1918. Approximately 0.08 miles (400 feet) west of the project site; no view of the Project.

- 4017 W Wilshire Boulevard: Mid-Century Modern commercial building constructed in 1949. Approximately 0.08 miles (435 feet) northwest of the project site; indirect view of the Project.

- 4051 W Wilshire Boulevard: Corporate International commercial building constructed in 1955. Approximately 0.14 miles (715 feet) northwest of the project site; indirect view of the Project.

- 3940 7th Street: Mediterranean Revival apartment house constructed in 1926. Approximately 0.14 miles (735 feet) southeast of the project site; no view of the Project.

Three properties (3) were identified in the Statewide Historical Resources Inventory as needing to be reevaluated (7N):

- 3903 Wilshire Boulevard: St. James Episcopal Church constructed in 1925. Approximately 0.11 miles (590 feet) northeast of the project site; indirect view of the Project.

- 621 S Manhattan Place: Los Angeles Christ Church constructed in 1924. Approximately 0.18 miles (960 feet) northeast of the project site; indirect view of the Project.

- 635 S Manhattan Place: Christ Church Rectory/Hall constructed in 1910. Approximately 0.19 miles (1,000 feet) northeast of the project site; no view of the Project.

2. Previous Evaluations of 3974 Wilshire Boulevard

The area in which the subject property is located was previously surveyed in the Community Redevelopment Agency Wilshire Center and Koreatown Recovery Redevelopment Area Historic Resources Survey in June 2009 and by SurveyLA January 2015. In 2009, the subject property was assigned a status code of 6Q[61] or "determined ineligible for local listing or designation as a historic district through a survey process; neighborhood or area may warrant special consideration for local planning." 6Q zones were identified as part of the 2009 survey as "concentrations of properties that still possess architectural character as a group but may not rise to the threshold of significance for formal designation as historic districts."[62] The 2009 DPR form recording the survey evaluation is included in Appendix D. The subject property has been substantially altered since the 2009 survey was conducted. SurveyLA did not identify the subject property as potentially eligible in the January 2015 survey of the Wilshire Area. It does not appear that any other previous evaluations of the subject property exist.

B. EVALUATION OF POTENTIAL HISTORICAL RESOURCES WITHIN THE PROJECT SITE

1. SurveyLA Registration Requirements and Eligibility Standards

Based upon the historical themes developed in Chapter III and in the Los Angeles Historic Context Statement, there are three significant SurveyLA themes associated with the property: a.) Early Single-Family Residential Development (1880-1930), b.) the Mediterranean Revival style (1887-1942), and c.) Residential Properties Associated with Significant Persons in the Entertainment Industry (1908-1980).[63] The following are the eligibility standards that define what character-defining features and integrity aspects a historical resource needs to have in order to be considered eligible in association with each theme. These eligibility standards have been developed below.

a. Early Single-Family Residential Development, 1880-1930

Property Type

- Single-Family Residence

[61] *The 6Q code is specific to SurveyLA. It has subsequently be changed to 6LQ.*

[62] *PCR Services Corporation, Intensive Historic Resources Survey Wilshire Center and Koreatown Recovery Redevelopment Area, prepared for Community Redevelopment Agency, City of Los Angeles, June 2009, 112-113.*

[63] *SurveyLA, Los Angeles Historic Context Statement Outline, Residential Development and Suburbanization, 1850-1980, Early Single-Family Residential Development, 1880-1930 (December 31, 2013): 1.*

SurveyLA, Los Angeles Historic Context Statement Outline, Architecture and Engineering, 1850-1980, Mediterranean Revival, 1887-1942 (January 16, 2014): 245.

SurveyLA, Los Angeles Historic Context Statement Outline, Entertainment Industry, 1908-1980, Residential Properties Associated with Significant Persons in the Entertainment Industry, 1908-1980 (January 2, 2014): 1.

Criteria

- A/1/1

Eligibility Standards

- Dates from the period of significance
- Is a rare surviving example of the type in the neighborhood or community
- Represents a very early period of settlement/residential development in a neighborhood or community

Character-Defining Features/Associative Features

- Has an important association with early settlement or residential development within a neighborhood or community
- May also be significant for its association with important early settlers
- May be within an area later subdivided and built out
- Often sited in a prominent location
- Retains most of the essential physical and character-defining features from the period of significance

Integrity Considerations

- Because of the rarity of the type there may be a greater degree of alterations or fewer extant features
- Should retain integrity of Location, Feeling, Association and Materials from the period of significance

b. Mediterranean Revival, 1887-1942

Property Type

- Residential

Criteria

- C/3/3

Eligibility Standards

- Exemplified the character-defining features of the Mediterranean Revival through an eclectic combination of features or a non-specific reference to the region
- Is an excellent example of its type

Character-Defining Features/Associative Features

- Arched openings, including arched focal windows
- Clay tile roof or roof trip
- Eclectic combination of stylistic features from several countries of the Mediterranean
- Stucco exterior

Integrity Considerations

- Limited window replacement may be acceptable on secondary elevations, if opening is not resized and surround is maintained
- Roof tile replacement should duplicate original in materials, color, texture, dimension, and installation pattern
- Security bars may have been added, but should not obscure significant openings or by visually prominent
- Stucco repair or replacement must duplicate the original in texture and appearance

c. Residential Properties Associated with Significant Persons in the Entertainment Industry (1908-1980)

Property Type

- Single-Family Residence

Criteria

- B/2/2

Eligibility Standards

- A residence designed specifically for a significant person in the entertainment industry, or the long-term residence of a significant person in the entertainment industry
- Individual must be proven to have made an important contribution to the entertainment industry
- Is directly associated with the productive life of the person within the entertainment industry

Character-Defining Features/Associative Features

- For the National Register, properties associated with individuals whose significant accomplishments date from the last 50 years must possess exceptional importance
- May also be a good example of an architectural style from its period and/or the work of a significant architect or builder
- Retains essential character defining features from the period of significance
- The individual must have resided in the property during the period in which he or she achieved significance

Integrity Considerations

- Integrity is based on the period during which the significant person occupied the residence
- Properties may be difficult to observe from the public right-of-way due to privacy walls and landscaping
- Resources associated with a significant person may need to be flagged for further research
- Should retain integrity of Location, Feeling, and Association from the period of significance

2. Architectural Description, Integrity Analysis, and Significance Evaluation of 721 S. Western Avenue

a. Architectural Description

The overall footprint of the subject property is rectangular, with a protruding rear addition on the east end of the building and second protruding addition on the west elevation. The building is two stories with horizontal, rectangular massing, and a hipped roof. The areas in front of and behind the building have been paved over for use as parking lots (alteration: landscaping removed).

The front (north elevation) is clad in wood siding (alteration) on the first floor and stucco (alteration: original stucco covered and/or replaced) on the second floor (Figure 13 & Figure 14). The roof has wide, overhanging eaves with original carved brackets arranged in pairs (Figure 15). The original hipped roof is sheathed with composite shingles (alteration: originally tile). There are five large single-pane windows on the second floor and four on the first floor of the north elevation (alteration: windows replaced, 1929 balconies removed, Figure 16). The main front entry is centered and has double glass doors (alteration: quoining around entry removed, door replaced). A wood dining deck area has been added to the front elevation along with full width (addition). A large pole sign for Tom n' Toms Coffee has been added at the edge of the property adjacent to the sidewalk (addition).



Figure 13. Front (north) elevation of the subject property, showing numerous alterations including added wood siding, replaced windows, added dining deck, and removal and replacement of tile roof with composite shingles. View south (PCR 2015)



Figure 14. Front (north) elevation of the subject property, view southwest, showing parking area (alteration), sign (addition), and east addition (altered)(PCR 2015)



Figure 15. Wide eaves and paired carved brackets on the northeast corner of the building (PCR 2015)



Figure 16. Front (north) elevation at the eastern end, showing new wood siding (alteration) and new large single-pane windows (alteration). View south (PCR 2015)

The wood siding from the front elevation partially wraps around onto the east elevation, which is otherwise covered with the same stucco found on the front elevation and the remainder of the building. The windows on the east elevation are smaller, two-pane sash windows (alteration: windows replaced). There is a 1928 two-story addition on the east elevation, but the first floor portion of the this addition has been removed to create a passage for cars to access the rear parking area from Wilshire Boulevard (Figure 17). The stucco on the east elevation also appears to be replaced.

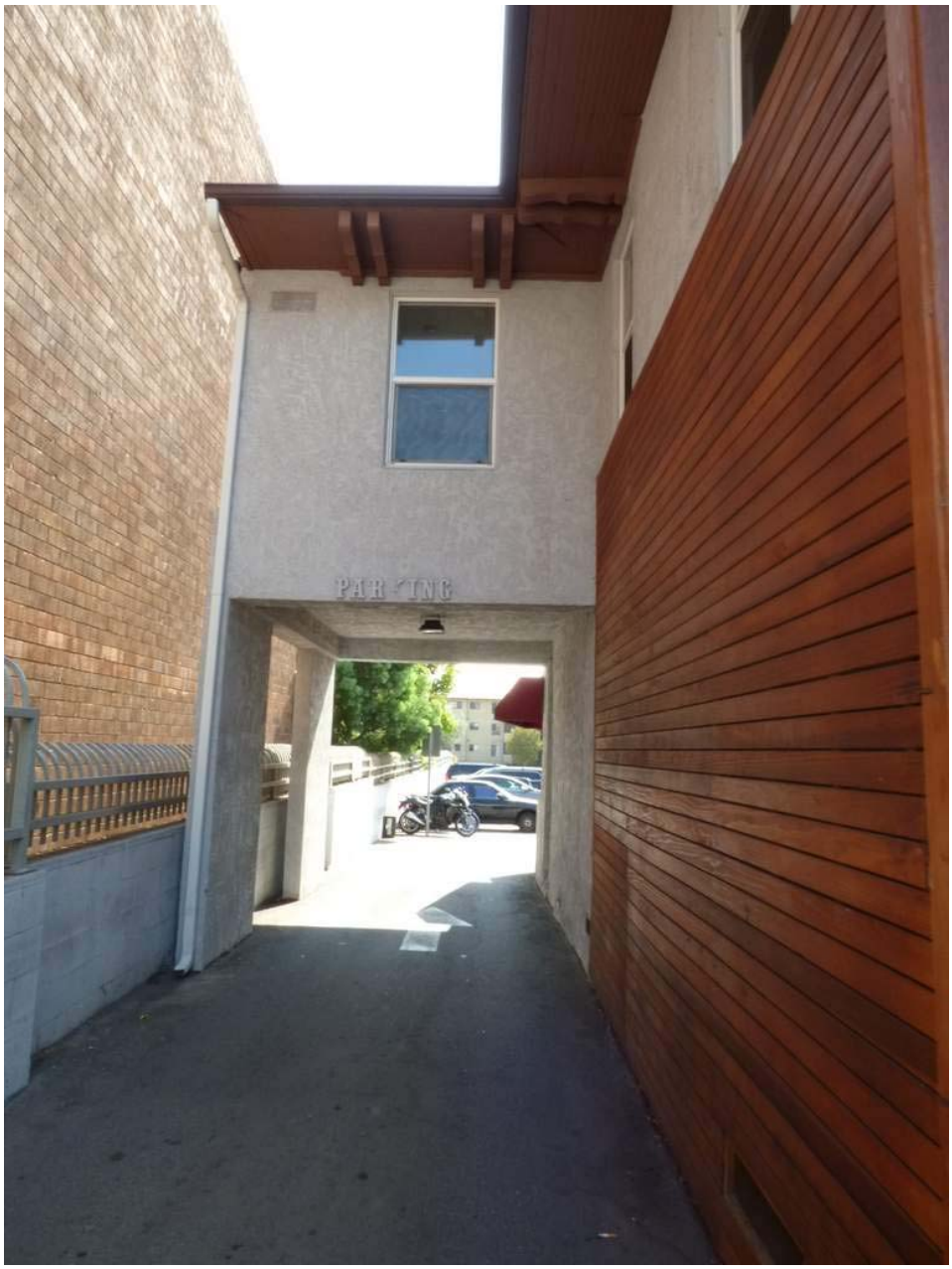


Figure 17. East elevation and east addition, view south. The first floor of the addition was removed to create a passage for cars to the rear parking area (PCR 2015)

The rear elevation is substantially changed by additions and alterations (Figure 18). The rear addition is covered in stucco, all of which appears to be replaced. The rear wall of the 1928 east addition described above is flush with the rear elevation and composes the eastern end of the rear elevation. West of the car pass-through that was cut into the east addition (alteration) is a curved covered patio area (addition) with three large window openings and an open doorway accessed by concrete steps on the western end of the covered patio (addition). Above this is a balcony (addition) with a metal railing. The west end of the rear elevation protrudes out, giving the buildings its current "L"-shaped footprint. The northernmost section of this protrusion appears to be original to the subject property, but the remainder has been added. The ramp and one-story section of the building are later additions outside any period of significance. The second floor

of the protruding west end was added in 1922 as a sun room, but all the windows are now removed (alteration). The remaining windows on the rear elevation are two-pane sash windows (alteration: all windows replaced on rear elevation, Figure 19). The area behind the building is now paved and used as a parking lot (alteration: landscaping removed).



Figure 18. Rear (south) elevation, showing multiple additions and replaced/removed windows. View north (PCR 2015)



Figure 19. Rear (south) elevation, showing example of replaced double-sash windows on the second floor (PCR 2015)

The interior of the subject property was fully remodeled in 2011 when the subject property became a coffee shop (Figure 20). All finishes and features visible in the public spaces are contemporary and were added within the past five years. The interior has laminate flooring and the walls are primarily covered in wood siding and mirrors. The counter for the coffee shop is installed on the west end of the building.



Figure 20. View of the interior, looking west towards the service counter (PCR 2015)

b. Integrity Analysis

The National and California Registers have specific language regarding integrity. Both require that a resource retain sufficient integrity to convey its significance.[64] In accordance with the guidelines of the National Register of Historic Places, integrity is evaluated in regard to the retention of location, design, setting, materials, workmanship, feeling, and association. The property must retain the essential physical features that enable it to convey its historic identity. Furthermore, National Register Bulletin 15 states, "A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register."[65] The California Register requires that a resource retain enough of its historic character or appearance to be recognizable as a historical resource and to convey the reasons for its significance.

In addition to the integrity recommendations provided at the national and state levels, eligibility standards are defined at the local level. SurveyLA outlines the required integrity that properties need in order to be

[64] *National Register Bulletin 15, p. 44*.

[65] *Ibid, 15, p. 46.*

eligible under historical themes and property types. In the case of early single-family residences, SurveyLA allows for a greater degree of alteration due to the rarity of this property type. However, to be eligible under this theme the property should retain integrity of Location, Feeling, Association, and Materials from the period of significance. Integrity considerations for the Mediterranean Revival style allow for limited window replacement on secondary elevations if openings and surrounds are maintained, roof tile replacement which duplicates the original roof materials, the addition of security bars, and stucco repair or replacement which duplicates the appearance and texture of the original stucco. Under the theme of Residential Properties Associated with Significant Persons in the Entertainment Industry, SurveyLA states that integrity under this theme is based on the period during which the significant person occupied and the residence and that the property should retain integrity of Location, Feeling, and Association from the period of significance.

Three periods of significance have been identified for the subject property. The primary period of significance is 1918, the date of construction, and is associated with the theme of Early Single-Family Residential Development (1880-1930) and the Mediterranean Revival (1887-1942). The secondary period of significance starts in 1921 and extends to 1940, the years during which film director Frank Borzage occupied the subject property, and is associated with the theme of Residential Properties Associated with Significant Persons in the Entertainment Industry (1908-1980). The tertiary period of significance is 1942 to 1946, when the subject property was used as a shore station for the Naval Aid Auxiliary during World War II. In correlation with the integrity considerations described above, the integrity of the subject property is evaluated below under each period of significance.

Location

The subject property has not been moved; it remains in the location in which it was originally built in 1918. Therefore, the subject property retains integrity of location under the primary, secondary, and tertiary periods of significance.

Design

Primary Period of Significance (1918): The original design of subject property has undergone numerous alterations since its initial construction during the primary period of significance. Between 1921 and 1929, owner Frank Borzage made several substantial changes to the subject property, including extending the cornice, adding window balconies, making four major additions to the residence and one to the detached garage, and the addition of a new building on the property. Within the first decade of its existence the subject property's original design was already substantially altered. Other changes to the subject property after the primary period of significance include a one-story addition with exterior stairs which wraps around what was originally a one-story room which projected off the rear elevation, removal of the tile roof and re-roofing with composite shingles, replacement of all exterior windows, alteration of the front entry, replacement of exterior stucco, addition of wood siding on the first floor exterior of the front elevation, and the addition of a dining deck on the front elevation. Whatever original landscaping existed in the front and back yard has been removed as the space in front of and behind the building is now used for parking lots. Additionally, no part of 1918 interior appears to exist, as the interior has been remodeled numerous times, most recently for conversion to a coffee shop. Therefore, the subject property does not retain integrity of design under the primary period of significance.

Secondary Period of Significance (1921-1940): A number of alterations to the subject property occurred during the secondary period of significance (as noted above) and have therefore attained significance in their

own right. However, most of the changes made to the subject property during the secondary period of significance have subsequently been removed or altered. These include the window balconies, which were removed circa 2011, the removal of the first floor portion of the two-story west elevation addition, and removal of the garage and truck storage buildings. Additionally, while undocumented, it appears likely that Borzage's second floor addition for a "sun room or sleeping room" has been altered, as there are no extant windows on the second floor of this addition, which runs counter to its proposed uses on the building permit. Any landscaping added by Borzage to the front and back yards has also been removed as these spaces are currently occupied by parking lots. Therefore, the subject property does not retain integrity of design under the secondary period of significance.

Tertiary Period of Significance (1943-1946): During World War II, the subject property changed use from a residence into a shore station used by the Naval Aid Auxiliary. This change in use required the conversion of the house and the addition of the military dormitories to the subject property, and the entire shore station was actually composed of the subject property and the property directly to the west (also a former residence). This entire complex of converted homes and dormitories compromised the design layout of the shore station. However, most of the features of the shore station have been demolished or removed, including the military dormitories and the residence on the adjacent property. As such, the former residence on the subject property is all that remains of the shore station. However, the design of the subject property has been heavily altered since 1946. During the tertiary period of significance, the subject property retained most of the design features that were present during the primary and secondary periods of significance, the majority of which are now lost, as described in the integrity discussions under those periods. Therefore, the subject property does not retain integrity of design under the tertiary period of significance.

Setting

Primary Period of Significance (1918): During the primary period of significance, Wilshire Boulevard and the surrounding area were primarily developed with large single-family homes. Indeed, Wilshire Boulevard itself remained relatively undeveloped by 1921, with many lots still remaining vacant in the Sanborn Fire Insurance Map for that year. The low-density single-family residential setting that characterized Wilshire Boulevard in 1918 has been almost entirely wiped out by nearly a century of commercial development in the area. Most of the buildings around the subject property were built well after the primary period of significance and are primarily large commercial buildings. Therefore, the subject property does not retain integrity of setting under the primary period of significance.

Secondary Period of Significance (1921-1940): Although the transformation of Wilshire Boulevard from a residential street to a commercial strip began during the secondary period of significance, the environment that currently exists on Wilshire and around the subject property is dominated by commercial buildings constructed in the late 20th century and therefore outside the secondary period of significance. Very few pre-World War II building remain in the vicinity of the subject property and none are readily visible from the building itself due to its setback from the street. Therefore, the subject property does not retain integrity of setting under the secondary period of significance.

Tertiary Period of Significance (1943-1946): The N.A.A. shore station was comprised of the subject property and adjacent property to the west. As discussed above, the only feature remaining from the shore station is the former residence. With the loss of the adjacent former residence and the military dormitories, the immediate setting of the subject property under the tertiary period of significance has been substantially

eroded. Furthermore, as discussed above under the secondary period of significance, Wilshire Boulevard was well on its way to being a commercial thoroughfare by the 1940s. However, most of the buildings around the subject property date from the period after World War II, and while the number of residences on Wilshire was already diminishing by World War II, that number has decreased even more dramatically in the postwar period. Therefore, the subject property does not retain integrity of setting under the tertiary period of significance.

Materials

Primary Period of Significance (1918): Most materials from the primary period of significance have been altered or removed. The exterior stucco has been at least partially replaced, as documented in the building permits. However, given the uniformity of the stucco across additions and alterations, it is likely that all of the original stucco finish has been covered or removed and replaced. The first floor exterior of the front elevation has been covered over with wood siding. All the of the original windows have been removed and replaced. The tile roof has been removed and replaced with a composite shingle roof. The quoining are the front entry and the front door are also gone. The only remaining original materials are the overhanging eaves and carved brackets. All interior features have been destroyed due to extensive remodeling as the subject property changed use over the years. Therefore, the subject property does not retain integrity of materials under the primary period of significance.

Secondary Period of Significance (1921-1940): The materials that characterized the appearance of the subject property during the secondary period of significance are largely lost. As described above, the exterior stucco has been replaced, wood siding added to the first floor front elevation, original windows have been removed and replaced, or, in the case of the sun/sleeping room rear addition, appear to have been filled in entirely. The first floor addition to the dining room on the east elevation has been cut through to allow for the passage of automobiles. The window balconies Borzage added have been removed. Therefore, the subject property does not retain integrity of materials under the secondary period of significance.

Tertiary Period of Significance (1943-1946): As previously discussed, the N.A.A. Shore Station was composed of multiple buildings, including another former residence on the adjacent property to the west and a number of military dormitories, at least one of which was built on the subject property. These elements of the shore station were subsequently moved or demolished. As such many materials of the shore station are now lost. Furthermore, the extant building on the subject property has been substantially altered since the tertiary period of significance. During the tertiary period of significance, the subject property largely retained the same historic appearance it had during the secondary period of significance, with a few cosmetic additions such as the Naval Aid Auxiliary Shore Station sign and the crest above the entry. It is likely that interior alterations were also carried out during the tertiary period of significance, though these do not appear in the permit history. The sign and crest have been removed and the historic appearance of the shore station has been substantially changed by alterations carried out after the tertiary period of significance, including removal of the window balconies, alterations to the front entry, replacement of original windows, re-roofing with composite shingles, and the addition of wood siding to the front elevation. Therefore, the subject property does not retain integrity of materials under the tertiary period of significance.

Workmanship

Primary Period of Significance (1918): As described above in the materials section, almost all of the original materials of the subject property have been removed or altered, destroying evidence of the original

workmanship of the subject property. The only place where the workmanship of the original period of significance is still evident is in the wide overhanging eaves and carved brackets. Therefore, the subject property does not retain integrity of workmanship under the primary period of significance.

Secondary Period of Significance (1921-1940): As described above in the materials section, most of the materials dating from the secondary period of significance have been removed or altered, thus destroying the majority of the evidence of the workmanship from this period. Therefore, the subject property does not retain integrity of workmanship under the secondary period of significance.

Tertiary Period of Significance (1943-1946): As described above in the materials section, most of the materials dating from the tertiary period of significance have been removed or altered. As a consequence of this very little evidence of any workmanship related to the tertiary period of significance remains. Therefore, the subject property does not retain integrity of workmanship under the tertiary period of significance.

Feeling

Primary Period of Significance (1918): The subject property does not retain integrity of design, setting, materials, or workmanship under the primary period of significance. The subject property is no longer in use as a residence, having been converted multiple times since the advent of World War II and being presently used as a coffee shop. The historic appearance of the subject property and its environment under the primary period of significance have been severely eroded by numerous alterations, as described above. The subject property therefore does not successfully convey its historic feeling and does retain integrity of feeling under the primary period of significance.

Secondary Period of Significance (1921-1940): The subject property does not retain integrity of design, setting, materials, or workmanship under the secondary period of significance. As discussed above, the subject property is no longer in use as a residence and is now used for commercial purposes. The historic appearance of the subject property and its environment under the secondary period of significance have been severely eroded by numerous alterations, as described above. The subject property therefore does not successfully convey its historic feeling as the residence of Frank Borzage and does retain integrity of feeling under the secondary period of significance.

Tertiary Period of Significance (1943-1946): As discussed above, the N.A.A. Shore Station was actually composed of multiple buildings located on the subject property and the adjacent property to the west. All of these buildings have been demolished or removed save for the extant building on the subject property. Additionally, the extant building on the subject property has been heavily altered since the end of World War II. The subject property no longer retains integrity of design, setting, materials, or workmanship under the tertiary period of significance. Therefore, the subject property does not retain integrity of feeling under the tertiary period of significance.

Association

Primary Period of Significance (1918): The subject property does not retain integrity of design, setting, materials, workmanship, or feeling under the primary period of significance, as discussed above. The subject property does not retain its historic appearance due to numerous substantial alterations. The subject property has lost its ability to convey its historical associations with early single-family residential

development on Wilshire Boulevard and with the Mediterranean Revival style. Therefore, the subject property does not retain integrity of association under the primary period of significance.

Secondary Period of Significance (1921-1940): The subject property does not retain integrity of design, setting, materials, workmanship, or feeling under the secondary period of significance, as discussed above. The subject property does not retain its historic appearance from the secondary period of significance due to numerous alterations. Due to these changes, the subject property has lost its ability to convey its historical associations with film director Frank Borzage, a significant personage in the history of the Los Angeles film industry. Therefore, the subject property does not retain integrity of association under the primary period of significance.

Tertiary Period of Significance (1943-1946): The subject property does not retain integrity of design, setting, materials, workmanship, or feeling under the tertiary period of significance, as discussed above. The subject property has been substantially altered since World War II, and most of the buildings that comprised the whole of the N.A.A. Shore Station have been removed or demolished. Due to these changes, the subject property no longer successfully conveys its historic association as a N.A.A. Shore Station. Therefore, the subject property does not retain integrity of association under the tertiary period of significance.

Table 2

Integrity Matrix

	Primary Period of Significance (1918)	Secondary Period of Significance (1921-1940)	Tertiary Period of Significance (1942-1946)
Location	Yes	Yes	Yes
Design	No	No	No
Setting	No	No	No
Materials	No	No	No
Workmanship	No	No	No
Feeling	No	No	No
Association	No	No	No

Source: PCR Services Corporation, 2015

c. Significance Evaluation

The subject property has three separate periods of significance. Under the primary period of significance, the subject property is associated with the Early Residential Development of Wilshire Boulevard (1886-1928) and Mediterranean Revival Architecture (1887-1942). Under the secondary period of significance, the subject property is associated with the theme of Residential Properties Associated with Significant Persons in the Entertainment Industry (1908-1980) for associations with resident and film director Frank Borzage. Finally, under the tertiary period of significance, the subject property is associated with the Naval Aid Auxiliary (1942-1946), a prominent military aid organization in Southern California during World War II.

However, the subject property does not retain integrity from any of the three periods of significance and is therefore not eligible for individual listing under any of the applicable federal, state or local eligibility criteria. The Wilshire area in which the subject property is located was surveyed as part of the Wilshire Center and Koreatown Recovery Redevelopment Area Historic Resources Survey in 2009 and was assigned a status of 6Q. However, more than five years have passed since that survey was conducted and substantial alterations have occurred in the subject property since 2009. The subject property was again surveyed by SurveyLA in January 2015 and was not identified as potentially eligible either individually or as part of a historic district.

Broad Patterns of History

With regard to broad patterns of history, the following are the relevant criteria:

> **National Register Criterion A:** Is associated with events that have made a significant contribution to the broad patterns of our history.
>
> **California Register Criterion 1:** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
>
> **Los Angeles Historic Cultural Monument Criterion:** The proposed site, building, or structure reflects or exemplifies the broad cultural, political, economic, or social history of the nation, State, or City (community).

The subject property is associated with early single-family residential development on Wilshire Boulevard under the primary period of significance (1918). It is additionally associated with the Naval Aid Auxiliary, a women's volunteer organization that operated in Southern California during World War II, under the tertiary period of significance (1942-1946).

The subject property was originally constructed as a single-family residence on Wilshire Boulevard in 1918, during the early years of residential development on the street before it became largely commercialized in later decades. However, the subject property has not functioned as a residence since 1942, when it was donated for the use of the Naval Aid Auxiliary during World War II. Additionally, the subject property does not retain integrity of design, setting, materials, workmanship, feeling, or association from the primary period of significance due to significant alterations. Therefore, the subject property no longer retains its period appearance from its initial construction in 1918 and is no longer a representative example of early residential development on Wilshire Boulevard.

Under the secondary period of significance, the subject property was used by the Naval Aid Auxiliary as a shore station during World War II. The shore station in fact encompassed the subject property and the adjacent property to the west, and was composed of multiple buildings, including seven dormitory buildings. The building on the subject property is the only portion of the shore station that remains and is heavily altered from its 1940s appearance. The subject property does not retain integrity of design, setting, materials, workmanship, feeling, or association from the tertiary period of significance, due to alterations to the subject property and the removal of all other buildings associated with the shore station. Therefore, the subject property can no longer convey its association with the Naval Aid Auxiliary during World War II.

Therefore, the subject property does not appear individually eligible for the National Register under Criterion A, for the California Register under Criterion 1, or the local register.

Significant Persons

With regard to associations with important persons, the following are the relevant criteria:

> **National Register Criterion B:** Is associated with the lives of persons significant in our past.
>
> **California Register Criterion 2:** Is associated with the lives of persons important in our past.
>
> **Los Angeles Historic Cultural Monument Criterion:** The proposed site, building, or structure is identified with historic personages or with important events in the main currents of national, State, or local history.

The subject property is associated with Frank Borzage under the secondary period of significance from 1921 to 1940, the years Borzage was the owner and occupant of the subject property. Borzage was a prominent and successful film director in early Hollywood. Borzage worked on over 100 films during his 40 year career. He received the first Academy Award for best direction in 1927, and won a second academy away for his directing in 1931. His career spanned both the silent and "talkie" eras of early film. He won numerous other awards throughout his career and was awarded a star on the Hollywood Walk of Fame in 1962. Borzage was an important figure in the early history of the film industry and appears to meet the threshold as a person of significance in local history. However, the house no longer resembles the home where Borzage resided for twenty years. As discussed in the integrity section above, virtually all of the character-defining features from the secondary period of significance have been altered or removed. Due to numerous alterations to the subject property and its immediate environment, the subject property does not retain integrity of design, setting, materials, workmanship, feeling, or association. With its historical appearance destroyed, the subject property no longer conveys its historical associations with Frank Borzage. **Therefore, the subject property is not eligible for listing under the National Register Criterion B, California Register Criterion 2, or the local register for eligibility related to a historic personage or event.**

Architecture

With regard to architecture, design or construction, the following are the relevant criteria:

> **National Register Criterion C:** Embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
>
> **California Register Criterion 3:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
>
> **Los Angeles Historic Cultural Monument Criterion:** The proposed site, building, or structure embodies certain distinguishing architectural characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction; or the proposed site, building, or structure is a notable work of a master builder, designer, or architect whose individual genius influenced his age.

The subject property is associated with the Mediterranean Revival style under the primary period of significance (1918). The subject property is not an exceptional, distinctive, outstanding, or singular example of the Mediterranean Revival style due to issues of integrity. The subject property has undergone numerous alterations which have altered, covered, or removed many of the character-defining features of the subject property. The stucco appears to be entirely replaced, the tile roof has been removed and replaced with composite shingles, all original windows have been removed and replaced with contemporary windows unsympathetic with the original design of the building, and the quoining around the front entry has been removed and the door replaced with contemporary glass double-doors. Additionally, a wood dining deck has been added to the full width of the front elevation and any landscaping that originally existed in the front or back of the subject property has been paved over for parking. Furthermore, the original footprint of the building has been altered since 1918 by multiple rear (south) additions and an east (side) addition. The only remaining characteristics from the primary period of significance are the hipped roof (shape only) the horizontal massing of the front elevation, and the wide, overhanging eaves with decorative brackets. Due to these substantial alterations, the subject property does not retain integrity of design, setting, materials, workmanship, feeling, or association from the primary period of significance. Due to this substantial loss of integrity the subject property is no longer able to convey its historical associations with Mediterranean Revival style architecture under the primary period of significance. Additionally, the builder of the subject property, Wilfred A. McCutcheon, does not appear to be a master builder based upon limited information available regarding his career in Los Angeles. **Therefore, the subject property does not meet National Register Criterion C, California Register Criterion 3, or the local register for eligibility related to a distinctive type, method, or period of construction, or as a work of a master.**

Archaeology

National Register Criterion D. It yields, or may be likely to yield, information important in prehistory or history.

California Register Criterion 4. Has yielded, or may be likely to yield, information important in prehistory or history.

The subject property is not likely to yield any information important to prehistory or history. Therefore, the subject property does not meet the above criterion at the national or state level.

C. CONCLUSION

Originally designed as a Mediterranean Revival single-family residence in 1918, the subject property was subsequently the residence of early film director Frank Borzage and was later used as part of the Naval Aid Auxiliary Shore Station during World War II. However, the subject property has been substantially altered, as documented in the integrity section above. The subject property does not retain integrity of design, setting, materials, workmanship, feeling, or association under any of the three periods of significance due to substantial alterations that have destroyed its historic character. Due to these alterations, the subject property no longer meets the threshold of integrity for eligibility as a historical resource. Therefore, the subject property appears ineligible for listing under any federal, state or local eligibility criteria. As a result of these investigations, PCR recommends the subject property be assigned a California Historical Resource Status Code of 6Z, found ineligible for National Register, California Register or local designation through survey evaluation.

V. CEQA IMPACTS ANALYSIS

A. SIGNIFICANCE THRESHOLDS

The thresholds for determining the significance of environmental effects on historical resources identified below are derived from the CEQA Guidelines as defined in §15064.5 and the City of Los Angeles CEQA Thresholds Guide. Pursuant to this guidance, a project that would physically detract, either directly or indirectly, from the integrity and significance of the historical resource such that its eligibility for listing in the National Register, California Register or as a City Monument would no longer be maintained, is considered a project that would result in a significant impact on the historical resource. Adverse impacts, that may or may not rise to a level of significance, result when one or more of the following occurs to a historical resource: demolition, relocation, conversion, rehabilitation, or alteration, or new construction on the site or in the vicinity. [66]

1. CEQA Guidelines

According to the State *CEQA Guidelines*, Section 15064.5(b) a project involves a "substantial adverse change" in the significance of the resource when one or more of the following occurs:

- Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
- The significance of a historical resource is materially impaired when a project:

    a. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or

    b. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

    c. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

The *L.A. CEQA Thresholds Guide* states that a project would normally have a significant impact on a significant resource if it would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State *CEQA Guidelines* when one or more of the following occurs:

[66] *L.A. CEQA Thresholds Guide, Section D.3. Historical Resources, City of Los Angeles, 2006, p. D.3-1 (http://environmentla.org/programs/Thresholds/D-Cultural%20Resources.pdf, accessed 6/04/2013)*

- Demolition of a significant resource that does not maintain the integrity and significance of a significant resource;
- Relocation that does not maintain the integrity and significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings ("Standards"); or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.[67]

Under CEQA, a proposed development must be evaluated to determine how it may impact the potential eligibility of a structure(s) or a site for designation as a historic resource. The Standards were developed as a means to evaluate and approve work for federal grants for historic buildings and then for the federal rehabilitation tax credit (see 36 Code of Federal Regulations ("CFR") Section 67.7). Similarly, the Los Angeles Cultural Heritage Ordinance provides that compliance with the Standards is part of the process for review and approval by the Cultural Heritage Commission of proposed alterations to City Monuments (see Los Angeles Administrative Code Section 22.171.14.a.1). Therefore, the Standards are used for regulatory approvals for designated resources but not for resource evaluations.[68] Similarly, CEQA recognizes the value of the Standards by using them to demonstrate that a project may be approved without an EIR. In effect, CEQA has a "safe harbor" by providing either a categorical exemption or a negative declaration for a project which meets the Standards (see State *CEQA Guidelines* Section 15331 and 15064.5(b)(3)).

Based on the above considerations, the factors listed in the *L.A. CEQA Thresholds Guide* have been reviewed and refined for this analysis.[69] As such, the Project would have a significant impact on historic resources, if:

HIST-1 The Project would demolish, destroy, relocate, or alter a historical resource such that eligibility for listing on a register of historical resources would be lost (i.e., no longer eligible for listing as a historic resource); or

HIST-2 The Project would reduce the integrity or significance of important resources on the Project Site or in the vicinity.

B. ANALYSIS OF PROJECT IMPACTS

1. Project Description

The proposed Project would include a new ground up 7-story (plus mezzanine) mixed use building with a total of 228 residential units. The height of the proposed Project would not exceed 105 feet. The Project would include approximately 16,955 square feet of retail space. There would be three basement levels to

[67] *L.A. CEQA Thresholds Guide, Section D.3. Historical Resources, City of Los Angeles, 2006, p. D.3-1 (http://environmentla.org/programs/Thresholds/D-Cultural%20Resources.pdf, accessed 6/04/2013)*

[68] *Century Plaza Hotel EIR, Appendix IV.D-3, Historic Thresholds Letter, from Michael J. Logrande, Director of Planning and Ken Bernstein, Manager, Office of Historic Resources, City of Los Angeles, to Bruce Lackow, President, Matrix Environmental, Los Angeles, California, December 15, 2010.*

[69] *As documented in the Assessment Report in Appendix F-3 of this Draft EIR, the refinements to the factors listed in the L.A. CEQA Thresholds Guide were concurred with by the City Planning Department's Office of Historic Resources.*

accommodate parking. The footprint would be nearly rectangular, with a gently curving western edge along S. Wilton Place. The storefronts one the first floor would be clad in aluminum. Metal louvres would be placed on the exterior between the first and second floors, further visually dividing the retail and residential sections of the Project. The floors above would be clad in a mixture of glassfibre-reinforced concrete, an interlocking panel system, and smooth cement plaster. Along balconies and the mezzanine the guardrails would be constructed from frameless glass. A vinyl window system of large, rectangular windows would be used throughout. An outdoor pool would be incorporate into the second floor along S. Wilton Place. The Project plans are included in Appendix A.

2. Direct Impacts

The subject property at 3974 Wilshire Boulevard was evaluated and found ineligible as a historic resource under any of the applicable federal, state, or local criteria. The subject property is heavily altered, does not retain integrity, and is no longer able to convey its historical significance. PCR found the subject property does not qualify as a historical resource under CEQA, as previously discussed. The remaining two parcels which compose the Project Site are improved with a heavily altered commercial building and a surface parking lot, neither of which have been identified as potentially eligible or designated as historical resources. Furthermore, there are no designated or potential historic resources immediately adjacent to the subject property. Therefore, the Project would have no direct impact to historical resources on or immediately adjacent to the Project Site.

3. Indirect Impacts

Indirect impacts were analyzed to determine if the Project would result in a substantial material change to the integrity and significance of historical resources or their contributing setting within the Project vicinity. There are four potentially eligible individual historic resources with views of the Project. However, all of these resources would have an indirect view of the proposed project. None of these properties are directly adjacent to or across from the Project Site. Additionally, there is substantial infill development from the late 20th century in this area which has already heavily eroded the historic setting of these potential resources. The Project would not destroy historic materials, features, or spatial relationships that characterize any historic resources within the project vicinity. The Project would not materially or visually impair the eligibility of any historic resources in the project vicinity. Therefore, pursuant to CEQA, the Project would not cause any indirect impacts to a historic resource.

C. CONCLUSION

PCR found that the subject property is not eligible as a historical resource under CEQA. The other improvements on the Project Site have not been identified as potentially eligible or designated as historical resources. Therefore, the Project would have no direct or indirect impacts to historical resources on the Project Site. Furthermore, the Project does not materially impair the integrity or significance of other historical resources in the project vicinity, as all historical resources in the immediate vicinity would have only an indirect view of the Project and the historic setting of this area of Los Angeles is already eroded by contemporary development. Therefore, indirect impacts to the historic resources in the project vicinity are considered less than significant under CEQA.

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Appendix A – Project Plans

MATERIAL LEGEND

- EXTERIOR CEMENT PLASTER
- EXTERIOR CEMENT PLASTER
- EXTERIOR CEMENT PLASTER
- EXTERIOR CEMENT PLASTER
- INTERLOCKING METAL PANEL SYSTEM
- GLASSFIBRE-REINFORCED CONCRETE



SOUTH ELEVATION - INGRAHAM ST.



EAST ELEVATION

0 8' 16' 32'

3980 WILSHIRE BLVD

SOUTH & EAST ELEVATIONS

A2.1

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MATERIAL LEGEND

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- EXTERIOR CEMENT PLASTER
- EXTERIOR CEMENT PLASTER
- EXTERIOR CEMENT PLASTER
- INTERLOCKING METAL PANEL SYSTEM
- GLASSFIBRE-REINFORCED CONCRETE



NORTH ELEVATION - WILSHIRE BLVD.



WEST ELEVATION - S. WILTON PL.

0 8' 16' 32'

3980 WILSHIRE BLVD

NORTH & WEST ELEVATIONS

A2.2

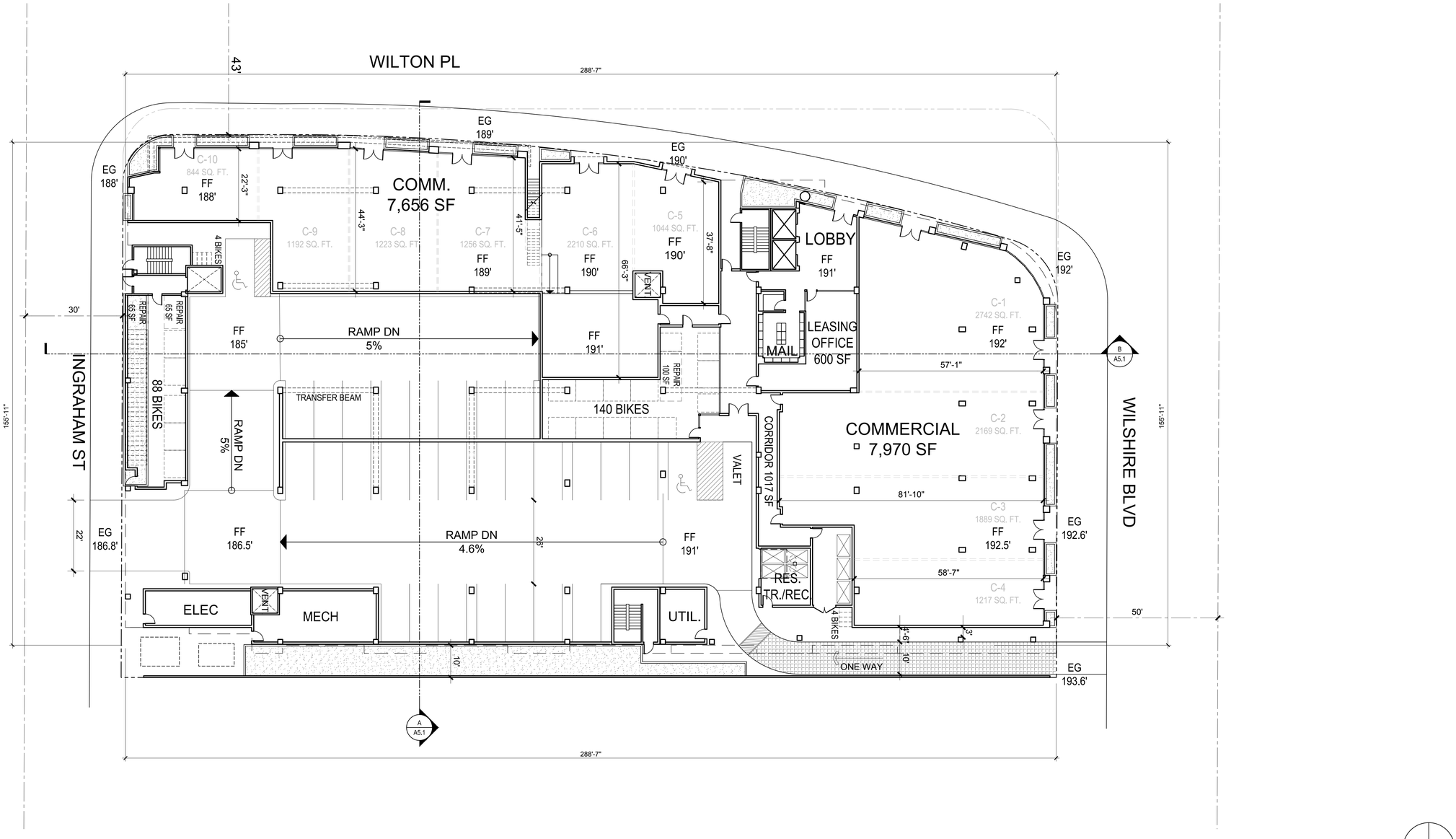
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0 8' 16' 32'

3980 WILSHIRE BLVD

GROUND FLOOR PLAN

A3.1

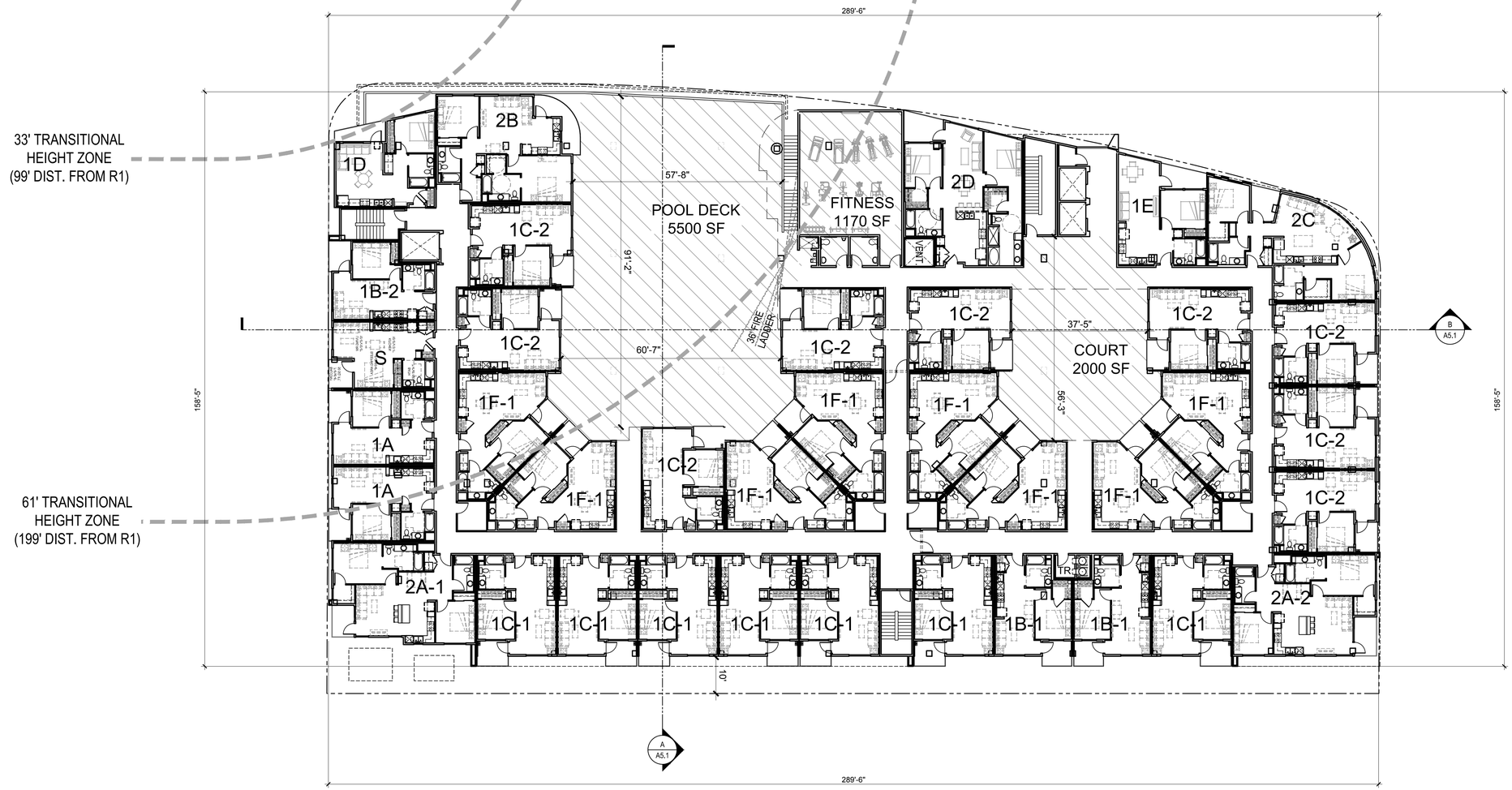
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0 8' 16' 32'

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RESIDENTIAL FLOOR PLAN - R1

A3.2

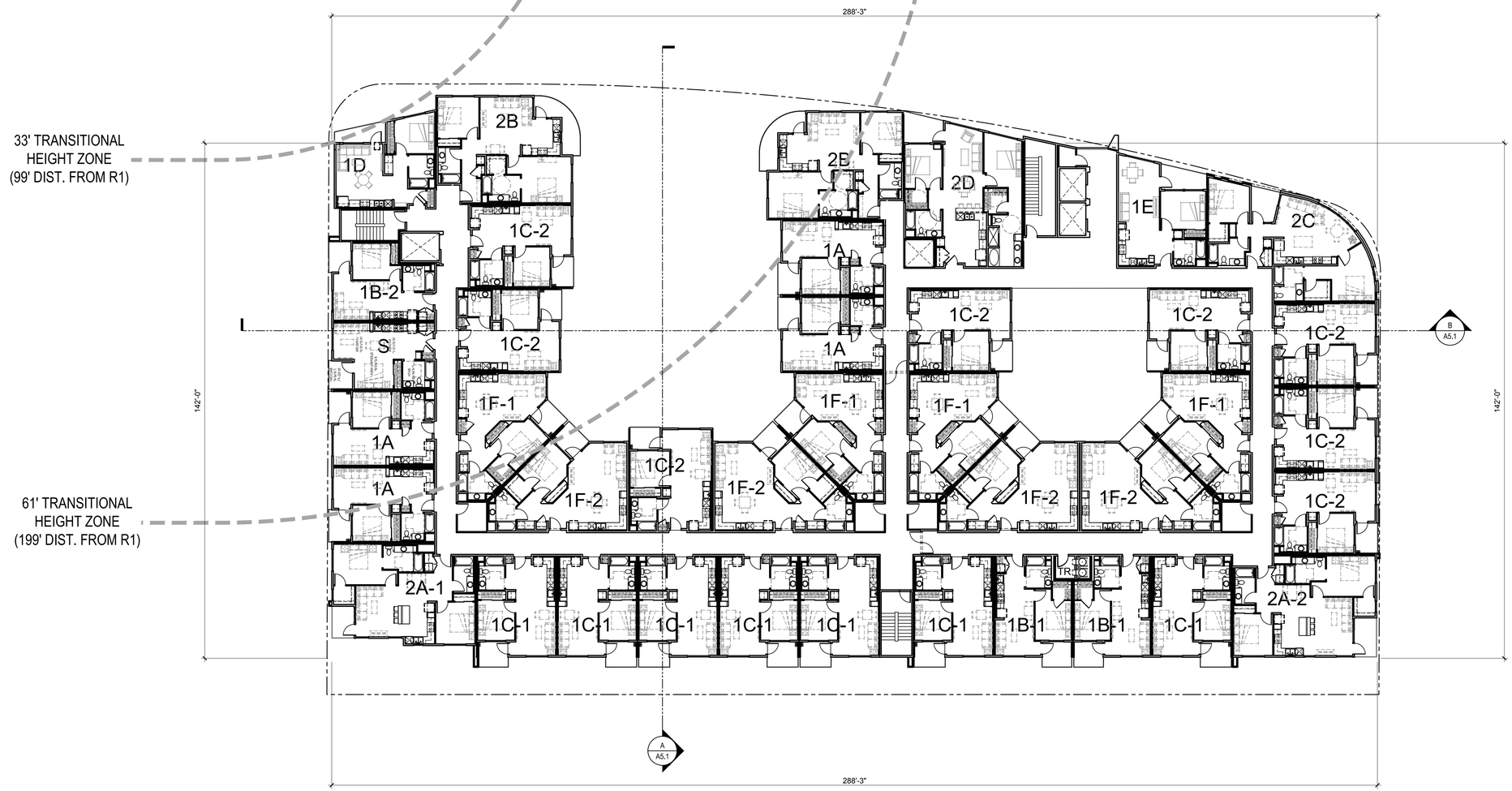
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RESIDENTIAL FLOOR PLAN - R2-R5

A3.3

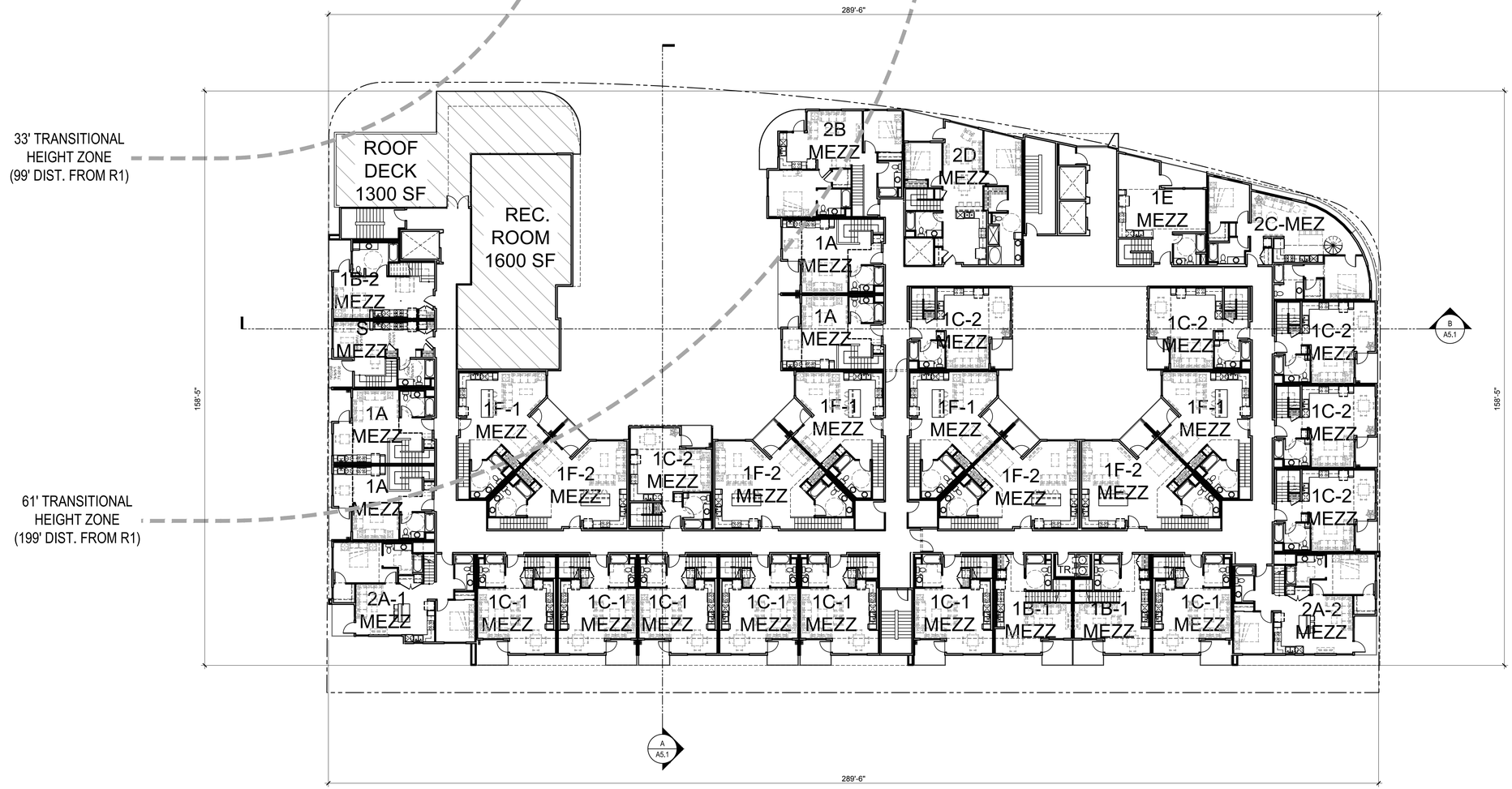
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RESIDENTIAL FLOOR PLAN - R6

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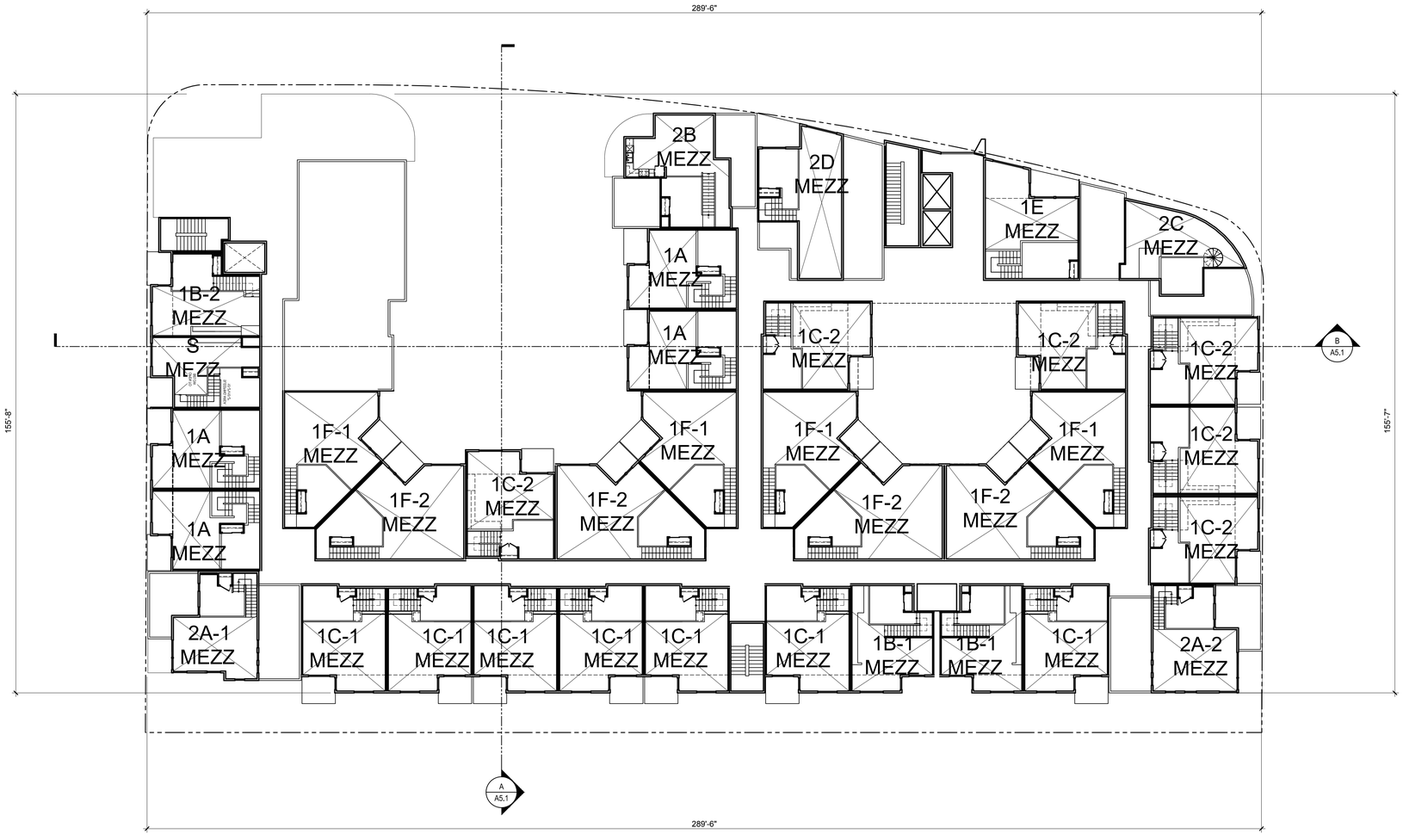
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RESIDENTIAL FLOOR PLAN - MEZZANINE

A3.5

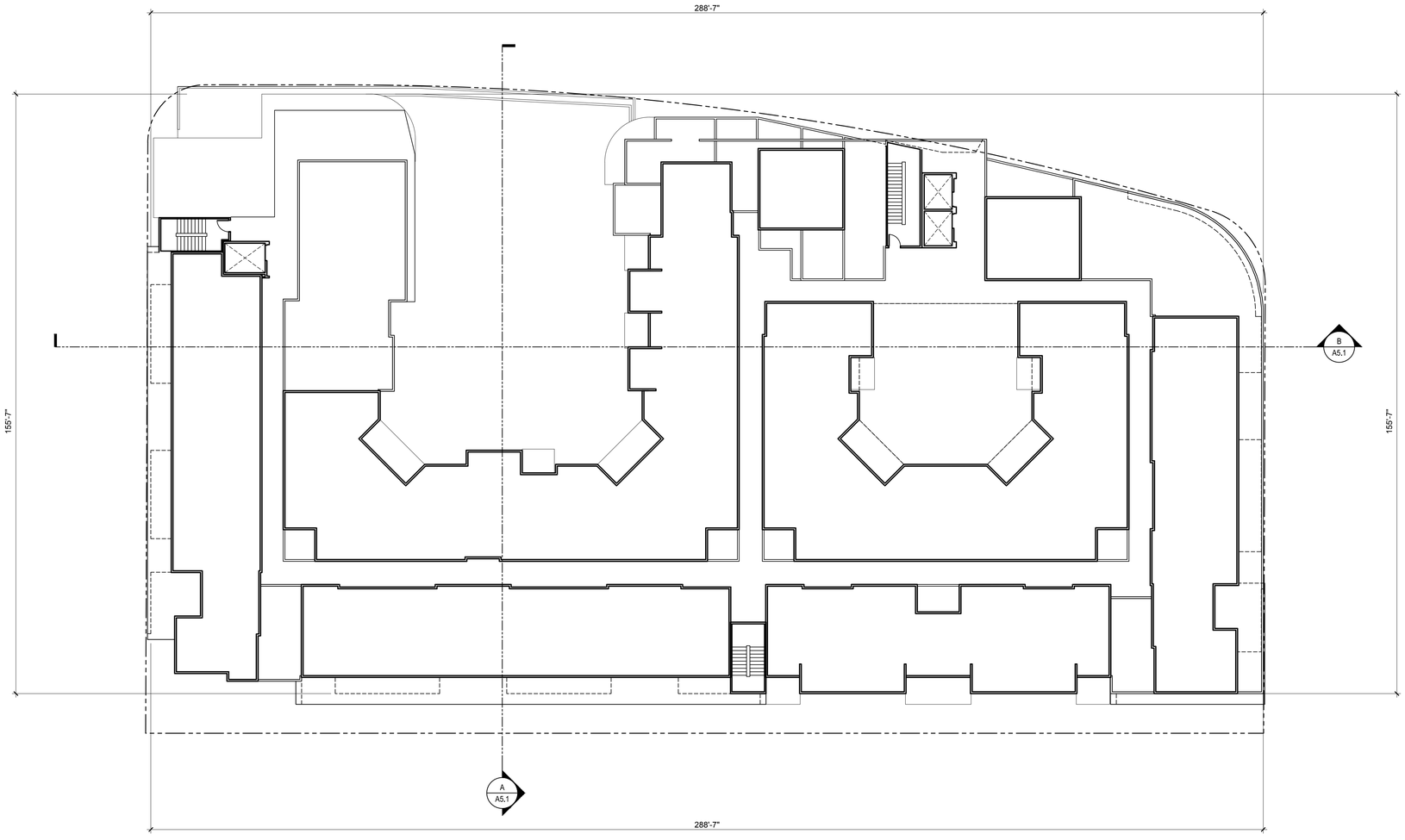
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0 8' 16' 32'

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ROOF PLAN

A3.6

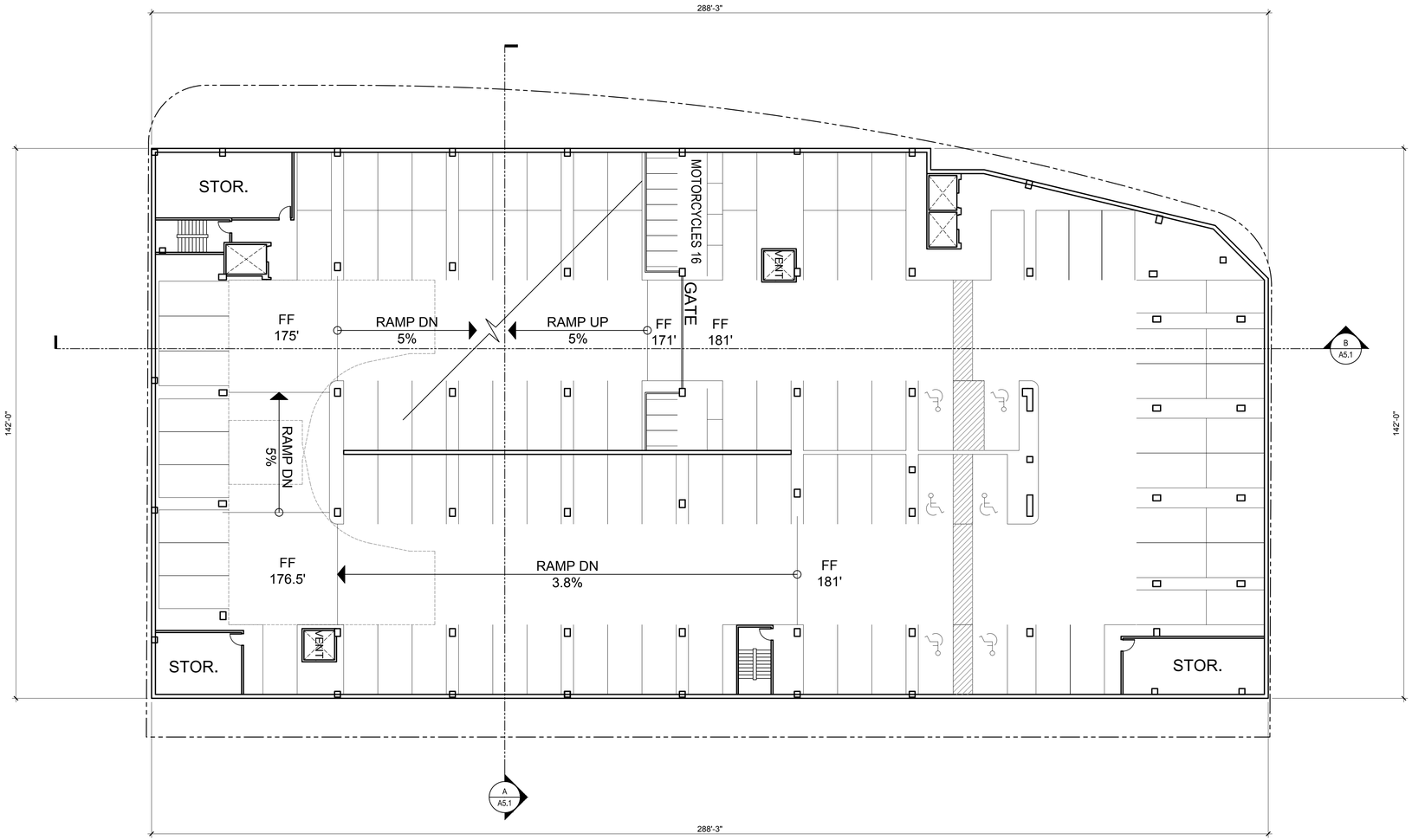
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0 8' 16' 32'

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PARKING FLOOR PLAN - P1

A3.7

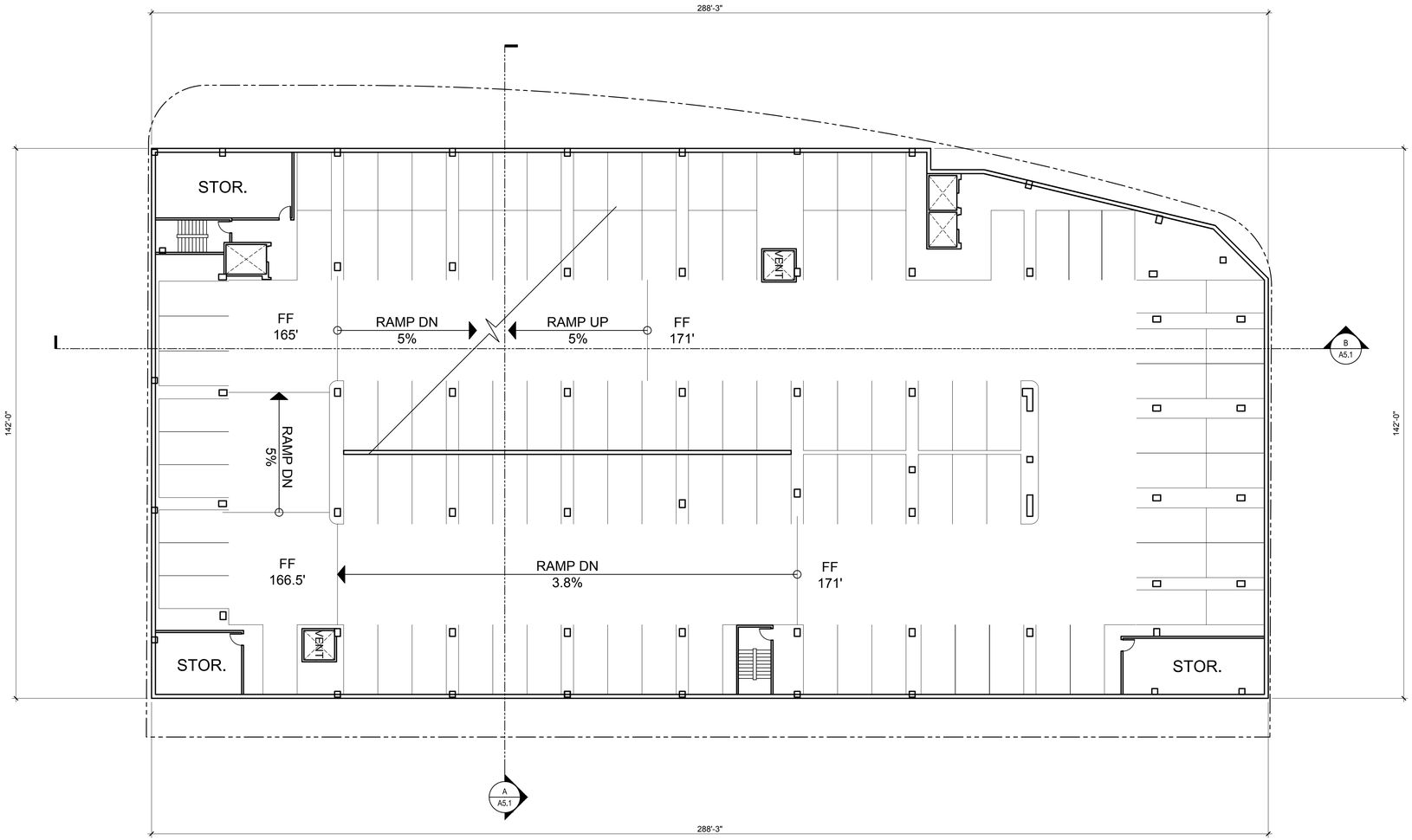
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0 8' 16' 32'

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PARKING FLOOR PLAN - P2

A3.8

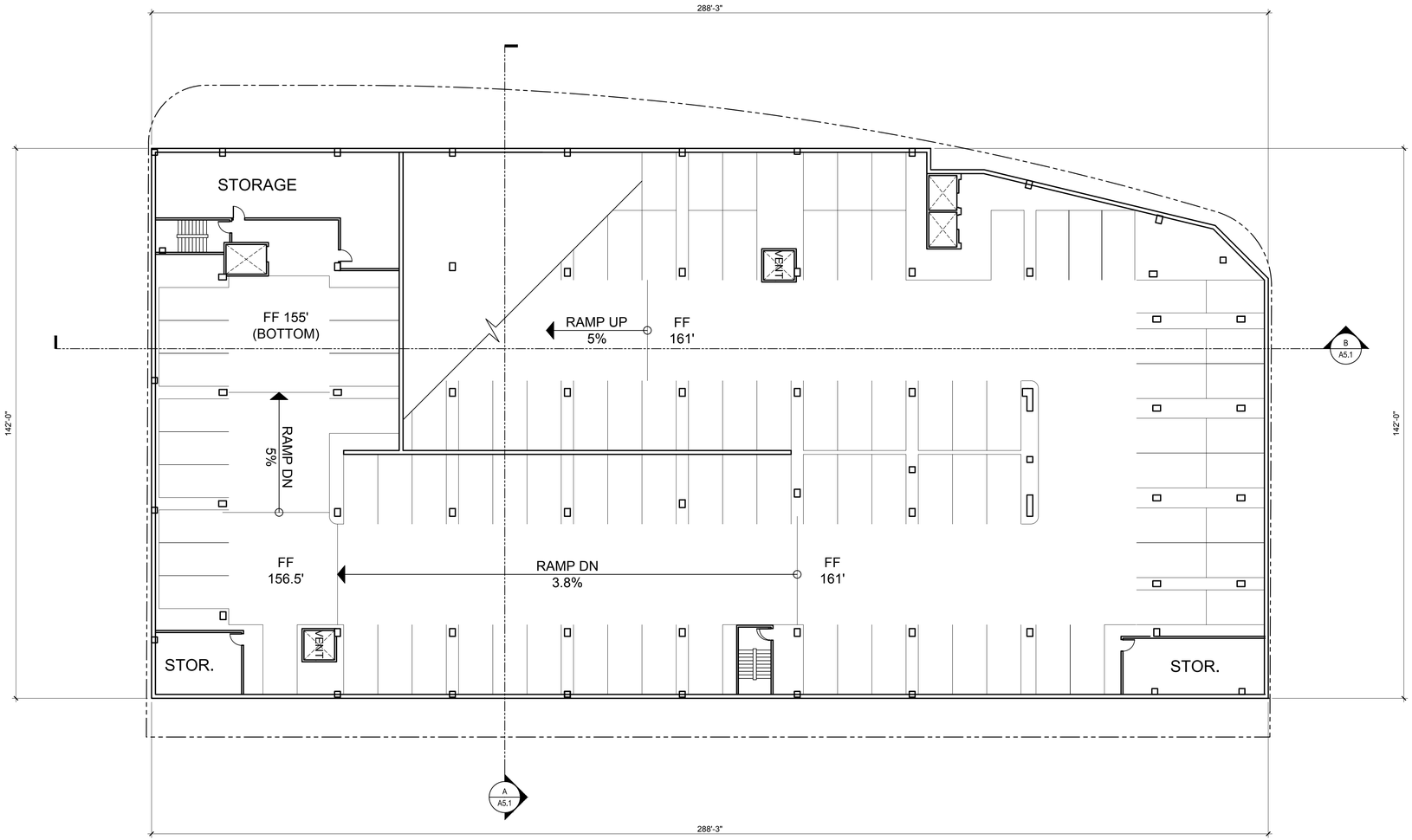
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PARKING FLOOR PLAN - P3

A3.9

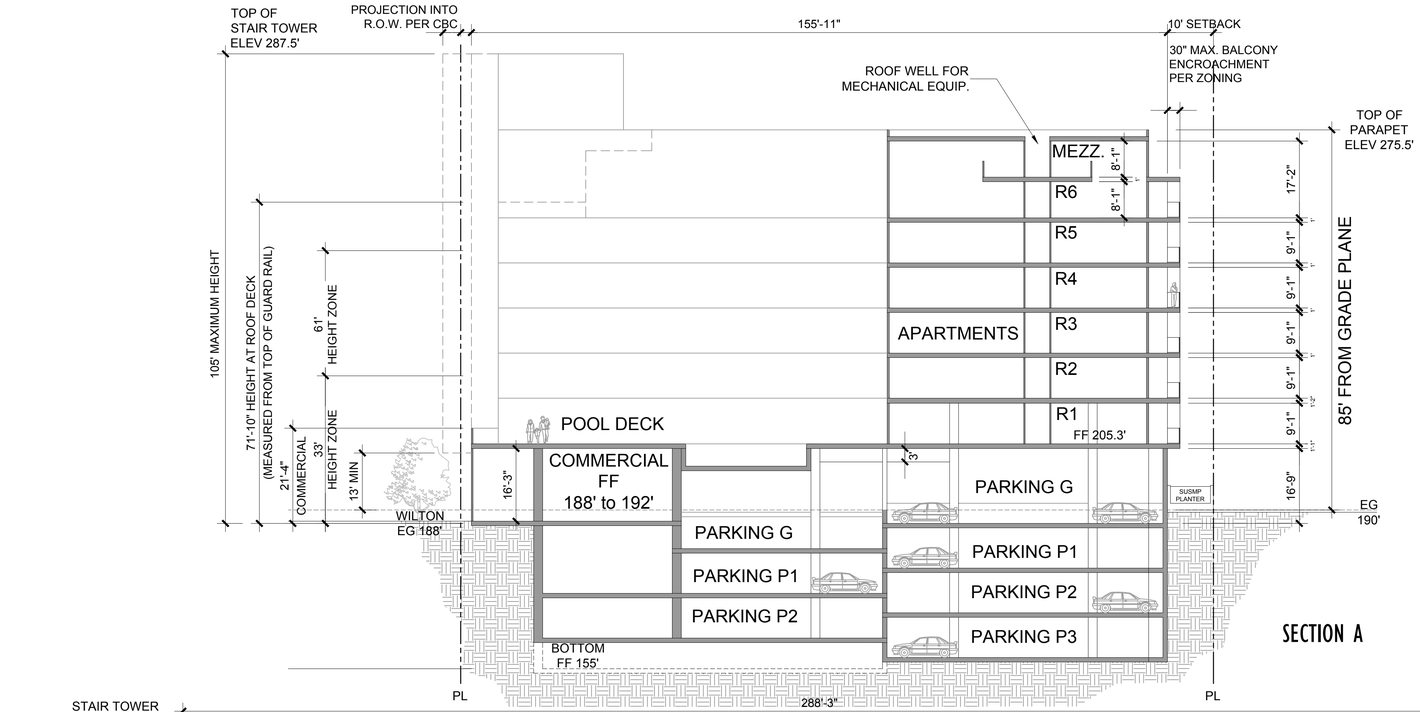
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CONCEPTUAL BUILDING SECTIONS

A4.1

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INTERLOCKING METAL PANEL SYSTEM

FRAMELESS GLASS GUARDRAIL SYSTEM

GLASSFIBRE-REINFORCED CONCRETE

ALUMINUM STOREFRONT

EXTERIOR CEMENT PLASTER/ SMOOTH TROWEL FINISH

EXTERIOR CEMENT PLASTER/ SMOOTH TROWEL FINISH

TO MATCH METAL PANEL COLOR



METAL LOUVERS

VINYL WINDOW SYSTEM

SIGNAGE

0 8' 16' 24'

3980 WILSHIRE BLVD

MATERIALS BOARD

A5.1

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Appendix B – Tract Map

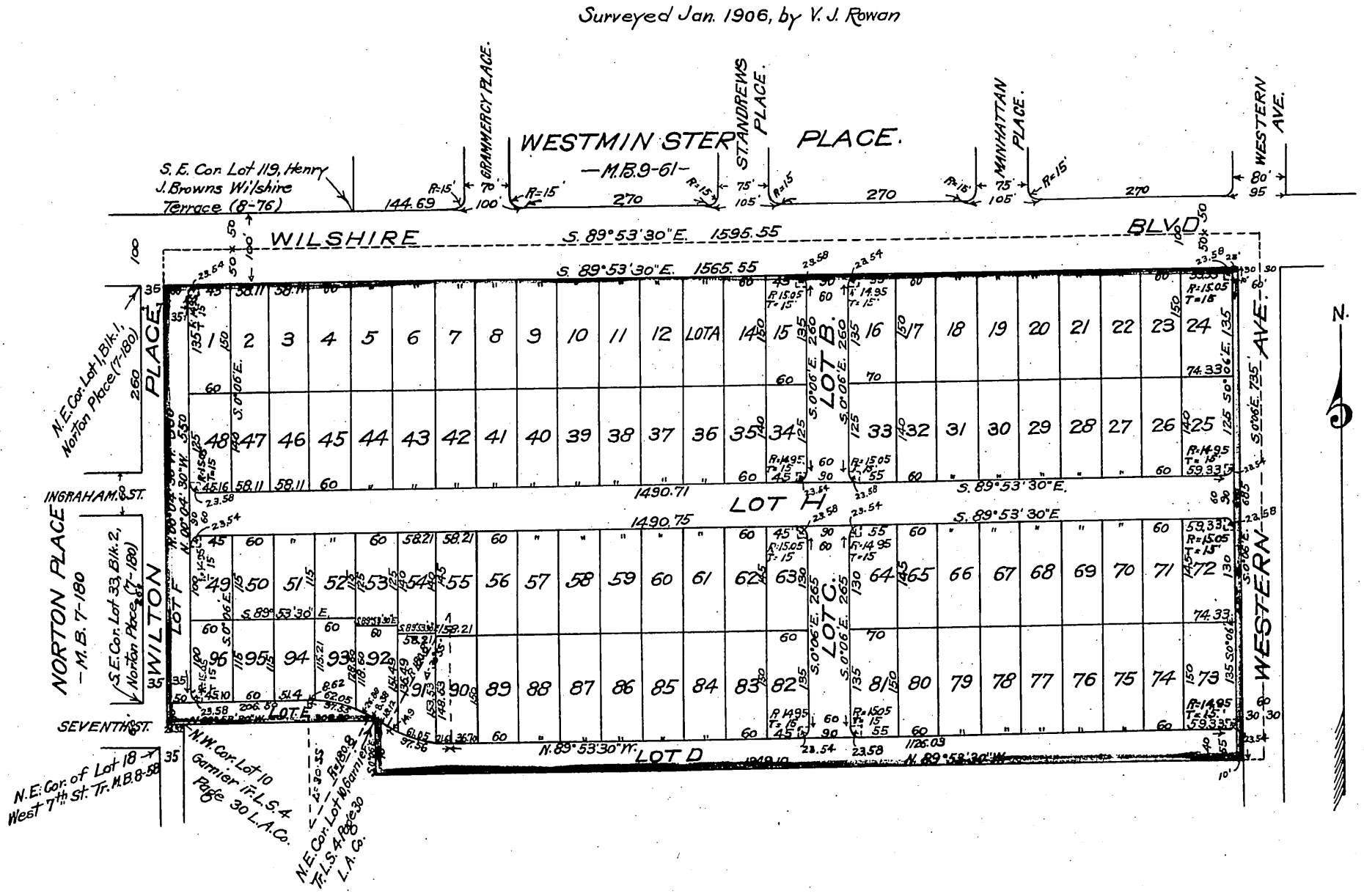
29

10-49

29

Map of
WESTERN WILSHIRE HEIGHTS.
Being a Subdivision
of a portion of Lot 1, Garnier Tract, as per case No. 25898 in the Superior Court of the County of Los Angeles, Cal., City of Los Angeles, County of Los Angeles, California.
True Courses.
Scale: 1 inch = 100 feet.

Surveyed Jan. 1906, by V. J. Rowan



Proprietor:— Union Trust & Title Co.

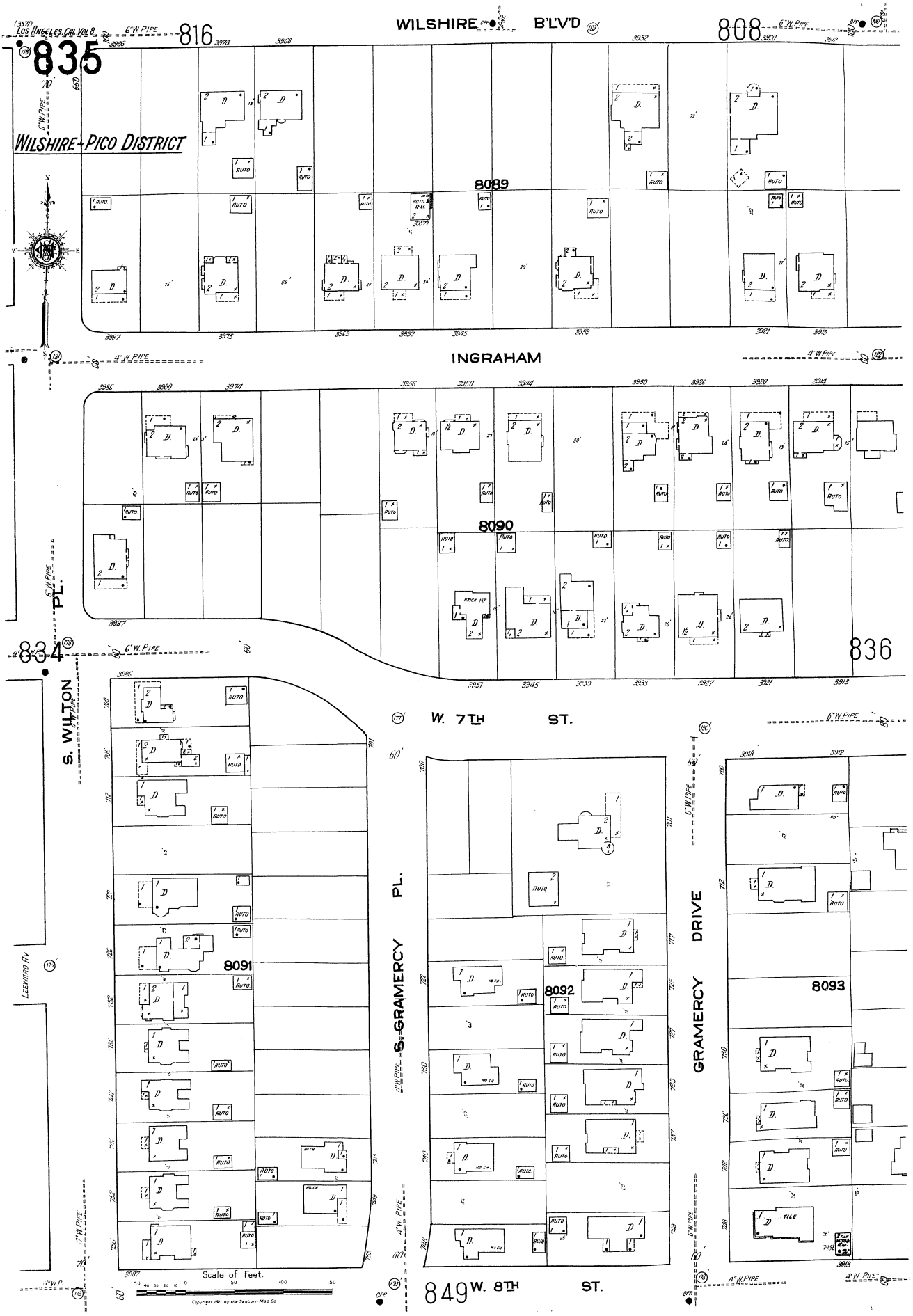
Recorded May 28,— 1906.
(Scale reduced to 200 = 1")

Opening of streets - lots B-C-D-E-F and H D:3004-43 — D:7-290
For Street Lot G See D:11-284 D:4102-63
Widening Western Ave D:4263-302 D:16-28 CF 511
Western Ave. named. Ord. 30 220

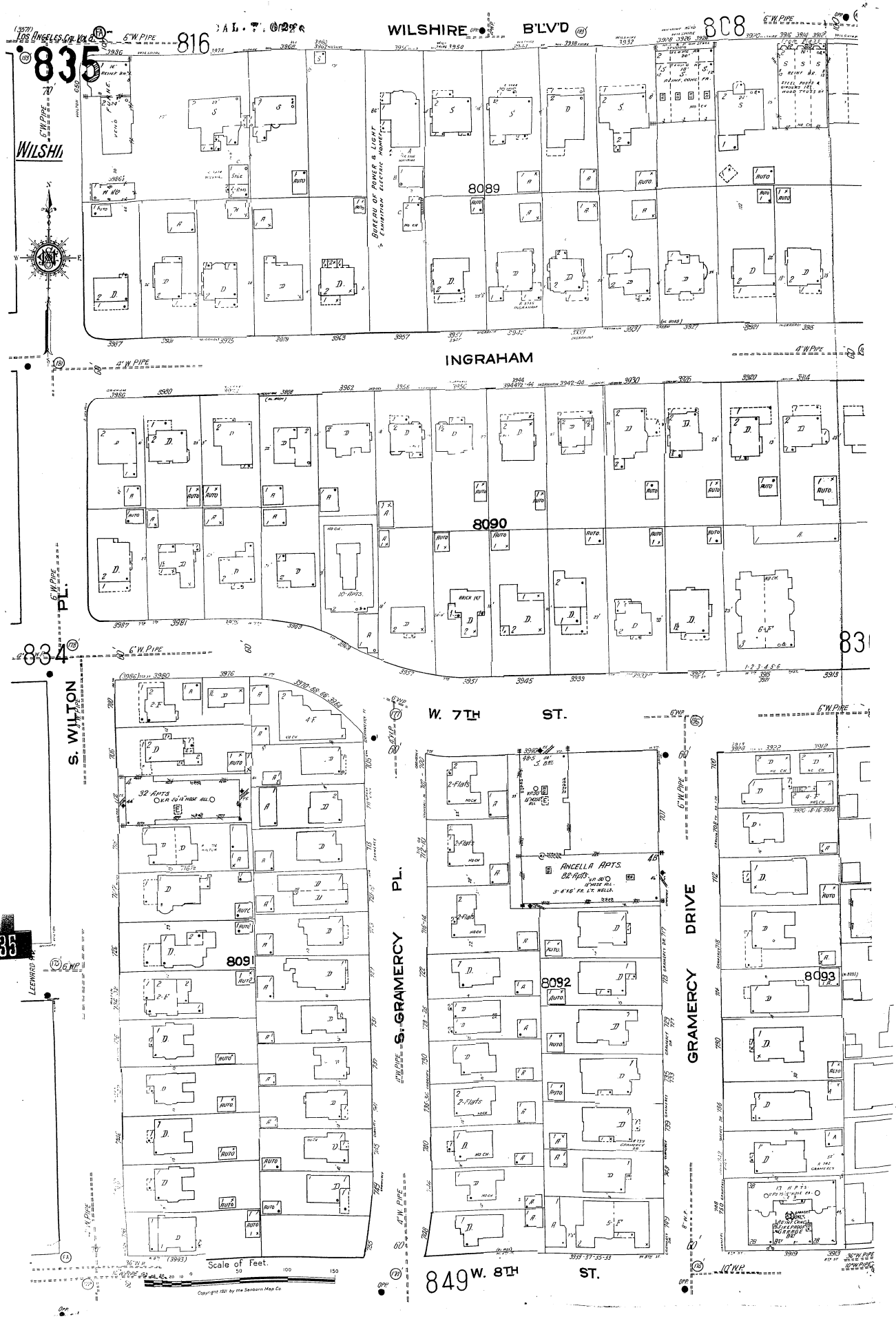
A 44 1/2 Sht 5

Appendix C – Sanborn Maps

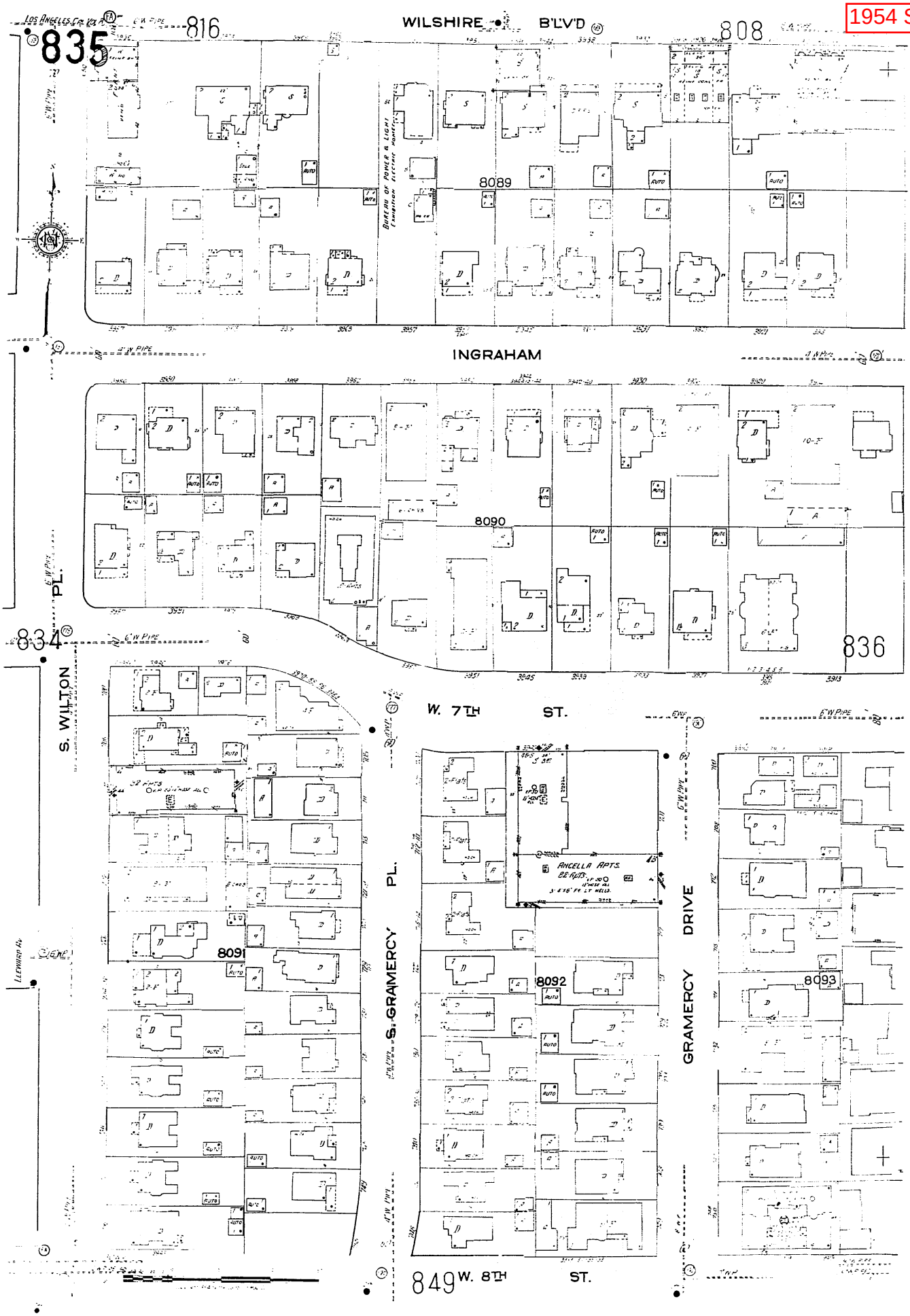
1921 Sanborn Map



1950 Sanborn Map



1954 Sanborn Map



Appendix D – 2009 DPR Forms

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Q
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: (Assigned by recorder) 3974 WILSHIRE BLVD

P1. Other Identifier: _____

*P2. Location: ___ Not for Publication X Unrestricted *a. County Los Angeles County

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Hollywood Date: 1996 _____

c. Address: 3974 WILSHIRE BLVD City: LOS ANGELES Zip: 90010

d. UTM: (Give more than one for large and/or linear resources) Zone: _____ _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: _____

APN:5092030003

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

A) Property Type: residential, commercial **B) Setting (general):** commercial block, on major thoroughfare **C) General characteristics. Architectural Style:** Renaissance Revival **Plan:** rectangular **No. of vertical divisions:** 3 **No. Stories:** 2 **Siding/Sheathing:** stucco: textured, All Visible, altered: yes **Roof:** hipped, medium **Construction:** wood frame **D) Specific features. Fenestration:** metal, double-hung, front, arranged in pairs **Primary Entrance:** front **Other notable features:** Double brackets, tile coping at roofline, symetrical facade. Entrance altered. **E) Importar decorative elements. Decorative Elements:** brackets **G) Alterations or changes to the property. Retains integrity:** low, setting, location, association I)...(continued on next page)

*P3b. Resource Attributes: (List attributes and codes) HP03, HP06

*P4. Resources Present: X Building ___ Structure ___ Object ___ Site ___ District ___ Element of District ___ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of photo: (View, data, accession #)
View to the Southwest, 09/03/08

***P6. Date Constructed/Age and Sources:** X Historic
___ Prehistoric ___ Both
1923
Assessor

***P7. Owner and Address:**
CHAN,CHARLIE PRINTING INC
428 N LARCHMONT BLVD
LOS ANGELES, CA 90004

***P8. Recorded by:**
Amanda Kainer
PCR Services Corporation
233 Wilshire Boulevard, Suite 130
Santa Monica, CA 90401

***P9. Date Recorded:** 09/08/2008

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources or enter "none.")
PCR Services Corporation Historic Resources Survey of the Wilshire Center/Koreatown Recovery Redevelopment Project Area. Prepared for the Community Redevelopment Agency of the City of Los Angeles in collaboration with Chattel Architecture (lead) and LSA Associates, Inc., March 2009.

***Attachments:** ___None ___Location Map ___Sketch Map X Continuation Sheet ___Building, Structure, and Object Record
___Archeological Record ___District Record ___Linear Feature Record ___Milling Station Record
___Rock Art Record ___Artifact Record ___Photograph Record ___Other (List): _____

P3a. Description (continued): Related: Wood-framed French doors open to balconies.

Appendix E – 2015 DPR Forms

State of California ♦ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Review Code | Reviewer | Date | Listings

Page 1 **of** 9 ***Resource Name or #:** (Assigned by recorder) 3974 Wilshire Blvd.
P1. Other Identifier: Tom N' Toms Coffee; Borzage Residence; Naval Aid Auxiliary Shore Station
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Hollywood **Date** 1966, photorevised 1988 **T** 1S ; **R** 14W ; NE ¼ **of** NW ¼ ☐ **of Sec** 26 ; San Bernardino **B.M.**
c. Address 3974 Wilshire Boulevard City Los Angeles Zip 90010
d. UTM: (Give more than one for large and/or linear resources) Zone __, _____ mE/ _____ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
AIN:5092-030-003

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The overall footprint of the building is rectangular, with a protruding rear addition on the east end of the building and second protruding addition on the west elevation. The building is two stories with horizontal, rectangular massing, and a hipped roof. The areas in front of and behind the building have been paved over for use as parking lots (alteration). The front (north elevation) is clad in wood siding (alteration) on the first floor and stucco (alteration: original stucco covered and/or replaced) on the second floor. The roof has wide, overhanging eaves with original carved brackets arranged in pairs. The original hipped roof is sheathed with composite shingles (alteration: originally tile). See Continuation Sheet.

***P3b. Resource Attributes:** (List attributes and codes) HP2, HP13, HP6

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5b. Description of Photo: (view, date, accession #) Front elevation, view south, November 2015
***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1918, building permit
***P7. Owner and Address:**
Jamison Properties LP
3470 Wilshire Boulevard, Suite 700, Los Angeles, CA 90010
***P8. Recorded by:** (Name, affiliation, and address) Virginia Harness, PCR Services Corp., 201 Santa Monica Blvd., Suite 500, Santa Monica, CA 90401
***P9. Date Recorded:** November 2015
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
PCR Services Corporation, "Historical Resources Assessment and Environmental Impacts Report, 3974 Wilshire Boulevard," prepared for Jamison Properties LP, November 2015, revised February 2016

***Attachments:** ☐NONE ☐Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*

Resource Name or # (Assigned by recorder) 3974 Wilshire Boulevard ***NRHP Status Code** 6Z

B1. Historic Name: Borzage Residence; Naval Aid Auxiliary Shore Station
B2. Common Name: Tom N' Toms Coffee
B3. Original Use: Single-family residence B4. Present Use: Coffee Shop
***B5. Architectural Style:** Mediterranean Revival (Italian Renaissance)
***B6. Construction History:** (Construction date, alterations, and date of alterations)

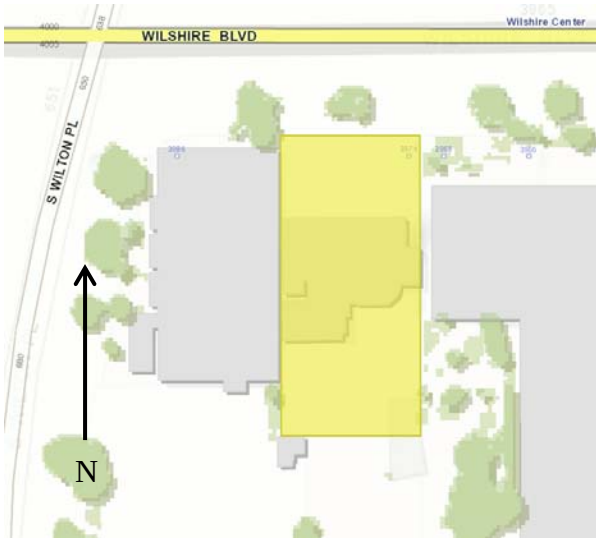
The building permits on file at the City of Los Angeles Department of Building and Safety were reviewed to determine the history of construction and alterations for the property. The table below summarizes the permit history. The building was constructed as a single-family residence in 1918, by builder and architect W.A. McCutcheon. As originally designed, the house was 45' x 30' x 26'. It was comprised of two stories containing nine rooms. The 1918 construction also included a detached garage (demolished. See Continuation Sheet.

***B7. Moved?** X **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** None
B9a. Architect: Wilfred A. McCutcheon b. Builder: Same
***B10. Significance: Theme** Early Residential Development of Wilshire Blvd., Mediterranean Revival Style, Residences Associated with Significant Persons in the Entertainment Industry, Naval Aid Auxiliary **Area** Wilshire Center/Koreatown
Period of Significance Primary:1918; Secondary: 1921-1940; Tertiary: 1942-1946
Property Type Residential (original); Commercial (current) **Applicable Criteria** A/1/1, B/2/2, C/3/3 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

NOT SIGNIFICANT: Originally designed as a Mediterranean Revival single-family residence in 1918, the subject property was subsequently the residence of early film director Frank Borzage and was later used as part of the Naval Aid Auxiliary Shore Station during World War II. However, the subject property has been substantially altered, as documented in the integrity section above. The subject property does not retain integrity of design, setting, materials, workmanship, feeling, or association under any of the three periods of significance due to substantial alterations that have destroyed its historic character. Due to these alterations, the subject property no longer meets the threshold of integrity for eligibility as a historical resource. Therefore, the subject property appears ineligible for listing under any federal, state or local eligibility criteria.

B11. Additional Resource Attributes: (List attributes and codes) _____
***B12. References:** See Continuation Sheet
B13. Remarks:
***B14. Evaluator:** Virginia E. Harness
***Date of Evaluation:** November 2015

(This space reserved for official comments.)



***P3a. Description (continued):** There are five large single-pane windows on the second floor and four on the first floor of the north elevation (alteration: windows replaced, 1929 balconies removed). The main front entry is centered and has double glass doors (alteration: quoining around entry removed, door replaced). A wood dining deck area has been added to the front elevation along with full width (addition). A large pole sign for Tom n' Toms Coffee has been added at the edge of the property adjacent to the sidewalk (addition).

The wood siding from the front elevation partially wraps around onto the east elevation, which is otherwise covered with the same stucco found on the front elevation and the remainder of the building. The windows on the east elevation are smaller, two-pane sash windows (alteration: windows replaced). There is a 1928 two-story addition on the east elevation, but the first floor portion of the this addition has been removed to create a passage for cars to access the rear parking area from Wilshire Boulevard. The stucco on the east elevation also appears to be replaced.

The rear elevation is substantially changed by additions and alterations. The rear addition is covered in stucco, all of which appears to be replaced. The rear wall of the 1928 east addition described above is flush with the rear elevation and composes the eastern end of the rear elevation. West of the car pass-through that was cut into the east addition (alteration) is a curved covered patio area (addition) with three large window openings and an open doorway accessed by concrete steps on the western end of the covered patio (addition). Above this is a balcony (addition) with a metal railing. The west end of the rear elevation protrudes out, giving the buildings its current "L"-shaped footprint. The northernmost section of this protrusion appears to be original to the subject property, but the remainder has been added. The ramp and one-story section of the building are later additions outside any period of significance. The second floor of the protruding west end was added in 1922 as a sun room, but all the windows are now removed (alteration). The remaining windows on the rear elevation are two-pane sash windows (alteration: all windows replaced on rear elevation). The area behind the building is now paved and used as a parking lot (alteration: landscaping removed).

The interior of the building was fully remodeled in 2011 when the subject property became a coffee shop. All finishes and features visible in the public spaces are contemporary and were added within the past five years. The interior has laminate flooring and the walls are primarily covered in wood siding and mirrors. The counter for the coffee shop is installed on the west end of the building.

***B6. Construction History (continued):** Within a few years the property passed into the ownership of film director Frank Borzage, who made several alterations during his twenty year residency. In 1921, Borzage had the cornice extended to a width of 2'6". The following year in 1922 he added a 12' x 13' sun and/or sleeping

room on the second floor, apparently above an existing room. In 1924, Borzage added a room onto the detached garage to create an additional living space. A two story addition to expand the first floor dining room and create a second floor sleeping porch was added to the side (presumably the east side) in 1928. The next year in 1929, Borzage enlarged the living room and dressing room, and added the balconies to the upstairs windows on the front elevation that remained in place until circa 2011. In 1931, a new building for truck storage and a bathroom were added to the property.

In 1937, a new one-story building 45’ x 50’ x 14’ was constructed on the property. The owner for the 1937 permit is listed as Walter Switzer, though Borzage is still listed as the resident of the subject property up to 1940. During World War II, the property was taken over by the Naval Aid Auxiliary and in 1945 a new military dormitory was erected on the property. The permit also notes two existing buildings on the property, with one functioning as a hotel.

After World War II the property became a commercial building. In 1964 a billboard was put up on the property. The building was “rehabilitated” in 1970, with no change to its structure. New signs were put up in 1987 and 1988. In 2011, the property was turned into a Tom ‘n Toms coffee shop. An illuminated wall sign was added to the front elevation. In 2012, a new outdoor dining area and patio deck were added. Additionally, all exterior windows were replaced and the stucco was repaired or replaced. Additionally changes are apparent through the comparison of historic photos and maps to current conditions and include removal of the 1929 balconies, demolition of the first floor dining room addition to create vehicular access to the back parking low, one-story addition on the eastern side of the rear elevation, one-story covered patio addition to rear elevation with second floor balcony above, demolition of the detached garage, 1937 building, and military dormitory, addition of wood siding on front elevation first floor exterior, removal of tile roof and re-roofing with composite shingles, replacement of all windows on side and rear elevations, and complete remodeling of the interior.

Building Permits for 3974 Wilshire Boulevard

Date	Owner	Contractor	Architect/ Engineer	Description	Valuation
1918	S. G. McCutcheon	W. A. McCutcheon		New Residence: 45 x 30 x 26/2stories. Nine rooms, one family.	$4500
1918	S. G. McCutcheon	W. A. McCutcheon		New Garage: 20 x20 14	$200
1921	Frank Borzage	Vollstedt Lunn (Lumm?)		Residence: Extend cornice to 2’-6”.	$500

Building Permits for 3974 Wilshire Boulevard

Date	Owner	Contractor	Architect/ Engineer	Description	Valuation
1922	Frank Borzage	C. K. Steele		Residence Addition: one room – 12 x 13 – above a room below for use as a sun room or sleeping room.	$400
1924	Mrs. Frank Borzage	C. K. Steele		Garage Addition: Room measuring 14 x 19 to be added to garage for living purposes.	$450
1928	Mrs. Frank Borzage	Owner	Louis Selden (A)	Residence Addition: 2 stories measuring 11 x 26 to side of house to increase size of dining room on first story and add sleeping porch on second story.	$1200
1929	Mrs. Frank Borzage	R. W. Booth		Residence: Enlarge living room, dressing room and place balcony in front of upstairs windows in front of house. 8 x 10 x 2 stories on present building of 70 x 50.	$1500
2/6/ 1931	Frank Borzage	R. W. Booth		New Building: 8 x 14 x 9 building for truck storage.	$175
2/13 /193 1	Frank Borzage	R. W. Booth		Addition: 8 x 6 bathroom.	$600
1937	Walter Switzer	Charles Buschlen	Frank L. Stiff	New Building: 60 x 73 x 21/one story.	$10,000
1945	A.L. Rubin	Myers Brothers		New Building: 45 x 50 x 14/one story military dormitory on 50 x 150 lot with 2 existing buildings, one serving as a hotel.	$3000
1964	Gillett Outdoor Advertisi ng		A.W. Schalzede r (E)	Sign: add 14 x 40 sign to existing 50 x 8 x 23/2 story building.	$3140

Building Permits for 3974 Wilshire Boulevard

Date	Owner	Contractor	Architect/ Engineer	Description	Valuation
1970	Super Outdoor	Allbrite Sign	C.A. Vandam	Billboard inspection: 14 x 36 sign 43’ above grade.	$4000
1978	Stewart Z. Weinstein		Arthur M. Gutt	Rehab: general non-structural rehab. Present use: office.	$25,000
1987	Charlie Chan Printing	Elro Manufactu ring	David Erlich	Sign: 12 x 8 x 23 pole sign.	$7104
1988	Charlie Chan Printing			Sign: revise pole.	$752
12/2 /201 1	E. E. Express Sign and Neon			Sign: 2’-4” x 30’-6” internally illuminated channel letter wall sign – Tom ‘n Toms	$1900
12/9 /201 1	Wilshire + Wilton, LLC	MAC	Julia Chang – Dc+B Line (A)	Add outside dining area d outside patron deck to original scope of work. Revise size of outside dining patio deck and parking location for the building.	$5000
2012	Wilshire + Wilton, LLC	MAC	Dongmyung Kim	COO: Change of use from retail to restaurant at first floor of 2 story commercial building with office at 2nd floor with outside dining area and outside patio deck. Provide rated stairway enclosure, repair and replace exterior stucco and windows.	

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Appendix F – Professional Qualifications

Margarita Jerabek, Ph.D.

ASSOCIATE PRINCIPAL, DIRECTOR OF HISTORIC RESOURCES

SUMMARY

Margarita Jerabek has 25 years of professional practice in the United States with an extensive background in historic preservation, architectural history, art history and decorative arts, and historical archaeology. She specializes in Visual Art and Culture, 19th-20th Century American Architecture, Modern and Contemporary Architecture, Architectural Theory and Criticism, Urbanism, and Cultural Landscape, and is a regional expert on Southern California architecture. Her qualifications and experience meet and exceed the Secretary of the Interior's Professional Qualification Standards in History, Archaeology, and Architectural History. She has managed and conducted a wide range of technical studies in support of environmental compliance projects, developed preservation and conservation plans, and implemented preservation treatment projects for public and private clients in California and throughout the United States.

EXPERIENCE

Dr. Jerabek has prepared a broad range of environmental documentation and conducted preservation projects throughout the Los Angeles metropolitan area and Southern California counties. She provides expert assistance to public agencies and private clients in environmental review, from due diligence through planning/design review and permitting and when necessary, implements mitigation and preservation treatment measures on behalf of her clients. As primary investigator and author of hundreds of technical reports, plan review documents, preservation and conservation plans, HABS/HAER/HALS reports, construction monitoring reports, salvage reports and relocation plans, she is a highly experienced practitioner and expert in addressing historical resources issues while supporting and balancing project goals.

She is an expert in the evaluation, management and treatment of historic properties for compliance with Sections 106 and 110 of the NHPA, NEPA, Section 4(f) of the Department of Transportation Act, CEQA, and local ordinances and planning requirements. Dr. Jerabek regularly performs assessments to ensure conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, and assists clients with adaptive reuse/rehabilitation projects by providing preservation design and treatment consultation, agency coordination, legally defensible documentation, construction monitoring and conservation treatment.

She is a regional expert on Southern California architecture. She has prepared a broad range of environmental documentation and conducted preservation projects throughout the Los Angeles metropolitan area as well as in Ventura, Orange, Riverside, San Bernardino and San Diego counties. Beyond her technical skill, Dr. Jerabek is a highly experienced project manager with broad national experience throughout the United States. She currently manages PCR's on-call preservation services with the City of Santa Monica, County of San Bernardino Department of Public Works, City of Hermosa Beach, Los Angeles Unified School District, and Long Beach Unified School District.

Education

Ph.D., Art History, University of California, Los Angeles, 2005

M.A., Architectural History, School of Architecture, University of Virginia, Charlottesville, 1991

Certificate of Historic Preservation, School of Architecture, University of Virginia, Charlottesville, 1991

B.A., Art History, Oberlin College, Oberlin, Ohio, 1983

Awards/Recognition

2014 Preservation Award, *The Dunbar Hotel*, L.A. Conservancy

2014 Westside Prize, *The Dunbar Hotel*, Westside Urban Forum,

2014Design Award: *Tongva Park & Ken Genser Square*, Westside Urban Forum

2012 California Preservation Foundation Award, *RMS Queen Mary Conservation Management Plan*, California Preservation Foundation

Professional Affiliations

California Preservation Foundation

Santa Monica Conservancy

Los Angeles Conservancy

Society of Architectural Historians

National Trust for Historic Preservation Leadership Forum

American Institute of Architects (AIA), National Allied Member

American Architectural Foundation

Association for Preservation Technology

Virginia Harness, M.A.

ASSISTANT ARCHITECTURAL HISTORIAN

SUMMARY

Virginia Harness has one year of professional experience and two years of academic experience in the practice of historic preservation and architectural history. Additionally, her professional background includes a year of professional experience in archival work and a summer of training in archaeology. She has also worked in the field of public history, conducting oral history interviews and creating a museum exhibit.

She earned her M.A. in Architectural History and Certificate in Historic Preservation from the University of Virginia (UVA) where she studied under architectural historian Dr. Richard Guy Wilson (thesis advisor) and preservationist Dr. Daniel Bluestone. Her wide range of work across preservation and history fields brings a depth of experience to her current work in historic resources.

EXPERIENCE

Ms. Harness has extensive experience in archival research, first as an archivist with the Brethren Historical Library and Archives and during her time as a student at UVA. While at UVA she worked on the Historic American Building Survey (HABS) recordation of Little Mountain Farm in Albemarle County and was a contributing author of the National Register Nomination for a corridor in Dillwyn, Virginia to assess its eligibility for listing as a historic district on the National Register of Historic Places.

As a public history intern with Historic Vienna, Inc. in northern Virginia, she designed and created a small scale museum exhibit which included traditional board mounted displays and a touch-screen interface.

Since commencing work at PCR, first as an intern and now as a technician, she has worked on historic resources assessment and impacts analysis reports, character-defining features reports, plan reviews, and HABS documentation for projects in the greater Los Angeles metropolitan area. Recent projects include HABS documentation, plan review, and construction monitoring for a late 19th century residence in Laguna Beach; a historic resource assessment and impacts analysis report for a new construction project in the Old Pasadena historic district; research for an impact report for a pipeline in San Diego County; historic resource assessments for buildings in Los Angeles, Laguna Beach, South Pasadena and Santa Monica; and a peer review of a Los Angeles Historical-Cultural Monument Application. Additionally, Ms. Harness has assisted in the completion of character defining features analysis, most recently for seven historic schools within LAUSD, and also recently completed an architectural survey of the RMS Queen Mary in Long Beach.

Education

M.A., American Architectural History
University of Virginia, Charlottesville, 2014

Certificate in Historic Preservation, University of Virginia, Charlottesville, 2014

B.A., Liberal Arts, St. John's College, Annapolis, Maryland, 2011

Continuing Education

Section 106: A Guide to Federal Protections for Historic Properties, California Preservation Foundation Workshop, May 2015

CEQA: How it Really Works, California Preservation Foundation Workshop, May 2015

Professional Affiliations

Society of Architectural Historians

California Preservation Foundation

Los Angeles Conservancy

Stephanie Hodal

ARCHITECTURAL HISTORIAN INTERN

SUMMARY

Stephanie Hodal is an experienced professional with expertise in communications for the architectural and engineering sector. She will apply her corporate communication and marketing expertise and academic experience in historic preservation/conservation to support the Historic Resources Division.

RELEVANT COURSEWORK

History of the American City

History of American Architecture and Urbanism

Cross Cultural Issues in Landscape Design

Topics in Modern Architecture in Southern California

Global History of Architecture to 1500

Introduction to Historic Site Documentation

Fundamentals of Historic Preservation

Historic Preservation Management, Planning and Development

Historic Preservation Philosophy

Conservation Methods and Materials

Historic Materials and Construction

Sustainable Conservation of the Built Environment

Smart Growth Planning

Urban Villages

Design Skills for Urban Planners

Introduction to City Planning

Communicating City Design

Education

Candidate, Master of Heritage Conservation, University of Southern California School of Architecture, 2016

Certificate of Historic Preservation, Boston Architectural College, 2009

A.B., American Studies, Smith College, Northhampton, Massachusetts, 1980

Continuing Education

Historic Real Estate Finance + Real Estate Deal Structuring, National Trust for Historic Preservation, Philadelphia PA + Washington DC

March 11, 2016

Mr. Garrett Lee
JAMISON PROPERTIES LP
3470 Wilshire Boulevard, Suite 700
Los Angeles, California 90010

RE: PRELIMINARY ASSESSMENT LETTER REPORT FOR 3986 WILSHIRE BOUELVARD, LOS ANGELES, CALIFORNIA

Dear Mr. Lee:

PCR Services Corporation (PCR) appreciates the opportunity to submit this letter report to Jamison Properties LP ("Client") which summarizes and documents the results of a Preliminary Historical Resources Assessment for the commercial building located at 3986 Wilshire Boulevard, Los Angeles, California ("Subject Property"). Focused site-specific research was conducted on the subject property, including review of available building permits, Sanborn Maps, and City directories. Research was conducted at the Los Angeles Department of Building and Safety, Los Angeles Public Library, and relevant internet sites. PCR also reviewed the survey results of the 2009 Wilshire Center and Koreatown Recovery Redevelopment Area Historic Resources Survey Report and the 2015 SurveyLA Historic Resources Survey Report for the Wilshire Community Plan Area. Neither of these previous surveys identified the Subject Property as eligible for designation at the local, state, or federal level, either individually or as part of a potential historic district.

In accordance with the guidelines of the National Register of Historic Places ("National Register"), PCR evaluated the subject property's integrity with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. The period of significance associated with the subject property is 1964, the year of construction. To be eligible as a historical resource, the property must retain the essential physical features that enable it to convey its historic identity. The subject property is a compromised example of a Mid-Century bank associated with the Post-War commercialization of Wilshire Boulevard. It retains integrity of location as it has not been moved from its original site. The design, materials, and workmanship of the subject property have been compromised by significant modifications including infill of an original open arcade along Wilton, walled in street-side landscaping, overpainting of exterior elevations, punched openings for incompatible new windows and doors, and front and rear elevations obscured by extensive signage. These changes have substantially compromised the historic feeling as they have largely destroyed the original 1964 appearance of the building (Attachment A). The loss of integrity of design, setting, materials, workmanship, and feeling, has resulted in the building's inability to convey its historical associations as an example of the Mid-Century Modern style or as a bank building. Therefore, the subject property does not retain sufficient integrity to merit eligibility for listing

as a historical resource at the significance thresholds of any of the national, state, or local criteria. A table summarizing the building permit research is provided in Attachment B.

The subject property was evaluated for potential eligibility against the applicable criteria for designation of the National Register of Historic Places, the California Register of Historical Resources ("California Register"), and the local register. Based upon our preliminary findings, the subject property does appear eligible under any of the applicable criteria. The subject property does not appear to be associated with any historic personages or events. It is one of many office and retail buildings constructed along Wilshire Boulevard in the 1960s and does not appear to have played any significant role in the development of the Wilshire area or Los Angeles. It was originally constructed as a Pioneer National Bank, which does not appear to have been an influential or significant financial institution in Los Angeles.

With regard to architecture, the building is one of a number of New Formalist office and retail buildings built along Wilshire in the 1960s replacing remaining pre-war residences and small businesses. The subject property was typical of this new style being a single volume of exaggerated height set on a podium above the street, its design emphasizing classicism and the structural grid via expressed columns and an exterior colonnade, with a textured masonry wall surface. The style was frequently applied to banks and civic buildings. The significant modifications to the subject property have obliterated its original purity of style, presence as a bank, and Mid-Century character. The architect, Kent Attridge, was an accomplished designer, who previously worked for Welton Becket Associates and Claud Beelman and Associates. However, Attridge does not appear to meet the threshold of a master architect and the subject property is not significant within his body of work. Therefore the subject property does not demonstrate significance as an excellent example of its style, type, or period; as the product of a master builder or architect; or as a property associated with historic events or personages.

In conclusion, the subject property appears to lack sufficient historical integrity or significance to be eligible for listing as a historical resource. The subject property has not been previously identified as potential historic resource and is not listed on the National Register, California Register, or local register.

Sincerely,
PCR SERVICES CORPORATION

Dr. Margarita Jerabek, Ph.D.
Director of Historic Resources

ATTACHMENT A



Subject Property as it appeared in 1978 (WilshireBouelvardHouses.blogspot)



Current appearance of Subject Property (PCR 2016)

ATTACHMENT B

Table 1

3980-3986 Wilshire Boulevard Building Permits

Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
1963LA54318	Pioneer National Bank		L.B. Carroll + Sons		Demolish existing 40 x 52 building currently in use as an office.
1964LA41928 for 3980 Wilshire Blvd.	Foster + Kleiser	Robert Box (E)		$2920	2 x 4 x 35' high shelter and sign.
1964LA56568	Pioneer National Bank	Kent Attridge	Brandow+Johnston	$65,000	Removed two existing office buildings and construct new banking office measuring 44 x 96'7" x one story.
1964LA59606	Pioneer National Bank	Kent Attridge	Brandow+Johnston	$3000	Revise foundation on 44 x 96'7" existing building.
1964LA61469	Pioneer National Bank	Kent Attridge	Brandow+Johnston	$101	Revise plans (roof overhang).
1964LA66232	Pioneer National Bank		Glendale Wrecking Company	$700	Demolish existing 40 x 50 store.
1964LA69786	Pioneer National Bank	James A. Lynch (E)	Heath + Company	$3000	Add shelter and roof sign.
1964LA83046	Pioneer National Bank		Triple A Neon	$1200	Installation 8 x 20 wall sign.
1971LA36797	U.S. National Bank	Ralph Reisinger	South Coast Construction	$100,000	Raise exterior wall, add covered walks and mezzanine.
1971LA40108	U.S. National Bank	R.E. Tebault	QRS Neon	$150	Relocate existing 3 x 3 pole sign.
1971LA40109	U.S. National Bank	R.E. Tebault	QRS Signs	$800	New pole sign.
1971LA40110	U.S. National Bank	R.E. Tebault	QRS Signs	$850	Relocate existing 8 x 17 pole sign.
1974LA84204	Crocker	James Y.		$101	Change plexiglass face on 19' pole sign.

	National Bank	Murashige			
1974LA84205	Crocker National Bank	James Y. Murashige		$420	Two 18’4” x 17’3” wall signs.
1974LA86246	Crocker National Bank	James Y. Murashige		$350	4’ x 5’6” sign.
1974LA86247	Crocker National Bank	James Y. Murashige		$1900	New 12 x 10 design on existing sign columns.
1974LA88217	Crocker National Bank	James Y. Murashige		$200	Substitute a square tube for existing pipe column on 12 x 10 sign.
1980LA02558	Crocker Bank		Transpace Electrical Construction Company	$5000	Installation of 8 x 8 automatic machine interior partitions.
1980LA09046	Crocker Bank		Mina Tree Signs	$1500	3’7” illuminated wall sign.
1983LA72206	Southwest Savings	David Erlich	Tristar Electrical Display	$3500	Wall sign.
1983LA72207	Southwest Savings	David Erlich	Tristar Electrical Display	$16,365	9 X 30 roof sign.
1983LA72208	Southwest Savings	David Erlich	Tristar Electrical Display	$8299	6 x 20 pole sign.
2002.02016-10000-21134	Steve H. and Sook H. Kwak		Aurora Electric	$70,000	New BBQ hoods and grill and new walk in cooler.
2003.03016-10000-01199	Steve H. and Sook H. Kwak		Aurora Electric	$21,000	Add washing area to restaurant.
2009.09016-10000-03023	Ngbi Inc.	Hong Kook Kim (E)	J+J Construciton	$20,000	Add new hood for dining tables.
2014.14016-10000-08160	Wilshire + Wilton LLC		Gov Construction + Management	$30,000	Exterior remodel, north and south of restaurant. No interior work.
2014.14048-10000-02156	Wilshire + Wilton LLC		Sign Haus Co.	$4000	Install two illuminated channel letter wall signs reading “Manna Korean BBQ”

Air Quality and Greenhouse Gas Emissions Study

Prepared for:

Jamison Properties, LP
3470 Wilshire Boulevard, Suite 700
Los Angeles, CA 90010

Prepared by:

CAJA Environmental Services
11990 San Vicente Boulevard, Suite 250
Los Angeles, CA 90049

and

DKA Planning

February 2016

PROJECT DESCRIPTION

The site of the proposed Project (the "Project") is located at 3980 Wilshire Boulevard, Los Angeles, California. It is our understanding that the Project includes development of a 228-unit multi-family residential building, totaling 208,000 square feet, with 20,000 square feet of commercial and retail uses and three levels of subterranean parking. All existing development would be removed, including a 5,980 square foot restaurant, 4,730 square foot coffee shop, and 28,000 square foot surface parking lot. Construction would take approximately 24 months.

SCOPE OF WORK

This Air Quality and Greenhouse Gas Emissions Study follows the requirements of CEQA and is based on the Project Description, construction details provided by the Client, and the following tasks:

TASK 1 – CHARACTERIZE EXISTING CONDITIONS

The characterization of the existing conditions will include a description of the regulatory setting, thresholds of significance, and existing sources of emissions relative to the Project site for both Air Quality and Greenhouse Gas Emissions.

TASK 2 – ASSESS CONSTRUCTION IMPACTS

Air Quality: The short-term localized and regional criteria pollutant emissions associated with construction of the Project will be estimated using the CalEEMod 2013.2.2 model. The assessment of construction-related air quality impacts will focus on fugitive dust emissions from earth moving and nitrogen oxides emissions generated by haul trucks and other diesel-fueled construction equipment. Estimated emissions for Project construction will be compared to the South Coast Air Quality Management District's (SCAQMD) daily local and regional construction emissions to determine significance.

The air quality construction assessment will also include a discussion of odors and toxic air contaminants (TAC). The qualitative odor discussion will discuss potential sources of odors. The TAC assessment will qualitatively discuss exposure based on the duration of construction activity.

The consistency of construction impacts with the City of Los Angeles' Air Quality Element, SCAQMD Air Quality Management Plan (AQMP), and other plans and policies will be assessed.

Greenhouse Gases: Direct and indirect greenhouse gas emissions generated during construction activities will be estimated and disclosed.

TASK 3 – ASSESS OPERATIONAL IMPACTS

Air Quality: A thorough assessment of the Project's direct and indirect air quality impacts will be conducted and will include the following:

- Assess the stationary source, area source, and mobile source emissions from operation of the Project, following the occupancy of the Project. The emissions will be compared to the SCAQMD's significance thresholds to determine the Project's impact on local and regional air quality. Mobile source emissions will be quantified based on the traffic analysis prepared for the Project and using CalEEMod, EMFAC, and other appropriate air quality models.

- Localized concentrations of carbon monoxide along key roadways affected by the Project will be analyzed.

- Project impacts related to odor and TACs will be qualitatively discussed, particularly as odors and TACs could affect off-site sensitive receptors.

- Cumulative impacts of the Project on localized and regional air quality will be evaluated. To that end, the Project's consistency with the AQMP, the City's Air Quality Element, and other relevant documents will be discussed.

Greenhouse Gas Emissions: The Project's direct and indirect greenhouse gas emissions will be assessed, quantified, and converted to CO_2e emissions, using recommended global warming potential conversion factors. The Project's consistency with federal, state, and local climate action plans also will be discussed.

TASK 4 – IDENTIFY MITIGATION MEASURES

If any significant Air Quality or Greenhouse Gas Emissions impacts are identified, mitigation measures will be identified to reduce the emissions to below the applicable significance thresholds, where possible.

AIR QUALITY

Pollutants and Effects

Criteria air pollutants are defined as pollutants for which the federal and State governments have established ambient air quality standards for outdoor concentrations. The federal and State standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), particulate matter ten microns or less in diameter (PM_{10}), and lead (Pb). These pollutants are discussed below.

- Carbon Monoxide (CO) is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. It is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, automobile exhaust accounts for the majority of emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient concentrations generally follow the spatial and temporal distributions of vehicular traffic. Concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. Inversions are an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air. The highest concentrations occur during the colder months of the year when inversion conditions are more frequent. CO is a health concern because it competes with oxygen, often replacing it in the blood and reducing the blood's ability to transport oxygen to vital organs. Excess CO exposure can lead to dizziness, fatigue, and impair central nervous system functions.

- Ozone (O_3) is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG) and nitrogen oxides (NO_X) react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant; rather, it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of ROG and NO_X, the components of O_3, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. The greatest source of smog-producing gases is the automobile. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

- Nitrogen Dioxide (NO_2) like O_3, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to O_3 formation. NO_2 also contributes to the formation of PM_{10}. High concentrations of NO_2 can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO_2 and chronic

pulmonary fibrosis. Some increase of bronchitis in children (2-3 years old) has been observed at concentrations below 0.3 ppm.

- Sulfur Dioxide (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO_2 are coal and oil used in power plants and industries. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. SO_2 is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 can also yellow plant leaves and erode iron and steel.

- Particulate Matter (PM) consists of small liquid and solid particles floating in the air, including smoke, soot, dust, salts, acids, and metals and can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Fine particulate matter, or $PM_{2.5}$, is roughly 1/28 the diameter of a human hair and results from fuel combustion (e.g. motor vehicles, power generation, industrial facilities), residential fireplaces, and wood stoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as SO_2, NO_X, and VOC. Inhalable particulate matter, or PM_{10}, is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.

  $PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, they can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

- Lead (Pb) in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturers of batteries, paint, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95 percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities have become lead-emission sources of greater concern.

  Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such

exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth.

- Toxic Air Contaminants (TAC) are airborne pollutants that may increase a person's risk of developing cancer or other serious health effects. TACs include over 700 chemical compounds that are identified by State and federal agencies based on a review of available scientific evidence. In California, TACs are identified through a two-step process established in 1983 that includes risk identification and risk management.

Regulatory Setting

Federal

United States Environmental Protection Agency (USEPA). The USEPA is responsible for enforcing the Federal Clean Air Act (CAA), the legislation that governs air quality in the United States. USEPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS). NAAQS are required under the 1977 CAA and subsequent amendments. USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside State waters (e.g., beyond the outer continental shelf) and establishes emission standards, including those for vehicles sold in States other than California, where automobiles must meet stricter emission standards set by CARB.

As required by the CAA, NAAQS have been established for seven major air pollutants: CO, NO_2, O_3, $PM_{2.5}$, PM_{10}, SO_2, and Pb. The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are summarized in Table 1. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin as nonattainment for O_3 and $PM_{2.5}$, attainment for PM_{10}, maintenance for CO, and attainment/unclassified for NO_2.

State

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

CARB has broad authority to regulate mobile air pollution sources, such as motor vehicles. It is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in Table 1.

TABLE 1: STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS AND ATTAINMENT STATUS FOR THE SOUTH COAST AIR BASIN					
Pollutant	**Averaging Period**	**California**		**Federal**	
		Standards	**Attainment Status**	**Standards**	**Attainment Status**
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Nonattainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	/a/	0.075 ppm (147 µg/m^3)	Nonattainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Nonattainment	150 µg/m^3	Attainment
	Annual Arithmetic Mean	20 µg/m^3	Nonattainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Nonattainment
	Annual Arithmetic Mean	12 µg/m^3	Nonattainment	12 µg/m^3	Nonattainment
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Unclassified/ Attainment
	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Unclassified/ Attainment
Sulfur Dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	Attainment
	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Nonattainment
/a/ CARB has not determined 8-hour O_3 attainment status. Source: CARB, Ambient Air Quality Standards, and attainment status, accessed February 20, 2016 (www.arb.ca.gov/desig/adm/adm.htm)					

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as nonattainment.

Local

South Coast Air Quality Management District (SCAQMD). The 1977 Lewis Air Quality Management Act merged four air pollution control districts to create the SCAQMD to coordinate air quality planning efforts throughout Southern California. It is responsible for monitoring air

quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards. Programs include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

The SCAQMD monitors air quality over its jurisdiction of 10,743 square miles, including the South Coast Air Basin, which covers an area of 6,745 square miles and is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto mountains to the north and east; and the San Diego County line to the south. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAQMD also regulates the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin.

All areas designated as nonattainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The SCAQMD prepares the Air Quality Management Plan (AQMP) to address CAA and CCAA requirements by identifying policies and control measures. On December 7, 2012, the SCAQMD adopted its 2012 AQMP, which is now the legally enforceable plan for meeting the 24-hour $PM_{2.5}$ strategy standard. The SCAQMD's pending Draft 2016 AQMP will develop strategies to meet the NAAQS for the 8-hour ozone standard by 2032, the annual $PM_{2.5}$ standard by 2021-2025, the 1-hour ozone standard by 2023, and the 24-hour $PM_{2.5}$ standard by 2019.

The Southern California Association of Governments (SCAG) assists by preparing the transportation portion of the AQMP through the adoption of its Regional Transportation Plan (RTP). This includes the preparation of a Sustainable Communities Strategy (SCS) that responds to planning requirements of SB 375 and demonstrates the region's ability to attain greenhouse gas reduction targets set forth in State law.

In its role as the local air quality regulatory agency, the SCAQMD also provides guidance on how environmental analyses should be prepared. This includes recommended thresholds of significance for evaluating air quality impacts.

City of Los Angeles. The City's General Plan includes an Air Quality Element that provides a policy framework that governs air quality planning within the City of Los Angeles. Adopted in November 1992, the Plan includes six goals, 15 objectives, and 30 policies that help define how the City will achieve its clean air goals.

In 2006, the City released its L.A. CEQA Thresholds Guide that provides guidance in the preparation of environmental documents. This included a chapter focusing on air quality. While it didn't set new thresholds of significance for air quality, it did suggest a process for evaluating projects and attempted to standardize analyses through prescribed protocols.

Air Pollution Climatology

The Project site is located within the Los Angeles County non-desert portion of the South Coast Air Basin. The Basin is in an area of high air pollution potential due to its climate and topography. The region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The

Basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter. The mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region.

The Basin experiences frequent temperature inversions that help to form smog. While temperature typically decreases with height, it actually increases under inversion conditions as altitude increases, thereby preventing air close to the ground from mixing with the air above. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and NO_2 react under strong sunlight, creating smog. Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland toward the mountains.

Air quality problems also occur during the fall and winter, when CO and NO_2 emissions tend to be higher. CO concentrations are generally worse in the morning and late evening (around 10:00 p.m.) when temperatures are cooler. High CO levels during the late evenings result from stagnant atmospheric conditions trapping CO. Since CO emissions are produced almost entirely from automobiles; the highest CO concentrations in the Basin are associated with heavy traffic. NO_2 concentrations are also generally higher during fall and winter days.

Air Monitoring Data

The SCAQMD monitors air quality conditions at 45 locations throughout the Basin. The Project Site is located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table 2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2012 through 2014. The one-hour State standard for O_3 was exceeded three times during this three-year period, the daily State standard for PM_{10} was exceeded eight times while the daily State standard for $PM_{2.5}$ was exceeded five times. CO and NO_2 levels did not exceed the CAAQS from 2012 to 2014.

Toxic Air Pollution

According to the SCAQMD's Multiple Air Toxics Exposure Study IV (MATES IV), the incidence of cancer over a lifetime in the US population is about 1 in 4, to 1 in 3, which translates into a risk of about 300,000 in 1 million (SCAQMD 2015). One study, the *Harvard Report on Cancer Prevention*, estimated that, of cancers associated with known risk factors, about 30 percent were related to tobacco, about 30 percent were related to diet and obesity, and about 2 percent were associated with environmental pollution related exposures (Harvard 1996). The potential cancer risk for a given substance is expressed as the incremental number of potential excess cancer cases per million people over a 70-year lifetime exposure at a constant annual average pollutant concentration. The risks are usually presented in chances per million. For example, if the cancer risks were estimated to be 100 per million, this would predict an additional 100 excess cases of cancer in a population of 1 million people over a 70-year lifetime.

TABLE 2: 2012-2014 AMBIENT AIR QUALITY DATA IN PROJECT VICINITY				
Pollutant	**Pollutant Concentration & Standards**	**Central Los Angeles**		
		2012	**2013**	**2014**
Ozone	Maximum 1-hour Concentration (ppm)	0.093	0.081	0.113
	Days > 0.09 ppm (State 1-hour standard)	0	0	3
	Days > 0.075 ppm (Federal 8-hour standard)	1	0	2
Carbon Monoxide	Maximum 1-hour Concentration (ppm)	N/A	N/A	N/A
	Days > 20 ppm (State 1-hour standard)	N/A	N/A	N/A
	Maximum 8-hour Concentration (ppm)	1.9	2.0	2.0
	Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide	Maximum 1-hour Concentration (ppm)	0.0773	0.0903	0.0821
	Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}	Maximum 24-hour Concentration ($\mu g/m^3$)	80	57	66
	Days > 50 $\mu g/m^3$ (State 24-hour standard)	4	1	3
$PM_{2.5}$	Maximum 24-hour Concentration ($\mu g/m^3$)	58.7	43.1	N/A
	Days > 35 $\mu g/m^3$ (Federal 24-hour standard)	4	1	N/A
Sulfur Dioxide	Maximum 24-hour Concentration (ppm)	N/A	N/A	N/A
	Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A
Source: SCAQMD annual monitoring data (www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year) accessed October 25, 2015. N/A: Not available at this monitoring station.				

As part of the SCAQMD's environmental justice initiatives adopted in late 1997, the SCAQMD adopted the MATES IV study in May 2015, which was a follow-up to the previous MATES I, II, and III air toxics studies conducted in the Basin. The MATES IV study was based on monitored data throughout the Basin and included a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize carcinogenic risk across the Basin from exposure to TACs. The MATES IV study applied a 2-kilometer (1.24-mile) grid over the Basin and reported carcinogenic risk within each grid space (each covering an area of 4 square kilometers or 1.54 square miles). The study concluded that the average of the modeled air toxics concentrations measured at each of the monitoring stations in the Basin equates to a background cancer risk of approximately 897 in 1 million primarily due to diesel exhaust particulate matter (DPM). Using the MATES IV methodology, about 94 percent of the cancer risk is attributed to emissions associated with mobile sources, and about 6 percent of the risk is attributed to toxics emitted from stationary sources, which include industries, and businesses such as dry cleaners and chrome plating operations. The MATES IV study found lower ambient concentrations of most of the measured air toxics, as compared to the levels measured in the previous MATES III study finalized in September 2008.

Existing Emissions

The 1.04-acre project site includes a 5,980 square foot restaurant, 4,730 square foot coffee shop, and a 28,000 square foot surface parking lot. As shown in Table 3, the bulk of criteria pollutant emissions from this development comes from mobile sources that travel to and from the Project site.

TABLE 3: EXISTING DAILY OPERATIONS EMISSIONS						
	Pounds per Day					
Emission Source	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	<1	<1	<1	0	0	0
Energy Sources	<1	1	1	<1	<1	<1
Mobile Sources	7	18	76	<1	17	3
Total Operations	**7**	**19**	**76**	**<1**	**12**	**3**
Source: DKA Planning 2016 based on CalEEMod 2013.2.2 model runs.						

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following typical groups who are most likely to be affected by air pollution: children under 14; the elderly over 65 years of age; athletes; and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

There are several existing or reasonably foreseeable sensitive receptors near the Project site, including:

- Wilton Wilshire Arms, 3966 Wilshire Boulevard, multi-family residences; 115 feet east of the Project site.
- Wilshire Adult Day Health Care, 3921 Wilshire Boulevard; 320 feet northeast of the Project site.
- 3955 Ingraham Street, multi-family residences; 5 feet east of the Project site.
- Single-family residence, 4000 Ingraham Street; 115 feet southwest of the Project site.
- Single-family residences, 628 South Wilton Place; 275 feet north of the Project site.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:

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

Less Than Significant Impact. The proposed mixed-use project would neither conflict with the SCAQMD's 2012 Air Quality Management Plan (AQMP) nor jeopardize the region's attainment of air quality standards. The AQMP focuses on achieving clean air standards while accommodating population growth forecasts by the Southern California Association of Governments (SCAG). Specifically, SCAG's growth forecasts from the 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) are largely built off local growth forecasts from local governments like the City of Los Angeles. The 2012 RTP/SCS accommodates up to 3,991,700 persons; 1,455,700 households; and 1,817,700 jobs in the City of Los Angeles by 2020. The Draft 2016 RTP/SCS, released for public review on December 4, 2015, accommodates 4,609,400 persons; 1,690,300 households; and 2,169,100 jobs by 2040.

The Project site is located in the City's Wilshire Community Plan area. The Community Plan implements land use standards of the General Plan Framework at the local level. The Project is consistent with the City's projected growth capacity for the Community Plan area, which accommodated a projected population of 337,144 persons and housing base of 138,330 units by 2010.[1] The City has not updated projections beyond 2010 for the Community Plan area.

The Project could add 556 residents to the Plan area, based on the City's projected household density in the Community Plan area. This would marginally increase population in the South Coast Air Basin. The Project site is classified as "Regional Center Commercial" in the Community Plan, a zoning classification that conditionally allows residential uses. As such, the RTP/SCS' assumptions about growth in the City accommodate housing and population growth on this site. As such, the Project does not conflict with the population-based growth assumptions in the regional air plan and this impact is considered less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant With Mitigation Incorporated. Construction-related emissions were estimated using the South Coast Air Quality Management District's (SCAQMD's) CalEEMod 2013.2.2 model using assumptions from the Project's developer, including the Project's construction schedule of 24 months. Table 4 summarizes the proposed construction schedule that was modeled for air quality impacts.

TABLE 4:
PROPOSED CONSTRUCTION SCHEDULE

Phase	Duration	Notes
Demolition	1/1/17-2/1/17	5,625 tons of debris hauled off-site
Site Preparation	2/2/17-3/1/17	
Grading	3/2/17-7/1/17	51,426 cubic yards of soil export
Building Construction	7/2/17-12/31/18	
Architectural Coatings	4/1/18-7/1/18	
Source: DKA Planning, 2016		

As shown in Table 5, the construction of the Project would produce VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds. Further, any concurrent work on phases during the construction period would not result in exceedances of these recommended thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

In terms of local air quality, the Project would not produce emissions that exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. However, construction activities could produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD, primarily from vehicle exhaust and fugitive dust emissions from off-road construction vehicles during the grading phase. As a result, construction impacts on localized air quality are considered significant but mitigable.

[1] *City of Los Angeles, Wilshire Community Plan, www.cityplanning.lacity.org/complan/pdf/wilcptxt.pdf. 1998.*

TABLE 5: MAXIMUM DAILY CONSTRUCTION EMISSIONS - UNMITIGATED						
	Pounds Per Day					
Year	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2017	6	67	49	<1	9	5
2018	37	21	23	<1	11	7
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	5	48	32	<1	7	5
Localized Significance Threshold	--	74	680	--	5	3
Exceed Threshold?	No	No	No	No	Yes	Yes
Source: DKA Planning, 2016 based on CalEEMod 2013.2.2 model runs. LST analyses based on 1 acre site with 25 meter distances to receptors in Central Los Angeles source receptor area.						

Mitigation Measures AQ-1 through AQ-4 (below) call for the use of readily-available construction equipment that uses EPA-certified Tier 4 engines to reduce combustion-related $PM_{2.5}$ (and PM_{10}) emissions. Mitigation Measure AQ-5 addresses fugitive dust emissions of PM_{10} and $PM_{2.5}$ that would be regulated by SCAQMD Rule 403, which calls for Best Available Control Measures (BACM) that include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. It should be noted that Table 5 conservatively does not assume the application of BACMs to control fugitive dust.

The Project also would produce long-term air quality emissions in the region primarily from motor vehicles that access the Project site. The Project could add up to 508 net vehicle trips to and from the Project site on a peak weekday at the start of operations in 2018.[2] Operational emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions (Table 5). As a result, the Project's operational impacts on regional air quality are considered less than significant.

With regard to localized air quality impacts, the Project would emit minimal emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from area and energy sources on-site. As shown in Table 6, these localized emissions would not approach the SCAQMD's localized significance thresholds that signal when there could be human health impacts at nearby sensitive receptors during long-term operations. The Project's operational impacts on localized air quality are considered less than significant.

[2] *Overland Traffic Consultants, Inc. "Traffic Impact Study Mixed Use Development Located at 3986 Wilshire Boulevard", January 2016.*

TABLE 6: ESTIMATED DAILY OPERATIONS EMISSIONS						
	Pounds per Day					
Emission Source	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	6	<1	19	<1	<1	<1
Energy Sources	<1	1	<1	<1	<1	<1
Mobile Sources	8	23	91	<1	17	5
Total Operations	**14**	**24**	**110**	**<1**	**17**	**5**
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	**6**	**1**	**19**	**<1**	**<1**	**<1**
Localized Significance Threshold	-	74	680	-	2	2
Exceed Threshold?	N/A	No	No	N/A	No	No
Source: DKA Planning 2016 based on CalEEMod 2013.2.2 model runs. LST analyses based on 1 acre site with 25 meter distances to receptors in Central Los Angeles source receptor area.						

Mitigation Measures

To ensure that the Project would not result in any significant localized air quality impacts during construction, the following mitigation measures are required (refer to Table 6):

AQ-1 All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 4 emission standards, where available, to reduce NO_x, PM_{10}, and $PM_{2.5}$ emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

AQ-2 Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NO_x emissions requirements.

AQ-3 At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

AQ-4 Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at: http://www.aqmd.gov/home/programs/business/business-detail?title=off-road- diesel-engines&parent=vehicle-engine-upgrades.

AQ-5 Construction activities shall comply with SCAQMD Rule 403, including the following measures:

- Apply water to disturbed areas of the site three times a day
- Require the use of a gravel apron or other equivalent methods to reduce mud and dirt trackout onto truck exit routes
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM generation.
- Limit soil disturbance to the amounts analyzed in the Final MND.
- All materials transported off-site shall be securely covered.
- Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Traffic speeds on all unpaved roads to be reduced to 15 mph or less.

AQ-6 Architectural coatings and solvents applied during construction activities shall comply with SCAQMD Rule 1113, which governs the VOC content of architectural coatings.

TABLE 7:
MAXIMUM DAILY CONSTRUCTION EMISSIONS - MITIGATED

	Pounds Per Day					
Year	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2017	2	24	48	<1	3	2
2018	35	10	22	<1	1	<1
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	34	5	31	<1	2	1
Localized Significance Threshold	--	74	680	--	5	3
Exceed Threshold?	No	No	No	No	No	No

Source: DKA Planning, 2016 based on CalEEMod 2013.2.2 model runs. LST analyses based on 1 acre site with 25 meter distances to receptors in Central Los Angeles source receptor area.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant With Mitigation Incorporated. For regional ozone precursors, the Project would not exceed SCAQMD mass emission thresholds for ozone precursors during construction. As such, the Project's impact on cumulative ozone precursor emissions would be considered less than significant. Similarly, regional emissions of PM_{10} and $PM_{2.5}$ would not exceed mass thresholds established by the SCAQMD; therefore, construction emissions impacts would be considered less than significant.

When considering local impacts, cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. If any other proposed projects were to undertake construction concurrently with the proposed Project, localized CO, $PM_{2.5}$, PM_{10}, and NO_2 concentrations would not exceed ambient air quality standards at nearby receptors. The application of LST thresholds to each cumulative project in the local area would help ensure that each project does not produce localized hotspots of CO, $PM_{2.5}$, PM_{10}, and NO_2. Any projects that would exceed LST thresholds would perform dispersion modeling to confirm whether health-based air quality standards would be violated and mitigate any significant localized emissions accordingly. Receptors that are located further away would not be threatened with exceedances of health-based standards, and emissions significantly disperse as a function of atmospheric stability, mixing heights, and other variables, with distance a critical factor. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting LST mass emissions thresholds that generally double with every doubling of distance. As such, the cumulative impact of construction projects on local sensitive receptors would be considered less than significant.

Construction of the Project would produce cumulative considerable emissions of localized nonattainment pollutants PM_{10} and $PM_{2.5}$, as the anticipated emissions would exceed LST thresholds set by the SCAQMD. However, with implementation of Mitigation Measures AQ-1 through AQ-5, these impacts would be less than significant.

As for cumulative operational impacts, the proposed land use will not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. Because the Project's air quality impacts would not exceed the SCAQMD's operational thresholds of significance as noted in Table 6, the Project's impacts on cumulative emissions of non-attainment pollutants is considered less than significant. The Project is a mixed-use project that does not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM_{10} and $PM_{2.5}$ would be minimal. Similarly, existing land uses in the area include residential and commercial land uses that do not produce substantial emissions of localized nonattainment pollutants.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant With Mitigation Incorporated. Construction of the Project could produce air emissions that impact several existing sensitive receptors near the Project Site, including the following:

- Wilton Wilshire Arms, 3966 Wilshire Boulevard, multi-family residences; 115 feet east of the Project site.
- Wilshire Adult Day Health Care, 3921 Wilshire Boulevard; 320 feet northeast of the Project site.
- 3955 Ingraham Street, multi-family residences; 5 feet east of the Project site.
- Single-family residence, 4000 Ingraham Street; 115 feet southwest of the Project site.
- Single-family residences, 628 South Wilton Place; 275 feet north of the Project site.

As illustrated on Table 5, these nearby receptors could be exposed to substantial concentrations of localized pollutants PM_{10} and $PM_{2.5}$ from construction of the Project. Specifically, construction activities would exceed SCAQMD LST thresholds for PM_{10} and $PM_{2.5}$ and represent a significant but mitigable impact. With implementation of Mitigation Measures AQ-1 through AQ-5, this impact would be less than significant (refer to Table 7).

The Project would generate long-term emissions from mobile sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at sensitive receptors and would be considered less than significant. Long-term operations of the Project would not result in exceedances of CO air quality standards at roadways in the area. This is due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot.

Screening analysis guidelines for localized CO hotspot analyses from Caltrans recommend that projects in CO attainment areas focus on emissions from traffic intersections where air quality may get worse.[3] Specifically, projects that significantly increase the percentage of vehicles operating in cold start mode, significantly increase traffic volumes, or worsen traffic flow should be considered for more rigorous CO modeling. Traffic levels of service in the vicinity of the Project would not be significantly impacted by traffic volumes from the development under existing or 2018 horizon scenarios. In addition, the Project would not significantly increase the percentage of vehicles operating in cold start mode or substantially worsen traffic flow.

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.[4] However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs. In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[5] The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, Project impacts related to TACs would be less than significant.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The Project would introduce residential, restaurant, retail, and coffee shop land uses to the area but would not result in activities that create objectionable odors. It would not include any land uses typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with on-site uses, such as the restaurant. As such, any odor impacts from the Project would be considered less than significant.

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[3] *Caltrans, Transportation Project-Level Carbon Monoxide Protocol, updated October 13, 2010.*

[4] *California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. www. http://oehha.ca.gov/public_info/facts/dieselfacts.html*

[5] *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.*

GREENHOUSE GAS EMISSIONS

VII. GREENHOUSE GAS EMISSIONS – Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The global nature of climate change creates unique challenges for assessing a project's climate change impact under CEQA, which focuses on cause and effect. When compared to the cumulative inventory of greenhouse gas (GHG) emissions across the globe, a single project's impact will be negligible. However, there is debate about whether a project's emissions are adding to the net emissions worldwide, or simply redistributing emissions that would have occurred anyway somewhere in the world.

Climate change analyses are also unique because emitting CO_2 into the atmosphere is not itself an adverse environmental effect. It is the increased concentration of CO_2 in the atmosphere resulting in global climate change and the associated consequences of climate change that results in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to estimate a project's incremental contribution of CO_2 into the atmosphere, it is typically not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the environment.

Pollutants and Effects

Various gases in the Earth's atmosphere, classified as atmospheric GHG emissions, play a critical role in determining the Earth's surface temperature. Solar radiation entering Earth's atmosphere is absorbed by the Earth's surface. When the Earth emits this radiation back toward space, the radiation changes from high-frequency solar radiation to lower-frequency infrared radiation. GHG emissions are transparent to solar radiation and absorb infrared radiation. As a result, radiation that otherwise would escape back into space is now retained, warming the atmosphere. This phenomenon is known as the greenhouse effect.

GHG emissions that contribute to the greenhouse effect include:

- Carbon Dioxide (CO_2) is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned. CO_2 emissions from motor vehicles occur during operation of vehicles and operation of air conditioning systems. CO_2 comprises over 80 percent of GHG emissions in California.[6]

- Methane (CH_4) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in solid waste landfills, raising livestock, natural gas and petroleum systems, stationary and mobile combustion, and wastewater treatment. Mobile sources represent 0.5 percent of overall methane emissions.[7]

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[6] *California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 11.*

[7] *United States Environmental Protection Agency, Inventory of U.S. Greenhouse Gas Emissions and Sinks, 1990-2003, April 2005 (EPA 430-R-05-003).*

- Nitrous Oxide (N_2O) is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels. Mobile sources represent about 14 percent of N_2O emissions.[8] N_2O emissions from motor vehicles generally occur directly from operation of vehicles.

- Hydrofluorocarbons (HFCs) are one of several high global warning potential (GWP) gases that are not naturally occurring and are generated from industrial processes. HFC (refrigerant) emissions from vehicle air conditioning systems occur due to leakage, losses during recharging, or release from scrapping vehicles at end of their useful life.

- Perfluorocarbons (PFCs) are another high GWP gas that are not naturally occurring and are generated in a variety of industrial processes. Emissions of PFCs are generally negligible from motor vehicles.
- Sulfur Hexafluoride (SF_6) is another high GWP gas that is not naturally occurring and are generated in a variety of industrial processes. Emissions of SF_6 are generally negligible from motor vehicles.

For most non-industrial development projects, motor vehicles make up the bulk of GHG emissions, particularly carbon dioxide, methane, nitrous oxide, and HFCs.[9] As illustrated in Table 8, the other GHG emissions are less abundant but have higher GWP than CO_2. To account for this higher potential, emissions of other GHG emissions are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. High GWP gases such as HFCs, PFCs, and SF_6 are the most heat-absorbent.

TABLE 8:
GLOBAL WARMING POTENTIAL FOR GREENHOUSE GASES

Greenhouse Gas	Global Warming Potential (100-Year)
Carbon Dioxide (CO_2)	1
Methane (CH_4)	28
Nitrous Oxide (N_2O)	265
Perfluorocarbons (PFCs)	7,000-11,000
Hydrofluorocarbons (HFCs)	100-12,000
Sulfur Hexafluoride (SF_6)	23,500

Source: California Air Resources Board, First Update to the Climate Change Scoping Plan. May 2014.

The effects of increasing global temperature are far-reaching and difficult to quantify. If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the state. According to a California Energy Commission report, the snowpack portion of the supply could potentially decline by 70 to 90 percent by the end of the 21st century. This phenomenon could lead to

[8] *United States Environmental Protection Agency, U.S. Adipic Acid and Nitric Acid N2O Emissions 1990-2020: Inventories, Projections and Opportunities for Reductions, December 2001*

[9] *California Air Resources Board, Climate Change Emission Control Regulations, 2004*

significant challenges securing an adequate water supply for a growing state population. Further, the increased ocean temperature could result in increased moisture flux into the state; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system. Sea level has risen approximately seven inches during the last century and, according to the CEC report, it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emissions levels. If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion and disruption of wetlands. As the existing climate throughout California changes over time, mass migration of species, or worse, failure of species to migrate in time to adapt to the perturbations in climate, could also result.

While efforts to reduce the rate of GHG emissions continue, the State has developed a strategy to adapt the State's infrastructure to the impacts of climate change. The 2009 California Climate Adaptation Strategy (the "Strategy") analyzes risks and vulnerabilities and proposes strategies to reduce risks. The Strategy begins what will be an ongoing process of adaptation, as directed by Governor Schwarzenegger's Executive Order S-13-08. The Strategy analyzes two components of climate change: (1) projecting the amount of climate change that may occur using computer-based global climate models and (2) assessing the natural or human systems' abilities to cope with and adapt to change by examining past experience with climate variability and extrapolating from this to understand how the systems may respond to the additional impact of climate change. The Strategy's key preliminary adaptation recommendations include:

- Appointment of a Climate Adaption Advisory Panel;
- Improved water management in anticipation of reduced water supplies, including a 20 percent reduction in per capita water use by 2020 from 2011 levels;
- Consideration of project alternatives that avoid significant new development in areas that cannot be adequately protected from flooding due to climate change;
- Preparation of agency-specific adaptation plans, guidance or criteria by September 2010;
- Consideration of climate change impacts for all significant State projects;
- Assessment of climate change impacts on emergency preparedness;
- Identification of key habitats and development of plans to minimize adverse effects from climate change;
- Development of guidance by the California Department of Public Health by September 2010 for use by local health departments to assess adaptation strategies;
- Amendment of General Plans and Local Coastal Plans to address climate change impacts and to develop local risk reduction strategies; and
- Inclusion of climate change impact information into fire program planning by State fire fighting agencies.

Regulatory Setting

International

Kyoto Protocol

In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States (the "U.S.") joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (the

"UNFCCC") agreement with the goal of controlling greenhouse gas emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHG emissions in the U.S. The plan currently consists of more than 50 voluntary programs for member nations to adopt.

The Kyoto Protocol (the "Protocol") is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. Some have estimated that if the commitments outlined in the Protocol are met, global GHG emissions could be reduced an estimated five percent from 1990 levels during the first commitment period of 2008-2012. Notably, while the U.S. is a signatory to the Kyoto protocol, Congress has not ratified the Protocol and the U.S. is not bound by the Protocol's commitments. In December 2009, international leaders from 192 nations met in Copenhagen to address the future of international climate change commitments post-Protocol.

The major feature of the Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions. The targets amount to an average of five percent reduction levels against 1990 levels over the five-year period 2008-2012. The major distinction between the Protocol and the UNFCCC is that while the UNFCCC encouraged industrialized countries to stabilize GHG emissions, the Protocol commits them to do so. Recognizing that developed countries are principally responsible for the current high levels of GHG emissions in the atmosphere as a result of more than 150 years of industrial activity, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities."

On December 12, 2015, a Conference of the Parties to the UNFCCC and the 11th session of the Kyoto Protocol negotiated an agreement in Paris that would keep the rise of temperature below 2 degrees Celsius. While 186 countries published their action plans detailing how they plan to reduce their GHG emissions, these reductions would still result in up to 3 degrees Celsius of global warming. The Paris agreement asks all countries to review their plans every five years from 2020, acknowledges that $100 billion is needed each year to enable countries to adapt to climate change. The agreement would be signed into law on April 22, 2016 and would require ratification by 55 countries representing 55 percent of emissions.

The Western Regional Climate Action Initiative (WCI)

The Western Regional Climate Action Initiative (the "WCI") is a partnership among seven states, including California, and four Canadian provinces to implement a regional, economy-wide cap-and-trade system to reduce global warming pollution. The WCI will cap GHG emissions from the region's electricity, industrial, and transportation sectors with the goal to reduce the heat trapping emissions that cause global warming to 15 percent below 2005 levels by 2020. When the WCI adopted this goal in 2007, it estimated that this would require 2007 levels to be reduced worldwide between 50 percent and 85 percent by 2050. California is working closely with the other states and provinces to design a regional GHG reduction program that includes a cap-and-trade approach. The California Air Resources Board's (CARB) planned cap and-trade program, discussed below, is also intended to link California and the other member states and provinces.

Federal

The U.S. Environmental Protection Agency (the "USEPA") has historically not regulated GHG emissions because it determined the Clean Air Act did not authorize it to regulate emissions that

addressed climate change. In 2007, the U.S Supreme Court found that GHG emissions could be considered within the Clean Air Act's definition of a pollutant.[10] In December 2009, USEPA issued an endangerment finding for GHG emissions under the Clean Air Act, setting the stage for future regulation. In September 2009, the National Highway Traffic Safety Administration and USEPA announced a joint rule that would tie fuel economy to GHG emission reduction requirements. By 2016, this could equate to an overall light-duty vehicle fleet average fuel economy of 35.5 miles per gallon.

In June 2013, President Obama announced a Climate Action Plan that calls for a number of initiatives, including funding $8 billion in advanced fossil energy efficiency projects, calls for federal agencies to develop new emission standards for power plants, invests in renewable energy sources, calling for adaptation programs, and leading international efforts to address climate change. In September 2013, USEPA announced its first steps to implement a portion of the Obama Climate Action Plan by proposing carbon pollution standards for new power plants. These proposals are undergoing the rulemaking process as of Fall 2013.

Vehicle Standards

Other regulations have been adopted to address vehicle standards including the USEPA and National Highway Traffic Safety Administration (the "NHTSA") joint rulemaking for vehicle standards.

- On March 30, 2009, the NHTSA issued a final rule for model year 2011.[11]
- On May 7, 2010, the USEPA and the NHTSA issued a final rule regulating fuel efficiency and GHG emissions pollution from motor vehicles for cars and light-duty trucks for model years 2012–2016.[12]
- On August 9, 2011, USEPA and NHTSA issued a Supplemental Notice of Intent announcing plans to propose stringent, coordinated federal GHG emissions and fuel economy standards for model year 2017-2025 light-duty vehicles.[13]
- NHSTA intends to set standards for model years 2022-2025 in a future rulemaking.[14]
- In addition to the regulations applicable to cars and light-duty trucks, on August 9, 2011, the USEPA and the NHTSA announced fuel economy and GHG emissions standards for medium- and heavy-duty trucks that applies to vehicles from model year 2014–2018.[15]

Energy Independence and Security Act (the "EISA")

Among other key measures, the EISA would do the following, which would aid in the reduction of national GHG emissions, both mobile and non-mobile:

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10 *Massachusetts v. Environmental Protection Agency et al (127 S. Ct. 1438 [2007])*

11 *NHSTA. 2009. Average Fuel Economy Standards Passenger Cars and Light Trucks Model Year 2011, Final Rule. 75 Fed. Reg. 25324.*

12 *USEPA. 2010. Light Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards, Final Rule. 75 Fed. Reg. 25324.*

13 *Available http://www.gpo.gov/fdsys/pkg/FR-2011-08-09/pdf/2011-19905.pdf. Accessed November 2011.*

14 *NHSTA. 2012. 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards. 77 Fed. Reg. 62624.*

15 *USEPA Office of Transportation and Air Quality. 2011. EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium-and Heavy-Duty Vehicles. Available: http://www.epa.gov/otaq/climate/documents/420f11031.pdf. Accessed November 2011.*

1) Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
2) Prescribe or revise standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.
3) While superseded by NHTSA and USEPA actions described above, EISA also set miles per gallon targets for cars and light trucks and directed the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

State

Assembly Bill 1493

California has adopted a series of laws and programs to reduce emissions of GHG emissions into the atmosphere. Assembly Bill (AB) 1493 was enacted in September 2003 and requires regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by vehicles used for personal transportation.

Executive Order S-3-05

On June 1, 2005, Governor Schwarzenegger issued Executive Order S-3-05, which set the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The California Environmental Protection Agency (the "Cal EPA") formed a Climate Action Team (CAT) that recommended strategies that can be implemented by state agencies to meet GHG emissions targets. The Team reported several recommendations and strategies for reducing GHG emissions and reaching the targets established in the Executive Order.[16] Furthermore, the report provided to Governor Schwarzenegger in 2006, referenced above, indicated that smart land use and increased transit availability should be a priority in the State of California.[17] According to the California Climate Action Team, smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, promote transit-oriented development (TOD), and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population.

[16] *California Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006.*

[17] *California Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 57.*

Executive Order B-30-15

On April 29, 2015, Governor Brown issued an executive order setting a Statewide GHG reduction target of 40 percent below 1990 levels by 2030. This action aligns the State's GHG targets with those set in October 2014 by the European Union and is intended to help the State meets its target of reducing GHG emissions 80 percent below 1990 levels by 2050. The measure calls on State agencies to implement measures accordingly and directs CARB to update the Climate Change Scoping Plan.

A recent study shows that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030 (consistent with Executive Order B-30-15), and to 60 percent below 1990 levels by 2050. Even though this study did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, it demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the study could allow the State to meet the 2030 and 2050 targets.[18]

Assembly Bill 32

In September 2006, AB 32 was signed into law by Governor Arnold Schwarzenegger, focusing on achieving GHG emissions equivalent to statewide levels in 1990 by 2020. It mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved.

AB 32 charges CARB with the responsibility to monitor and regulate sources of GHG emissions. On June 1, 2007, CARB adopted three early action measures: setting a low carbon fuel standard, reducing refrigerant loss from motor vehicle air conditioning maintenance, and increasing methane capture from landfills.[19] On October 25, 2007, CARB approved measures improving truck efficiency (i.e., reducing aerodynamic drag), electrifying port equipment, reducing PFCs from the semiconductor industry, reducing propellants in consumer products, promoting proper tire inflation in vehicles, and reducing sulfur hexaflouride emissions from the non-electricity sector. CARB also developed a mandatory reporting program on January 1, 2008 for large stationary combustion sources that emit more than 25,000 metric tons of CO_2 per year and make up 94 percent of the point source CO_2 emissions in California.

CARB developed an AB 32 Scoping Plan that contains strategies to achieve the 2020 emissions cap. This Scoping Plan, which was developed by CARB in coordination with the CAT, was first published in October 2008 (the "2008 Scoping Plan"). The 2008 Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the state's emissions. Additional key recommendations of the 2008 Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards and increasing the

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[18] *Greenblatt, Jeffrey, Energy Policy, "Modeling California Impacts on Greenhouse Gas Emissions" (Vol. 78, pp. 158-172).*

[19] *California Air Resources Board, Proposed Early Action Measures to Mitigate Climate Change in California, April 20, 2007.*

amount of clean and renewable energy used to power the state. Furthermore, the 2008 Scoping Plan proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. As required by AB 32, CARB must update its Scoping Plan every five years to ensure that California remains on the path toward a low carbon future.

In order to assess the scope of reductions needed to return to 1990 emissions levels, CARB first estimated the 2020 "business-as-usual" (BAU) GHG emissions in the 2008 Scoping Plan. These are the GHG emissions that would be expected to result if there were no GHG emissions reduction measures, and as if the state were to proceed on its pre-AB 32 GHG emissions track. After estimating that statewide 2020 BAU GHG emissions would be 596 metric tons, the 2008 Scoping Plan then identified recommended GHG emissions reduction measures that would reduce BAU GHG emissions by approximately 174 metric tons (an approximately 28.4 percent reduction) by 2020.

On August 19, 2011, following legal action in opposition to the Scoping Plan, CARB updated the Scoping Plan through a Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED or 2011 Scoping Plan).[20] CARB updated their 2020 BAU emissions estimate to account for the effect of the 2007–2009 economic recession, new estimates for future fuel and energy demand, and the reductions achieved through implementation of regulations recently adopted for motor vehicles, building energy efficiency standards, and renewable energy.[21] Under that scenario, the State would have had to reduce its BAU GHG emissions by approximately 21.7 percent by 2020 (down from 28.4 percent).

On May 22, 2014, CARB approved its first update to the AB 32 Scoping Plan, recalculating 1990 GHG emissions using IPCC Fourth Assessment Report (AR4) released in 2007. It states that based on the AR4 global warming potentials, the 427 $MMTCO_2e$ 1990 emissions level and 2020 GHG emissions limit would be slightly higher than identified in the Scoping Plan, at 431 $MMTCO_2e$. Based on the revised estimates of expected 2020 emissions identified in the 2011 supplement to the FED and updated 1990 emissions levels identified in the draft first update to the Scoping Plan, achieving the 1990 emission level would require a reduction of 76 $MMTCO_2e$ (down from 507 $MMTCO_2e$) or a reduction by approximately 15.3 percent (down from 28.4 percent) to achieve in 2020 emissions levels in the BAU condition. CARB's First Update "lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," and many of the emission reduction strategies recommended by CARB would serve to reduce the Project's post-2020 emissions level to the extent applicable by law by focusing on reductions from several sectors. [22,23]

As shown in Table 9, these reductions are to come from a variety of sectors, including energy, transportation, high-global warming potential sources, waste, and the State's cap-and-trade emissions program.

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[20] *California Air Resources Board, Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED), Attachment D, August 19, 2011.*

[21] *California Air Resources Board, Greenhouse Gas Inventory – 2020 Emissions Forecast,* http://www.arb.ca.gov/cc/inventory/data/forecast.htm. *Accessed June 2015.*

[22] *CARB, First Update, p. 4, May 2014. See also* id. *at pp. 32–33 [recent studies show that achieving the 2050 goal will require that the "electricity sector will have to be essentially zero carbon; and that electricity or hydrogen will have to power much of the transportation sector, including almost all passenger vehicles."]*

[23] *CARB, First Update, Table 6: Summary of Recommended Actions by Sector, pp. 94-99, May 2014.*

TABLE 9: EMISSION REDUCTIONS NEEDED TO MEET AB 32 OBJECTIVES IN 2020			
Sector	**Million Metric Tons of CO_2e Reduction**	**Percent of Statewide CO_2e Inventory**	**Summary of Recommended Actions**
Energy	-25	-4.9%	Reduce State's electric and energy utility emissions, reduce emissions from large industrial facilities, control fugitive emissions from oil and gas production, reduce leaks from industrial facilities
Transportation	-23	-4.5%	Phase 2 heavy-duty truck GHG standards, ZEV action plan for trucks, construct High Speed rail system from SF to LA, coordinated land use planning, Sustainable Freight Strategy
High Global Warming Potential	-5	-1.0%	Reduce use of high-GWP compounds from refrigeration, air conditioning, aerosols
Waste	-2	-0.4%	Eliminate disposal of organic materials at landfills, in-State infrastructure development, address challenges with composting and anaerobic digestion, additional methane control and landfills
Cap and Trade Reductions	-23	-4.5%	Statewide program that reduces emissions from regulated entities through performance-based targets
Total	**-78**	**-15.3%**	
Source: California Environmental Protection Agency, "First Update to the Climate Change Scoping Plan." May 2014.			

Nearly all reductions are to come from sources that are controlled at the statewide level by State agencies, including the Air Resources Board, Public Utilities Commission, High Speed Rail Authority, and California Energy Commission. The few actions that are directly or indirectly associated with local government control are in the Transportation sector, which is charged with reducing 4.5 percent of baseline 2020 emissions. Of these actions, only one (GHG reductions through coordinated planning) specifically identifies local governments as the responsible agency.

Cap And Trade

CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. The Cap-and-Trade Program is designed to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020. The statewide cap for GHG emissions from the capped sectors (e.g.,

electricity generation, petroleum refining, and cement production) commenced in 2013 and will decline over time, achieving GHG emission reductions throughout the program's duration.

Under the Cap-and-Trade Program, covered entities that emit more than 25,000 metric tons CO_2e per year must comply with the Cap-and-Trade Program. Triggering of the 25,000 metric tons CO_2e per year "inclusion threshold" is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (Mandatory Reporting Rule or "MRR"). CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits.

The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions. If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. Thus, the Cap-and-Trade Program assures that California will meet its 2020 GHG emissions reduction mandate.

In sum, the Cap-and-Trade Program will achieve aggregate, rather than site-specific or project-level, GHG emissions reductions. Also, due to the regulatory framework adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State's emissions forecasts and the effectiveness of direct regulatory measures.

As of January 1, 2015, the Cap-and-Trade Program covered approximately 85 percent of California's GHG emissions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program.

While the 2020 cap would remain in effect post-2020,[24] the Cap-and-Trade Program is not currently scheduled to extend beyond 2020 in terms of additional GHG emissions reductions.[25] However, CARB has expressed its intention to extend the Cap-and-Trade Program beyond 2020 in conjunction with setting a mid-term target. The "recommended action" in the First Update for the Cap-and-Trade Program is: "Develop a plan for a post-2020 Cap-and-Trade Program, including cost containment, to provide market certainty and address a mid-term emissions target."[26] The "expected completion date" for this recommended action is 2017.[27] It is therefore reasonable to assume that the Cap-and-Trade Program will extend beyond 2020.

Senate Bill 1368

Senate Bill (SB) 1368, requires the California Public Utilities Commission and the California Energy Commission to establish GHG emissions performance standards for the generation of

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[24] *California Health & Safety Code § 38551(a) ("The statewide greenhouse gas emissions limit shall remain in effect unless otherwise amended or repealed.")*

[25] *See AB 1288 (Atkins, introduced 2015) that would eliminate the December 31, 2020, limit on the Cap-and-Trade Program.*

[26] *CARB, First Update to the Climate Change Scoping Plan: Building on the Framework, at 98 (May 2014).*

[27] *Id.*

electricity. These standards will also apply to power that is generated outside of California and imported into the state.

SB 97 & CEQA Guidelines

In August 2007, the California State Legislature adopted Senate Bill 97 (SB 97), requiring the Governor's Office of Planning and Research (the "OPR") to prepare and transmit new CEQA guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Resources Agency by July 1, 2009. In response to SB 97, the OPR adopted CEQA guidelines that became effective on March 18, 2010. The amendments provide guidance to public agencies on analysis and mitigation of the effects of GHG emissions in CEQA documents, including the following:

- Lead agencies should quantify all relevant GHG emissions and consider the full range of project features that may increase or decrease GHG emissions as compared to the existing setting;
- Consistency with the CARB Scoping Plan is not a sufficient basis to determine that a project's GHG emissions would not be cumulatively considerable;
- A lead agency may appropriately look to thresholds developed by other public agencies, including the CARB's recommended CEQA thresholds;
- To qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project. General compliance with a plan, by itself, is not mitigation;
- The effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis; and
- Given that impacts resulting from GHG emissions are cumulative, significant advantages may result from analyzing such impacts on a programmatic level. If analyzed properly, later projects may tier, incorporate by reference, or otherwise rely on the programmatic analysis.

State Bill 375

On September 30, 2008, SB 375 was instituted to help achieve AB 32 goals through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve GHG emissions reductions targets for the transportation sector. It establishes a process for CARB to develop GHG emissions reductions targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (the "RTP") that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. While SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.[28]

On October 24, 2008, CARB published draft guidance for setting interim GHG emissions significance thresholds. This was the first step toward developing the recommended statewide interim thresholds of significance for GHG emissions that may be adopted by local agencies for

[28] *American Planning Association, California Chapter, Analysis of SB 375, http://www.calapa.org/-en/cms/?2841, accessed March 30, 2009.*

their own use. The guidance does not attempt to address every type of project that may be subject to CEQA, but instead focuses on common project types that are responsible for substantial GHG emissions (i.e., industrial, residential, and commercial projects). CARB's preliminary proposal consisted of a quantitative threshold of 7,000 metric tons (MT) of CO_2e per year for operational emissions (excluding transportation), and performance standards for construction and transportation emissions. Further, CARB's proposal sets forth draft thresholds for industrial projects that have high operational stationary GHG emissions, such as manufacturing plants, or uses that utilize combustion engines.[29] There is currently no timetable for finalized thresholds.

On September 23, 2010, CARB adopted regional targets for the reduction of GHG emissions applying to the years 2020 and 2035.[30] For the area under the Southern California Association of Governments' (SCAG) jurisdiction—including the Project area—CARB adopted Regional Targets for reduction of GHG emissions by 8 percent for 2020 and by 13 percent for 2035. On February 15, 2011, the CARB's Executive Officer approved the final targets.[31]

Title 24 Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

California Green Building Standards

The California Green Building Standards Code, which is Part 11 of the California Code of Regulations (the "CCR"), is commonly referred to as the CALGreen Code. CALGreen was added to Title 24 to represent base standards for reducing water use, recycling construction waste, and reducing polluting materials in new buildings. In contrast, Title 24 focuses on promoting more energy-efficient buildings and considers the building envelope, heating and cooling, water heating, and lighting restrictions. The first edition of the CALGreen Code in 2008 contained only voluntary standards. The 2010 edition included mandatory requirements for state-regulated buildings and structures throughout California, including requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation and more. The CALGreen Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The CALGreen Code also requires building commissioning which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems are functioning at their maximum efficiency. The updated 2013 CALGreen Code became effective January 1, 2014 and includes new requirements for additions to existing residential and non-residential development.

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[29] *California Air Resources Board. http://www.arb.ca.gov/cc/localgov/ceqa/meetings/102708/prelimdraftproposal102408.pdf*

[30] *California Air Resources Board. Notice of Decision: Regional Greenhouse Gas Emissions Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375. http://www.arb.ca.gov/cc/sb375/notice%20of%20decision.pdf*

[31] *CARB. 2011. Executive Order No. G-11-024: Relating to Adoption of Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375.*

Regional

South Coast Air Quality Management District Recommendations for Significance Thresholds

The South Coast Air Quality Management District (the "SCAQMD") convened a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members included government agencies implementing CEQA and representatives from stakeholder groups that will provide input to the SCAQMD staff on developing GHG CEQA significance thresholds. On December 5, 2008, the SCAQMD Governing Board adopted interim GHG significance threshold for projects where the SCAQMD is lead agency. This threshold uses a tiered approach to determine a project's significance, with 10,000 metric tons of CO_2 equivalent ($MTCO_2e$) as a screening numerical threshold for stationary sources.

The SCAQMD has not adopted guidance for CEQA projects under other lead agencies. In September 2010, the Working Group released additional revisions which recommended a screening threshold of 3,500 $MTCO_2e$ for residential projects, 1,400 $MTCO_2e$ for commercial projects, and 3,000 $MTCO_2e$ for mixed use projects, additionally the Working Group identified project-level efficiency target of 4.8 $MTCO_2e$ per service population as a 2020 target and 3.0 $MTCO_2e$ per service population as a 2035 target. The recommended area wide or plan-level target for 2020 was 6.6 $MTCO_2e$ and the plan-level target for 2035 was 4.1 $MTCO_2e$. The SCAQMD has not established a timeline for formal consideration of these thresholds.[32] In the meantime, the project level thresholds are used as a non-binding guide; GHG emissions would be considered potentially significant in the absence of mitigation measures.

The SCAQMD has also adopted Rules 2700, 2701, and 2702 that address GHG emissions reductions. However, these rules address boilers and process heaters, forestry, and manure management projects, none of which are proposed or required by the Project.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

SCAG's adopted its 2012-2035 Regional Transportation Plan Sustainable Communities Strategy (the "RTP/SCS") on April 4, 2012. The RTP/SCS plans to concentrate future development and provide higher intensity development, including residential development, in proximity to transit hubs in order to reduce vehicle miles traveled (VMT) and thereby reduce GHG emissions from personal vehicles. To conduct required modeling analysis for the 2012-2035 RTP/SCS, SCAG distributes the growth forecast to transportation analysis zones (TAZs) to capture localized effects of the interaction of land use and transportation. The TAZ level maps have been developed for the purpose of modeling performance only.[33] The growth and land use assumptions are to be adopted at the jurisdictional level.[34] Further, it is important to note that there is nothing in SB 375 that requires a city's "land use policies and regulations…to be consistent with the regional transportation plan or an alternative planning strategy."[35]

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[32] *SCAG, Final PEIR for the 2012-2035 RTP/SCS, Appendix G. Accessible at http://rtpscs, scag.ca.gov/Documents/peir/2012fPEIR_AppendixG_ExampleMeasures.pdf*

[33] *Southern California Association of Governments, 2012-2035 Regional Transportation Plan Sustainable Communities Strategy, p. 124.*

[34] *Ibid.*

[35] *California Gov't. Code §65080(b)(2)(E).*

The RTP/SCS also includes an appendix listing examples of measures that could reduce impacts from planning, development and transportation.[36] It notes, however, that the example measures are "not intended to serve as any kind of checklist to be used on a project-specific basis." Since every project and project setting is different, project-specific analysis is needed to identify applicable and feasible mitigation. These mitigation measures are particularly important where streamlining mechanisms under SB 375 are utilized. Example GHG emissions reduction measures include the following:

- **GHG1**: SCAG member cities and the county governments may adopt and implement Climate Actions Plans (CAPS, also known as Plans for the Reduction of Greenhouse Gas Emissions as described in CEQA Guidelines Section 15183.5 Tiering and Streamlining the Analysis of Greenhouse Gas Emissions).

- **GHG2**: Project sponsors may require Best Available Control Technology (BACT) during construction and operation of projects, including:
    a) Solicit bids that include use of energy and fuel-efficient fleets;
    b) Solicit preference construction bids that use BACT, particularly those seeking to deploy zero- and/or near zero emission technologies;
    c) Employ use of alternative fueled vehicles;
    d) Use lighting systems that are energy efficient, such as LED technology;
    e) Use CEQA Guidelines Appendix F, Energy Conservation, to create an energy conservation plan;
    f) Streamline permitting process to infill, redevelopment, and energy-efficient projects;
    g) Use an adopted emissions calculator to estimate construction-related emissions;
    h) Use the minimum feasible amount of GHG-emitting construction materials that is feasible;
    i) Use of cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;
    j) Use of lighter-colored pavement where feasible;
    k) Recycle construction debris to maximum extent feasible; and
    l) Plant shade trees in or near construction projects where feasible.

- **GHG3**: Local jurisdictions can and may establish a coordinated, creative public outreach activities, including publicizing the importance of reducing GHG emissions and steps community members may take to reduce their individual impacts.

- **GHG4**: Pedestrian and Bicycle Promotion: Local jurisdictions may work with local community groups and business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation.

- **GHG5**: Waste Reduction: Local jurisdictions can and may organize workshops on waste reduction activities for the home or business, such as backyard composting, or office paper recycling, and may schedule recycling drop-off events and neighborhood chipping/mulching days.

[36] *Southern California Association of Governments, Final PEIR, 2012-2035 RTP/SCS, Appendix G: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf.*

- **GHG6**: Water Conservation: Local jurisdictions may organize support and/or sponsor workshops on water conservation activities, such as selecting and planting drought tolerant, native plants in landscaping, and installing advanced irrigation systems.

- **GHG7**: Energy Efficiency: Local jurisdictions may organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.

- **GHG8**: Schools Programs: Local jurisdictions may develop and implement a program to present information to school children about climate change and ways to reduce GHG emissions, and may support school-based programs for GHG reduction, such as school based trip reduction and the importance of recycling.

Local

In May 2007, the City released its Green LA Plan that sets a goal to reduce the generation of GHG emissions 35 percent below 1990 levels by 2030. Key strategies include increasing the generation of renewable energy, improving energy conservation and efficiency, and changing land use patterns to reduce dependence on autos.

The City adopted a Green Building Ordinance in April 2008 that calls for reduction of the use of natural resources for new development.[37] Larger projects must be certified at the Leadership in Energy and Environmental Design (LEED) certified level. LEED certification generally ensures that projects exceed Title 24 (2013) standards by at least 10 percent.[38] The City's ordinance affects the following types of development:[39]

- New non-residential building or structure of 50,000 gross square feet or more of floor area;
- New mixed-use or residential building of 50,000 gross square feet or more in excess of six stores;

- New mixed-use or residential building of six or fewer stories consisting of at least 50 dwelling units in a building, which has at least 50,000 gross square feet of floor area, and in which at least 80 percent of the building's floor area is dedicated to residential units;

- The alternation or rehabilitation of 50,000 gross square feet or more of floor area in an existing non-residential building for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building;

- The alteration of at least 50 dwelling units in an existing mixed-use or residential building, which has at least 50,000 gross square feet of floor area, for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building.

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[37] *City of Los Angeles, Ordinance No. 179820, added to LAMC as Section 16.10 (Green Building Program).*

[38] *U.S. Green Building Council. "Interpretation 10396" accessed at http://www.usgbc.org/leed-interpretations?keys=10396 February 26, 2015.*

[39] *Projects that voluntarily commit to LEED certification at the Silver level or higher received expedited processing from the City.*

The City's Green Building Ordinance has several requirements that call for reductions in GHG emissions from reducing in energy use, water use, and solid waste generation from new non-residential and high-rise residential buildings, including:

Section 99.04.304.1. Irrigation Controllers. When automatic irrigation system controllers for landscaping are provided and installed at the time of final inspection, the controllers shall comply with the following:

1. Controllers shall be weather- or soil moisture-based controllers that automatically adjust irrigation in response to changes in plants' needs as weather conditions change;
2. Weather-based controllers without integral rain sensors or communication systems that account for local rainfall shall have a separate wired or wireless rain sensor that connects or communicates with the controller(s). Soil moisture-based controllers are not required to have rain sensor input. Buildings on sites with over 2,500 square feet of cumulative irrigated landscaped areas shall have irrigation controllers that meet the criteria in Section 99.04.304.1.

Section 99.04.303.4. Wastewater Reduction. Each building shall reduce by 20 percent wastewater by one of the following methods:

1. The installation of water conserving fixtures (water closets, urinals)
2. Utilizing non-potable water systems (captured rainwater, graywater, and municipally treated wastewater) complying with the current edition of the Los Angeles Plumbing Code or other methods.

Section 99.04.304.2. Outdoor Potable Water. Building on sites with 1,000 square feet or more of cumulative landscaped areas shall have separate meters or submeters for indoor and outdoor potable water use.

Section 99.04.304.3. Irrigation Design. Buildings on sites with 1,000 square feet or more of cumulative irrigated landscaped areas shall have irrigation controllers and sensors which include the following criteria and the manufacturer's recommendations.

Section 99.05.407.1. Weather Protection. Provide a weather-resistant exterior wall and foundation envelope as required by the Los Angeles Building Code section 1403.2 (Weather Protection) and California Energy Code Section 150, manufacturer's installation instructions, or local ordinance, whichever is more stringent.

Section 99.05.408. Construction Waste Reduction, Disposal And Recycling. Construction Waste Reduction of at Least 50 Percent. Comply with Section 66.32 et seq. of the LAMC.
Section 99.05.408.4. Excavated Soil and Land Clearing Debris. 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project and when approved by the Department, such material may be stockpiled on site until the storage site is developed.

Section 99.05.410.1. Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

Section 99.05.504.3. Covering of Duct Openings and Protection of Mechanical Equipment During Construction. At the time of rough installation, or during storage of the construction site and until final startup of the heating and cooling equipment, all duct and other related air distribution component openings shall be covered with tape, plastic, sheet metal or other methods acceptable to the Department to reduce the amount of dust or debris which may collect in the system.

Section 99.05.504.4.6. Resilient Flooring Systems. For 50 percent of floor area receiving resilient flooring, install resilient flooring complying with the VOC-emission limits defined in the 2009 Collaborative for High Performance Schools criteria and listed on its Low-emitting Materials List or certified under the Resilient Floor Covering Institute FloorScore program.

Existing Emissions

The 1.04-acre project site includes a 5,980 square foot restaurant, 4,730 square foot coffee shop, and a 28,000 square foot surface parking lot. As shown in Table 10, the bulk of criteria pollutant emissions from these land uses comes from mobile sources that travel to and from the site.

TABLE 10:
EXISTING CO_2e GREENHOUSE GAS EMISSIONS (Metric Tons per Year)

Scenario and Source	CO_2	CH_4	N_2O	CO_2e
Area Sources	<1	<1	0	<1
Energy Sources	413	<1	<1	414
Mobile Sources	2,439	<1	0	2,441
Waste Sources	26	2	0	57
Water Sources	26	<1	0	29
Total Emissions	2,903	2	<1	2,941
Source: DKA Planning, 2016.				

Methodology

The methodology utilized for this analysis is based on a Technical Advisory released by the Governor's Office of Planning and Research (OPR) on June 19, 2008 titled *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*. Both one-time emissions and indirect emissions are expected to occur each year after build-out of the Project. One-time emissions from construction and vegetation removal were amortized over a 30-year period because no significance threshold has been adopted for such emissions. The Project emission reductions are results of Project's commitments and regulatory changes, which include the implementation of the Renewables Portfolio Standard (RPS) of 33 percent, the Pavley regulation and Advanced Clean Cars program mandating higher fuel efficiency standards for light-duty vehicles, and the Low Carbon Fuel Standard (LCFS).

The California Climate Action Registry (Climate Registry) General Reporting Protocol provides basic procedures and guidelines for calculating and reporting GHG emissions from a number of general and industry-specific activities.[40] The General Reporting Protocol is based on the "Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard" developed by the

[40] *California Climate Action Registry, General Reporting Protocol Version 3.1, January 2009, www.sfenvironment.org/sites/default/files/fliers/files/ccar_grp_3-1_january2009_sfe-web.pdf , accessed March 2, 2015.*

World Business Council for Sustainable Development and the World Resources Institute through "a multi-stakeholder effort to develop a standardized approach to the voluntary reporting of GHG emissions."[41] Although no numerical thresholds of significance have been developed, and no specific protocols are available for land use projects, the General Reporting Protocol provides a basic framework for calculating and reporting GHG emissions from the project. The information provided in this analysis is consistent with the General Reporting Protocol's reporting requirements.

The General Reporting Protocol recommends the separation of GHG emissions into three categories that reflect different aspects of ownership or control over emissions. They include the following:

> Scope 1:Direct, on-site combustion of fossil fuels (e.g., natural gas, propane, gasoline, and diesel).
>
> Scope 2: Indirect, off-site emissions associated with purchased electricity or purchased steam.
>
> Scope 3: Indirect emissions associated with other emissions sources, such as third-party vehicles and embodied energy (e.g., energy used to convey, treat, and distribute water and wastewater).[42]

The General Reporting Protocol provides a range of basic calculations methods. However, the General Reporting Protocol calculations are typically designed for existing buildings or facilities. These retrospective calculation methods are not directly applicable to planning and development situations where buildings do not yet exist.

CARB recommends consideration of indirect emissions to provide a more complete picture of the GHG footprint of a facility. Annually reported indirect energy usage aids the conservation awareness of a facility and provides information to CARB to be considered for future strategies.[43] For example, CARB has proposed requiring the calculation of direct and indirect GHG emissions as part of the AB 32 reporting requirements. Additionally, the Office of Planning and Research has noted that lead agencies "should make a good-faith effort, based on available information, to calculate, model, or estimate… GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities."[44] Therefore, direct and indirect emissions have been calculated for the Project.

GHG emissions were quantified from construction and operation of the Project using SCAQMD's California Emissions Estimator Model (CalEEMod). Operational emissions include both direct and indirect sources including mobile sources, water use, solid waste, area sources, natural gas, and electricity use emissions. 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 GHG emissions associated

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41 *Ibid.*

42 *Embodied energy is a scientific term that refers to the quantity of energy required to manufacture and supply to the point of use a product, material, or service.*

43 *California Air Resources Board, Initial Statement of Reasons for Rulemaking, Proposed Regulation for Mandatory Reporting of Greenhouse Gas Emissions Pursuant to the California Global Warming Solutions Act of 2006 (AB 32), Planning and Technical Support Division Emission Inventory Branch, October 19, 2007, www.arb.ca.gov/regact/2007/ghg2007/isor.pdf, accessed March 2, 2015.*

44 *OPR Technical Advisory, p. 5.*

with both construction and operations from a variety of land use projects. The model is considered by the SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.[45]

Significance Criteria

As discussed below, there are no adopted federal, State, or local thresholds of significance for judging a Project's impact on greenhouse gases and climate change applicable to this Project. As a result, this analysis relies on primary direction from the CEQA Guidelines. OPR's amendments to the CEQA Guidelines for GHGs were adopted by the Resources Agency on December 30, 2009, indicating that a project could have a significant impact if it would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Section 15064.4 of the CEQA Guidelines was adopted to assist lead agencies in determining the significance of the impacts of GHGs. It urges the quantification of GHG emissions where possible and includes language necessary to avoid an implication that a "life-cycle" analysis is required. It also recommends considering other qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). Further, it states that:

1. A lead agency should consider the following factors, among others, when assessing the significance of greenhouse gas emissions on the environment:

    a. The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
    b. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
    c. The extent to which the project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

The current CEQA Guidelines do not establish a threshold of significance. Lead agencies are to establish thresholds in which a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines amendments also clarify that the effects of GHG emissions are cumulative.

[45] *See www.caleemod.com.*

The CEQA Guidelines were amended in response to Senate Bill 97 to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.[46] Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions."[47] Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project compiles with the California Cap-and-Trade Program and/or other regulatory schemes to reduce GHG emissions.[48]

Although GHG emissions can be quantified, CARB, SCAQMD and the City of Los Angeles, have yet to adopt project-level significance thresholds for GHG emissions that would be applicable to the Project.[49] Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.[50]

Executive Orders S-3-05 and B-30-15, SB 375, SCAG's Sustainable Communities Strategy, and the City of Los Angeles Green Building Ordinance all apply to the Project and area all intended to reduce GHG emissions to meet the statewide targets set in AB 32.

Thus, in the absence of any adopted, quantitative threshold, the Project would not have a significant effect on the environment if the Project is found to be consistent with the following applicable regulatory plans and policies to reduce GHG emissions:

- Executive Orders S-3-05 and B-30-15;

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46 *Id.*

47 *Id. (emphasis added).*

48 *See, for example, San Joaquin Valley Air Pollution Control District, CEQA Determinations of Significance tor Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR—2030 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA…" Further, the South Coast Air Quality Management District (SCAQMD) has taken this position in CEQA documents it produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 MTCO$_2$e/yr. significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold.*

See: SCAQMD, Final Negative Declaration for: Ultramar Inc. Wilmington Refinery Cogeneration Project, SCH No. 2012041014 (October 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/ultramar_neg_dec.pdf?sfvrsn=2); SCAQMD, Final Negative Declaration tor Phillips 66 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/phillips-66-fnd.pdf?sfvrsn=2); Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/exide-mnd_final.pdf?sfvrsn=2); and Draft Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (April 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2015/deir-breitburn-chapters-1-3.pdf?sfvrsn=2).

49 *The South Coast Air Quality Management District formed a GHG Significance Threshold Working Group. Information on this Working Group is available at www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2 .*

50 *14 CCR § 15064(h)(3).*

- AB 32 Scoping Plan
- SCAG's Sustainable Communities Strategy; and
- City of Los Angeles Green Building Ordinance.

Construction Phase Impacts on Climate Change

Construction of the Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers and vendors traveling to and from the Project site. These impacts would vary day to day over the 24-month duration of construction activities. As illustrated on Table 11, construction emissions of CO_2 would peak in 2017, when up to 10,760 pounds of CO_2e per day are anticipated following implementation of recommended Mitigation Measures AQ-1 through AQ-5. These emissions are further incorporated in the assessment of long-term operational impacts by amortizing them over a 30-year period, pursuant to guidance from the State and SCAQMD.

TABLE 11:
ESTIMATED CONSTRUCTION EMISSIONS – MITIGATED (Pounds per Day)

Construction Year	CO_2	CH_4	N_2O	CO_2e
2017	10,729	1	0	10,760
2018	3,914	<1	0	3,923
Source: DKA Planning 2016, based on CalEEMod 2013.2.2				

GHG emissions were calculated for long-term operations. Both one-time emissions and indirect emissions are expected to occur each year after build-out of the Project. One-time emissions from construction and vegetation removal were amortized over a 30-year period because no significance threshold has been adopted for such emissions. The Project emission reductions are results of Project's commitments and regulatory changes, which include the implementation of the Renewables Portfolio Standard (RPS) of 33 percent, the Pavley regulation and Advanced Clean Cars program mandating higher fuel efficiency standards for light-duty vehicles, and the Low Carbon Fuel Standard (LCFS).

This analysis compares the Project's GHG emissions to the emissions that would be generated by the Project in the absence of any GHG reduction measures (i.e., the No Action Taken ["NAT"]) Scenario. This approach mirrors the concepts used in the CARB's *Climate Change Scoping Plan* for the implementation of AB 32. This methodology is used to analyze consistency with applicable GHG reduction plans and policies and demonstrate the efficacy of the measures contained therein, but it is not a threshold of significance.

The analysis in this section includes potential emissions under NAT scenarios and from the Project at build-out based on actions and mandates expected to be in force in 2020. Early-action measures identified in the Climate Change Scoping Plan that have not been approved were not credited in this analysis. By not speculating on potential regulatory conditions, the analysis takes a conservative approach that likely overestimates the Project's GHG emissions at build-out.

The NAT scenario is used to establish a comparison with project-generated GHG emissions. The NAT scenario does not consider site-specific conditions, project design features, or prescribed mitigation measures. As an example, a NAT scenario would apply a base ITE trip-generation rate for the project and would not consider site-specific benefits resulting from the proposed mix of uses or close proximity to public transportation. The analysis below establishes NAT as complying with the minimum performance level required under Title 24. The NAT scenario also

considers State mandates that were already in place when CARB prepared the *Supplemental FED* (e.g., Pavley I Standards, full implementation of California's Statewide Renewables Portfolio Standard beyond current levels of renewable energy, and the California Low Carbon Fuel Standard).

Emissions calculations for the Project include credits or reductions for the regulatory compliance measures and project design features set forth throughout this analysis, such as reductions in energy or water demand. In addition, as mobile source GHG emissions are directly dependent on the number of vehicle trips, a decrease in the number of Project generated trips as a result of project features will provide a proportional reduction in mobile source GHG emissions. This scenario conservatively did not include actions and mandates that are not already in place but are expected to be in force in 2020 (e.g., Pavley II), which could further reduce GHG emissions from use of light-duty vehicles by 2.5 percent.

As shown in Table 12, the emissions for the Project and its associated CARB 2020 NAT scenario are estimated to be 4,549 and 6,566 $MTCO_2e$ per year, respectively, which shows the Project will reduce emissions by 31 percent from the CARB 2020 NAT scenario. This would represent a 2,017 annually reduction in metric tons of CO_2e annually. Based on these results, the Project is consistent with the reduction target as a numeric threshold (15.3 percent) set forth in the 2014 Revised AB 32 Scoping Plan.

TABLE 12:
ESTIMATED ANNUAL CO_2e GREENHOUSE GAS EMISSIONS (Metric Tons per Year)

Scenario and Source	NAT Scenario*	As Proposed Scenario	Reduction from NAT Scenario	Change from NAT Scenario
Area Sources	59	59	-	0%
Energy Sources	1,435	832	-603	-42%
Mobile Sources	4,746	3,332	-1,414	-30%
Waste Sources	82	82	-	0%
Water Sources	210	210	-	0%
Construction	35	35	-	0%
Total Emissions	6,566	4,549	-2,017	-31%
Existing Emissions		-2,941		
Net Emissions		1,608		

Daily construction emissions amortized over 30-year period pursuant to SCAQMD guidance. Annual construction emissions derived by taking total emissions over duration of activities and dividing by construction period.

* NAT scenario does not assume 30% reduction in in mobile source emissions from Pavley emission standards (19.8%), low carbon fuel standards (7.2%), vehicle efficiency measures 2.8%); does not assume 42% reduction in energy production emissions from the State's renewables portfolio standard (33%), natural gas extraction efficiency measures (1.6%), and natural gas transmission and distribution efficiency measures (7.4%).

Source: DKA Planning, 2016.

The analysis in this report uses the 2014 Revised AB 32 Scoping Plan's statewide goals as one approach to evaluate the proposed project's impact (i.e., 15.3 percent reduction from NAT). The report's methodology is to compare the Project's emissions as proposed to the Project's emissions if the Project were built using a NAT approach in terms of design, methodology, and technology.

This means the Project's emissions were calculated as if it was constructed with project design features to reduce GHG and with several regulatory measures adopted in furtherance of AB 32.

While the AB 32 Scoping Plan's cumulative statewide objectives were not intended to serve as the basis for project-level assessments, this analysis finds that its NAT comparison based on the Scoping Plan is appropriate because the proposed project would contribute to statewide GHG reduction goals. Specifically, the proposed project's mixed-use nature and location in an existing urban setting provide opportunities to reduce transportation-related emissions. First, it would capture vehicle travel on-site that would have normally been destined for off-site locations. This produces substantial reductions in the amount of vehicle trips and vehicle miles traveled that no longer are made. Second, it would eliminate many vehicle trips because travel to and from the project site could be captured by public transit and pedestrian travel instead. Finally, it would attract existing trips on the street network that would divert to the proposed uses.

TABLE 13:
DAILY VEHICLE TRAVEL REDUCTIONS ASSOCIATED WITH PROPOSED PROJECT

Land Use	Reduction from Internal Capture	Reduction from Pass-By Trips	Reduction from Transit/Walk-In Trips
Apartments	0%	0%	25%
Restaurant	0%	20%	25%
Coffee shop	0%	50%	25%
Retail	0%	10%	25%

Source: Overland Traffic Consultants, Inc. "3986 Wilshire Boulevard Traffic Study," January 2016.

As illustrated in Table 13, the proposed project's profile as an urban infill, mixed-use project with proximity to substantial public transit will produce substantial reductions over land uses that are located in a more typical community that has not coordinated its land use and transportation planning. The projected reductions in vehicle trips and VMT would range from 0-50 percent in reductions from pass-by trips and up to 25 percent reductions from the substantial mode share from public transit and pedestrian trips. These would result in concomitant reductions in CO_2e emissions that far exceed the State's AB 32 Scoping Plan goal of a 4.5 percent reduction from the overall transportation sector by 2020. As such, this analysis concludes that the proposed project would meet and exceed its contribution to statewide climate change obligations that are under the control of local governments in their decisionmaking.

It should be noted that each source category of GHG emissions from the Project is subject to a number of regulations that directly or indirectly reduce climate change-related emissions:

- *Stationary and area sources*. Emissions from small on-site sources are subject to specific emission reduction mandates and/or are included in the State's Cap and Trade program.

- *Transportation*. Both construction and operational activities from the Project site would generate transportation-related emissions from combustion of fossil fuels that are covered in the State's Cap and Trade program.

- *Energy Use*. Both construction and operational activities from the Project site would generate energy-related emissions that are covered by the State's renewable portfolio

mandates, including SB 350, which requires that at least 50 percent of electricity generated and sold to retail customers from renwable energy sources by December 31, 2030.

- *Building structures*. Operational efficiences will be built into the project that reduce energy use and waste, as mandated by CALGreen building codes.

- *Water and wastewater use*. The Project would be subject to drought-related water conservation emergency orders and related State Water Quality Control Board restrictions.

- *Major appliances*. The Project would include major appliances that are regulated by California Energy Commission requirements for energy efficiency.

- *Solid waste management*. The Project would be subject to solid waste diversion policies administered by CalRecycle that reduce GHG emissions.

In addition to the GHG emission reductions described above, it is important to note that the CO_2 estimates from mobile sources (particularly CO_2, CH_4, and N_2O emissions) are likely much greater than the emissions that would actually occur. The methodology used assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing conditions. This is a standard approach taken for air quality analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the air basin and are in effect new emissions sources, or whether they are sources that were already in the air basin and just shifted to a new location. Because the effects of GHGs are global, a project that shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

For example, if a substantial portion of California's population migrated from the South Coast Air Basin to the San Joaquin Valley Air Basin, this would likely decrease GHG emissions in the South Coast Air Basin and increase emissions in the San Joaquin Valley Air Basin, but little change in overall global GHG emissions. However, if a person moves from one location where the land use pattern requires auto use (e.g., commuting, shopping) to a new development that promotes shorter and fewer vehicle trips, more walking, and overall less energy usage, then it could be argued that the new development would result in a potential net reduction in global GHG emissions.

As described throughout this analysis, the Project contains numerous regulatory compliance measures and project design features that would reduce the Project's GHG emissions profile and would represent improvements vis-à-vis the NAT scenario. Thus, the Project's emissions reductions as compared to the NAT Scenario demonstrate consistency with GHG Reduction Plans, Executive Orders S-3-05 and B-30-15, SCAG's Sustainable Communities Strategy, and the City of Los Angeles' Green Building Ordinance.

As a result of this and the analysis of net emissions, the Project's contribution to global climate change is not "cumulatively considerable" and is considered less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The Project would contribute to cumulative increases in GHG emissions over time in the absence of policy intervention. As noted earlier, the Project would be consistent with a number of relevant plans and policies that govern climate change.

Consistency with the AB 32 Scoping Plan

The AB 32 Scoping Plan provides the basis for policies that will reduce cumulative GHG emissions within California to 1990 levels by 2020. Table 14 evaluates the Project's consistency with the AB 32 Scoping Plan to determine whether it will result in adverse cumulative impacts to global climate change. The Project is consistent with the AB 32 Scoping Plan's focus on emission reductions from several key sectors, including the following:

- **Energy Sector:** Continued improvements in California's appliance and building energy efficiency programs and initiatives, such as the State's zero net energy building goals, would serve to reduce the Project's emissions level.[51] Additionally, further additions to California's renewable resource portfolio would favorably influence the Project's emissions level.[52]

- **Transportation Sector:** Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing transportation systems all would serve to reduce the Project's emissions level.[53]

- **Water Sector:** The Project's emissions level would be reduced as a result of further desired enhancements to water conservation technologies.[54]

- **Waste Management Sector:** Plans to further improve recycling, reuse and reduction of solid waste would beneficially reduce the Project's emissions level.[55]

TABLE 14:
PROJECT CONSISTENCY WITH AB 32 SCOPING PLAN
GREENHOUSE GAS EMISSION REDUCTION STRATEGIES

Strategy	Project Consistency
California Cap-and-Trade Program. Implement a broad-based California cap-and-trade program to provide a firm limit on emissions.	**Not Applicable.** The statewide program is not relevant to the Project.
California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted Pavley standards and planned second phase of the system. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	**Not Applicable.** The development of standards is not relevant to the Project.
Energy Efficiency. Maximize energy efficiency building and appliance standards and pursue additional efficiency efforts including new technologies, and new policy and mechanisms.	**Consistent.** The Project is designed to meet Cal Green building standards by including several measures designed to reduce energy

[51] *CARB, First Update, pp. 37-39, 85, May 2014.*
[52] *CARB, First Update, pp. 40-41, May 2014.*
[53] *CARB, First Update, pp. 55-56, May 2014.*
[54] *CARB, First Update, p. 65, May 2014.*
[55] *CARB, First Update, p. 69, May 2014.*

TABLE 14: PROJECT CONSISTENCY WITH AB 32 SCOPING PLAN GREENHOUSE GAS EMISSION REDUCTION STRATEGIES	
Strategy	**Project Consistency**
Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	consumption.
Renewables Portfolio Standard. Achieve 33 percent renewable energy mix statewide.	**Consistent.** The Project would utilize energy from the Los Angeles Department of Water and Power, which has goals to diversify its portfolio of energy sources to increase the use of renewable energy.
Low-Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	**Not Applicable.** The statewide program is not relevant to the Project.
Regional Transportation-Related Greenhouse Gases. Develop regional greenhouse gas emissions reduction targets for passenger vehicles.	**Not Applicable.** The development of regional planning goals is not relevant to the Project. The Project's infill location near several bus routes (i.e., Metro) and Metro's Red Line stations two blocks east at Wilshire/Western makes it consistent with the smart growth objectives of the region's Sustainable Communities Strategy (SCS).
Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	**Not Applicable.** State agencies are responsible for implementing efficiency measures.
Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	**Not Applicable.** State agencies are responsible for implementing regulations and promoting efficiency in goods movement.
Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	**Neutral.** The Project does not include solar roofs and is not part of the proposed Statewide initiative.
Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	**Not Applicable.** State agencies are responsible for implementing efficiency measures.
Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission.	**Not Applicable.** This measure addresses industrial facilities.
High Speed Rail. Support implementation of a high speed rail system.	**Not Applicable.** This calls for the California High Speed Rail Authority and stakeholders to develop a statewide rail transportation system.
Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent.** The Project is designed to meet Cal Green building standards and would include several measures designed to reduce energy consumption.
High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	**Not Applicable.** State agencies are responsible for implementing these measures.
Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials and mandate commercial recycling. Move toward zero waste.	**Consistent.** The Project is expected to have minimal impact on solid waste facilities.
Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	**Not Applicable.** Resource Agency departments are responsible for implementing this measure.
Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent.** The Project would use water-efficient landscaping.
Agriculture. In the near-term, encourage investment in manure	**Not Applicable.** The Project does not include

TABLE 14: PROJECT CONSISTENCY WITH AB 32 SCOPING PLAN GREENHOUSE GAS EMISSION REDUCTION STRATEGIES	
Strategy	**Project Consistency**
digester and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	agricultural facilities.
Source: DKA Planning, 2016.	

Based on this evaluation, this analysis finds the Project would be consistent with all feasible and applicable strategies recommended in the AB 32 Scoping Plan.

Consistency with SCAG's 2012-2035 RTP/SCS

At the regional level, 2012–2035 RTP/SCS is an applicable plan that defines strategies for reducing GHGs. In order to assess the Project's potential to conflict with 2012–2035 RTP/SCS, this section analyzes the Project's land use profiled for consistency with those in the Sustainable Communities Strategy. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's Sustainable Communities Strategy, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.

Table 15 demonstrates the Project's consistency with the Actions and Strategies set forth in the 2012–2035 RTP/SCS. The Project would also be consistent with the applicable goals and principles set forth in the 2012–2035 RTP/SCS and the Compass Growth Vision Report. Therefore, the Project would be consistent with the GHG reduction related actions and strategies contained in the 2012–2035 RTP/SCS.

TABLE 15: PROJECT CONSISTENCY WITH SCAG 2012-2035 RTP/SCS		
Actions and Strategies	**Responsible Party(ies)**	**Consistency Analysis[a]**
Land Use Actions and Strategies		
Coordinate ongoing visioning efforts to build consensus on growth issues among local governments and stakeholders.	SCAG	**Not Applicable.** The responsible party identified in the 2012–2035 RTP/SCS for implementation of this action/strategy is SCAG. Nonetheless, the City, which is the lead agency for the Project, regularly coordinates with SCAG on regional growth issues.
Provide incentives and technical assistance to local governments to encourage projects and programs that balance the needs of the region.	SCAG	**Not Applicable.** The responsible party identified in the 2012–2035 RTP/SCS for implementation of this action/strategy is SCAG. Nonetheless, the City, which is the lead agency for the Project, regularly coordinates with SCAG on its advancement of projects and programs that meet regional needs. Furthermore, the Project would support this measure by providing needed housing.
Collaborate with local jurisdictions and agencies to acquire a regional fair	SCAG Local Jurisdictions	**Consistent.** The Project would accommodate regional growth projected by SCAG in the Los Angeles Planning Area by providing needed housing within an infill site

TABLE 15: PROJECT CONSISTENCY WITH SCAG 2012-2035 RTP/SCS		
Actions and Strategies	**Responsible Party(ies)**	**Consistency Analysis[a]**
share housing allocation that reflects existing and future needs.	HCD	that is adjacent to existing, approved, and planned infrastructure, urban services, transportation corridors, transit facilities, and major employment centers, in furtherance of SB 375 policies.
Expand Compass Blueprint program to support member cities in the development of bicycle, pedestrian, Safe Routes to Schools, Safe Routes to Transit, and ADA Transition plans.	SCAG State	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and the State of California. The Project would not impair SCAG or the State's expansion of the Compass Blueprint program. The network of streets surrounding the Project site provide sidewalks connected to transit stops to promote alternative transportation.
Continue to support, through Compass Blueprint, local jurisdictions and sub-regional COGs adopting neighborhood-oriented development, suburban villages, and revitalized main streets as livability strategies in areas not served by high-quality transit.	SCAG State Local Jurisdictions COGs	**Consistent.** The Project contains multi-family residential and commercial retail uses in close proximity to jobs (including those that may be offered on-site), destinations, and other neighborhood services.
Encourage the use of range-limited battery electric and other alternative fueled vehicles through policies and programs, such as, but not limited to, neighborhood oriented development, complete streets, and Electric (and other alternative fuel) Vehicle Supply Equipment in public parking lots.	Local Jurisdictions COGs SCAG CTCs	**Consistent.** While the use of alternatively-fueled vehicles by the Project's future residents and occupants is market driven and beyond the direct control or influence of the Project Applicant, the Project would not impair the City's or SCAG's ability to encourage the use of alternatively-fueled vehicles through various policies and programs.
Continue to support, through Compass Blueprint, planning for new mobility modes such as range- limited Neighborhood Electric Vehicles (NEVs) and other alternative fueled vehicles.	SCAG State	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and the State of California. However, as noted above, the Project would not impair any jurisdiction's ability to encourage the use of alternative-fueled vehicles.

TABLE 15: PROJECT CONSISTENCY WITH SCAG 2012-2035 RTP/SCS		
Actions and Strategies	**Responsible Party(ies)**	**Consistency Analysis[a]**
Collaborate with the region's public health professionals to enhance how SCAG addresses public health issues in its regional planning, programming, and project development activities.	SCAG State Local Jurisdictions	**Consistent.** The Project would not impair the City's, SCAG's, or the State's ability to collaborate with the region's public health professionals regarding the integration of public health issues in regional planning. Additionally, the Project would encourage healthy lifestyles through the provision of bicycle parking spaces on-site. The Project would also incorporate measures to reduce air emissions and greenhouse gases, minimize hazards, and ensure water quality.
Support projects, programs, and policies that support active and healthy community environments that encourage safe walking, bicycling, and physical activity by children, including, but not limited to development of complete streets, school siting policies, joint use agreements, and bicycle and pedestrian safety education.	Local Jurisdictions SCAG	**Consistent.** The Project would encourage healthy lifestyles through the provision of bicycle parking spaces.
Seek partnerships with state, regional, and local agencies to acquire funding sources for innovative planning projects.	Local Jurisdictions SCAG State	**Consistent.** The Project would not impair the City's, SCAG's or the State's ability to seek partnerships in furtherance of funding acquisition. Additionally, the Project would support this measure by providing needed housing that would serve the community at large.
Update local zoning codes, General Plans, and other regulatory policies to accelerate adoption of land use strategies included in the 2012–2035 RTP/SCS Plan Alternative, or that have been formally adopted by any subregional COG that is consistent with regional goals.	Local Jurisdictions	**Consistent.** While not necessarily applicable on a project-specific basis, the Project would support this action/strategy via consistency with SCAG's 2012–2035 RTP/SCS Plan.
Update local zoning codes, General Plans, and other regulatory policies to promote a more balanced mix of residential, commercial, industrial,	Local Jurisdictions	**Consistent.** While not necessarily applicable on a project-specific basis, the Project would support this action/strategy by offering a mix of housing and commercial retail opportunities.

TABLE 15: PROJECT CONSISTENCY WITH SCAG 2012-2035 RTP/SCS		
Actions and Strategies	**Responsible Party(ies)**	**Consistency Analysis[a]**
recreational and institutional uses located to provide options and to contribute to the resiliency and vitality of neighborhoods and districts.		
Support projects, programs, policies and regulations that encourage the development of complete communities, which includes a diversity of housing choices and educational opportunities, jobs for a variety of skills and education, recreation and culture, and a full-range of shopping, entertainment and services all within a relatively short distance.	Local Jurisdictions SCAG	**Consistent.** The Project would include multi-family residential uses in close proximity to jobs (including those that may be offered on-site), destinations, and other neighborhood services. Additionally, the Project includes a range of residential housing sizes and styles to serve the needs of a growing and increasingly diverse population within the City of Los Angeles.
Pursue joint development opportunities to encourage the development of housing and mixed-use projects around existing and planned rail stations or along high-frequency bus corridors, in transit-oriented development areas, and in neighborhood-serving commercial areas.	Local Jurisdictions CTCs	**Consistent.** The Project would accommodate regional growth projected by SCAG in the Los Angeles Planning Area within an infill site that is adjacent to existing, approved, and planned infrastructure, urban services, transportation corridors, transit facilities, and major employment centers in furtherance of SB 375 policies. The mixed-use development meets the intent of this strategy.
Working with local jurisdictions, identify resources that can be used for employing strategies to maintain and assist in the development of affordable housing.	SCAG Local Jurisdictions	**Consistent.** The Project includes a range of residential housing sizes and styles to serve the needs of a growing and increasingly diverse population within the City.
Consider developing healthy community or active design guidelines that promote physical activity and improved	Local Jurisdictions	**Consistent.** The Project would encourage healthy lifestyles through the provision of bicycle parking.

TABLE 15: PROJECT CONSISTENCY WITH SCAG 2012-2035 RTP/SCS		
Actions and Strategies	**Responsible Party(ies)**	**Consistency Analysis[a]**
health.		
Support projects, programs, policies, and regulations to protect resources areas, such as natural habitats and farmland, from future development.	Local Jurisdictions SCAG	**Not Applicable.** The Project neither protects nor threatens resource areas from urbanization.
Create incentives for local jurisdictions and agencies that support land use policies and housing options that achieve the goals of SB 375.	State SCAG	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and the State of California. In any event, the Project would be consistent with the overarching goal of SB 375 to reduce vehicle miles traveled and the corresponding emission of GHGs.
Continue partnership with regional agencies to increase availability of state funding for integrated land use and transportation projects in the region.	State SCAG	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and the State of California. The Project would not impair the ability of SCAG and the State to increase the availability of funding for certain types of projects.
Engage in a strategic planning process to determine the critical components and implementation steps for identifying and addressing open space resources, including increasing and preserving park space, specifically in park-poor communities.	Local Jurisdictions SCAG	**Consistent.** The Project would not impair the ability of the City and SCAG to engage in strategic planning processes to address recreational/park shortages in existing communities. As previously discussed, the Project offers housing opportunities.
Identify and map regional priority conservation areas for potential inclusion in future plans.	SCAG	**Not Applicable.** The responsible party identified in the 2012–2035 RTP/SCS for implementation of this action/strategy is SCAG. The Project would not impair SCAG's ability to implement this action/strategy.
Engage with various partners, including CTCs and local agencies, to determine priority conservation areas and develop an implementable plan.	SCAG CTCs	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and CTCs. The Project would not impair the ability of SCAG and CTCs to engage with various partners on issues pertaining to conservation areas.
Develop regional mitigation policies or approaches for the 2016 RTP.	SCAG CTCs	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and CTCs. The Project would not impair the ability of SCAG and CTCs to develop

TABLE 15: PROJECT CONSISTENCY WITH SCAG 2012-2035 RTP/SCS		
Actions and Strategies	**Responsible Party(ies)**	**Consistency Analysis[a]**
		regional mitigation policies or approaches for the future 2016 RTP.
Transportation Network Actions and Strategies		
Perform and support studies with the goal of identifying innovative transportation strategies that enhance mobility and air quality, and determine practical steps to pursue such strategies, while engaging local communities in planning efforts.	SCAG CTCs	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and CTCs. The Project would not impair the ability of SCAG and CTCs to perform and support various studies.
Cooperate with stakeholders, particularly county transportation commissions and Caltrans, to identify new funding sources and/or increased funding levels for the preservation and maintenance of the existing transportation network.	SCAG CTCs Local Jurisdictions	**Not Applicable.** This measure is not applicable on a project-specific basis. Rather, regional and county agencies would be responsible for the ongoing preservation of the arterial and multi-modal transportation network.
Expand the use of transit modes in our subregions such as BRT, rail, limited-stop service, and point-to-point express services utilizing the HOV and HOT lane networks.	SCAG CTCs Local Jurisdictions	**Consistent.** The Project would not impair the ability of SCAG, the CTCs, or the City to expand and extend the use of other transit modes to the Project Site. This mixed-use project is served well by Metro Bus and Metro Rail service that will add substantial ridership for these transportation alternatives.
Encourage transit providers to increase frequency and span of service in TOD/HQTA and along targeted corridors where cost-effective and where there is latent demand for transit usage.	SCAG CTCs	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and CTCs. The Project would not impair the ability of SCAG and CTCs to encourage transit provided to increase the frequency and span of service.
Encourage regional and local transit providers to develop rail interface services at Metrolink, Amtrak, and high-speed rail stations.	SCAG CTCs Local Jurisdictions	**Consistent.** While this action/strategy is not necessarily applicable on a project-specific basis, the Project would not impair the ability of SCAG, CTCs, or the City to encourage rail interface services.

TABLE 15: PROJECT CONSISTENCY WITH SCAG 2012-2035 RTP/SCS		
Actions and Strategies	**Responsible Party(ies)**	**Consistency Analysis[a]**
Expand the Toolbox Tuesdays program to include bicycle safety design, pedestrian safety design, ADA design, training on how to use available resources that expand understanding of where collisions are happening, and information on available grant opportunities to improve bicycle and pedestrian safety.	SCAG State	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and the State of California. However, the Project would neither support nor adversely impact the expansion of Toolbox Tuesday opportunities.
Prioritize transportation investments to support compact infill development that includes a mix of land uses, housing options, and open/park space, where appropriate, to maximize the benefits for existing communities, especially vulnerable populations, and to minimize any negative impacts.	SCAG CTCs Local Jurisdictions	**Consistent.** The Project represents infill development offering multi-family residential uses and commercial retail uses in close proximity to jobs (including those that may be offered on-site), destinations, and other neighborhood services.
Explore and implement innovative strategies and projects that enhance mobility and air quality, including those that increase the walkability of communities and accessibility to transit via non-auto modes, including walking, bicycling, and neighborhood electric vehicles (NEVs) or other alternative fueled vehicles.	SCAG CTCs Local Jurisdictions	**Consistent.** The Project is a bicycle-friendly development that would encourage residents to walk to nearby community-serving land uses. The Project Site is also located in a High Quality Transit Area as designated by the 2012-2035 RTP/SCS. The Project would also provide bicycle parking spaces in accordance with LAMC requirements for Project residents and visitors. By combining these uses, the Project would serve to reduce vehicle trips and thus vehicle miles traveled, thereby contributing to a reduction in air pollutant emissions.
Collaborate with local jurisdictions to plan and develop residential and employment development around current and planned transit stations and	SCAG CTCs Local Jurisdictions	**Consistent.** All of the Project's residential units would be located within walking distance of existing and proposed neighborhood commercial centers, both on- and off-site, thus reducing the number and length of vehicle trips. The Project Site is also located in a High Quality Transit Area as designated by the 2012-2035

TABLE 15: PROJECT CONSISTENCY WITH SCAG 2012-2035 RTP/SCS		
Actions and Strategies	**Responsible Party(ies)**	**Consistency Analysis[a]**
neighborhood commercial centers.		RTP/SCS, with access to bus transit and Metro Red Line stations at Wilshire/Western two blocks to the east.
Collaborate with local jurisdictions to provide a network of local community circulators that serve new TOD, HQTAs, and neighborhood commercial centers providing an incentive for residents and employees to make trips on transit.	SCAG CTCs Local Jurisdictions	**Consistent.** As discussed above, all of the Project's residential units would be located within walking distance of existing and proposed neighborhood commercial centers, both on- and off-site.
Similar to SCAG's partnership with the City of Los Angeles and LACMTA, offer to all County Transportation Commissions a mutually funded, joint first mile/last mile study for each region.	SCAG CTCs	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and CTCs. In any event, the Project would not impair SCAG's or the CTCs' ability to offer the mutually-funded study.
Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling, walking, or neighborhood electric vehicle or other ZEV options.	CTCs Local Jurisdictions	**Consistent.** The Project would not impair the CTCs' or the City's ability to develop first-mile/last-mile strategies. In support of this action/strategy, 100 percent of the Project's residential units would be located within walking distance of existing and proposed neighborhood commercial centers.
Encourage transit fare discounts and local vendor product and service discounts for residents and employees of TOD/HQTAs or for a jurisdiction's local residents in general who have fare media.	Local Jurisdictions	**Consistent.** The Project would not impair the City's ability to encourage transit fare and other discounts.
Work with transit properties and local jurisdictions to identify and remove barriers to maintaining on-time performance.	SCAG CTCs Local Jurisdictions	**Consistent.** The Project would not impair the SCAG's, CTCs', or the City's ability to work with transit properties to remove barriers to on-time performance.
Develop policies and prioritize funding for strategies and projects that	State	**Not Applicable.** The responsible party identified in the 2012–2035 RTP/SCS for implementation of this action/strategy is the State of California.

TABLE 15: PROJECT CONSISTENCY WITH SCAG 2012-2035 RTP/SCS		
Actions and Strategies	**Responsible Party(ies)**	**Consistency Analysis[a]**
enhance mobility and air quality.		
Work with the California High-Speed Rail Authority and local jurisdictions to plan and develop optimal levels of retail, residential, and employment development that fully take advantage of new travel markets and rail travelers.	State	**Not Applicable.** The responsible party identified in the 2012–2035 RTP/SCS for implementation of this action/strategy is the State of California.
Work with state lenders to provide funding for increased transit service in TOD/HQTA in support of reaching SB 375 goals.	SCAG State	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and the State of California.
Continue to work with neighboring Metropolitan Planning Organizations to provide alternative modes for interregional travel, including Amtrak and other passenger rail services and an enhanced bikeway network, such as on river trails.	SCAG State	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and the State of California.
Encourage the development of new, short haul, cost-effective transit services such as DASH and demand responsive transit (DRT) in order to both serve and encourage development of compact neighborhood centers.	CTCs Municipal Transit Operators	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are CTCs and Municipal Transit Operators.
Work with the state legislature to seek funding for Complete Streets planning and implementation in support of reaching SB 375 goals.	SCAG State	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and the State of California.
Continue to support the California Interregional Blueprint as a plan that links statewide	SCAG State	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and the State of California. Nonetheless, the Project would integrate land use and

TABLE 15: PROJECT CONSISTENCY WITH SCAG 2012-2035 RTP/SCS		
Actions and Strategies	**Responsible Party(ies)**	**Consistency Analysis[a]**
transportation goals and regional transportation and land use goals to produce a unified transportation strategy.		transportation concerns via development of multi-family residences and commercial retail uses in close proximity to the regional roadway network.
Transportation Demand Management (TDM) Actions and Strategies		
Examine major projects and strategies that reduce congestion and emissions and optimize the productivity and overall performance of the transportation system.	SCAG	**Not Applicable.** The responsible party identified in the 2012–2035 RTP/SCS for implementation of this action/strategy is SCAG.
Develop comprehensive regional active transportation network along with supportive tools and resources that can help jurisdictions plan and prioritize new active transportation projects in their cities.	SCAG CTCs Local Jurisdictions	**Consistent.** The Project would promote the development of a comprehensive regional active transportation network by locating more potential bicycle and pedestrians that would travel using non-motorized transportation modes.
Encourage the implementation of a Complete Streets policy that meets the needs of all users of the streets, roads and highways—including bicyclists, children, persons with disabilities, motorists, neighborhood electric vehicle (NEVs) users, movers of commercial goods, pedestrians, users of public transportation and seniors—for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the region.	Local Jurisdictions COGs SCAG CTCs	**Not Applicable.** While the City would be the implementing agency for any Complete Streets project, the Project would neither benefit nor adversely affect the implementation of infrastructure that benefits alternative transportation modes.
Support work-based programs that encourage emission reduction strategies and incentivize active transportation	SCAG Local Jurisdictions	**Not Applicable.** Future tenants of the residential spaces could be encouraged to utilize alternative transportation modes. The inclusion of bicycle parking for future residents will help promote active transportation modes.

TABLE 15: PROJECT CONSISTENCY WITH SCAG 2012-2035 RTP/SCS		
Actions and Strategies	**Responsible Party(ies)**	**Consistency Analysis[a]**
commuting or ride-share modes.		
Develop infrastructure plans and educational programs to promote active transportation options and other alternative fueled vehicles, such as neighborhood electric vehicles (NEVs), and consider collaboration with local public health departments, walking/biking coalitions, and/or Safe Routes to School initiatives, which may already have components of such educational programs in place.	Local Jurisdictions	**Not Applicable.** While local governments are responsible for implementing this, the Project would neither benefit nor adversely impact the City's development of infrastructure and education programs that promote alternative fueled vehicles or other initiatives that reduce congestion and air pollution.
Encourage the development of telecommuting programs by employers through review and revision of policies that may discourage alternative work options.	Local Jurisdictions CTCs	**Not Applicable.** While local governments are responsible for implementing this, the Project would neither benefit nor adversely impact the City's development of telecommuting programs by employers that reduce congestion and air pollution.
Emphasize active transportation and alternative fueled vehicle projects as part of complying with the Complete Streets Act (AB 1358).	State SCAG Local Jurisdictions	**Not Applicable.** While local governments are responsible for implementing this, the Project would neither benefit nor adversely impact the City's development of active transportation and alternative fuel vehicle programs that promote alternative fueled vehicles or other initiatives that reduce congestion and air pollution.
Transportation System Management (TSM) Actions and Strategies		
Work with relevant state and local transportation authorities to increase the efficiency of the existing transportation system.	SCAG Local Jurisdictions State	**Consistent.** The Project would not impair the ability of SCAG, the City, or the State to work with transportation authorities to increase the efficiency of the existing transportation system. All improvements would be constructed in accordance with LADOT requirements, as appropriate. Further, the Project would mitigate any significant impacts to local and regional roadways to the extent feasible, as required by CEQA.
Collaborate with local jurisdictions and	SCAG COGs	**Consistent.** The Project would not impair the ability of SCAG, the COGs, or the City to collaborate on the

TABLE 15: PROJECT CONSISTENCY WITH SCAG 2012-2035 RTP/SCS		
Actions and Strategies	**Responsible Party(ies)**	**Consistency Analysis[a]**
subregional COGs to develop regional policies regarding TSM.	Local Jurisdictions	development of regional TSM policies. All Project transportation-related improvements would be developed in consultation with LADOT and/or transit service providers, as appropriate, and constructed in compliance with their respective standards.
Contribute to and utilize regional data sources to ensure efficient integration of the transportation system.	SCAG CTCs	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG and CTCs. However, the Project traffic analysis is based on a traffic model developed by LADOT as the primary tool for forecasting traffic volumes within the City of Los Angeles. In addition, SCAG's regional data, including population, housing, and employment forecasts are used where appropriate throughout this analysis.
Provide training opportunities for local jurisdictions on TSM strategies, such as Intelligent Transportation Systems (ITS).	SCAG Local Jurisdictions	**Consistent.** While not necessarily applicable on a project-specific basis, the Project would not impair the ability of SCAG or the City to provide TSM strategy training. However, the Project would support transportation system management strategies via the provision of appropriate roadway improvements that meet LADOT requirements, as appropriate.
Collaborate with local jurisdictions and subregional COGs to continually update the ITS inventory.	SCAG COGS Local Jurisdictions	**Consistent.** The Project would not impair the ability of SCAG, the COGs, or the City to collaborate on updates to the ITS inventory. See the discussion above regarding the Project's support of transportation system management strategies.
Collaborate with CTCs to regularly update the county and regional ITS architecture.	SCAG CTCs Local Jurisdictions	**Consistent.** The Project does not impair the ability of SCAG, the CTCs, or the City to collaborate on updates to the ITS architecture.
Collaborate with the state and federal Government and subregional COGs to examine potential innovative TDM/TSM strategies.	SCAG State COGs	**Not Applicable.** The responsible parties identified in the 2012–2035 RTP/SCS for implementation of this action/strategy are SCAG, the State of California, and the COGs.
Clean Vehicle Technology Actions and Strategies		
Develop a Regional PEV Readiness Plan with a focus on charge port infrastructure plans to support and promote the introduction of electric and other alternative fuel vehicles in Southern	SCAG	**Not Applicable.** The responsible party identified in the 2012–2035 RTP/SCS for implementation of this action/strategy is SCAG.

TABLE 15: PROJECT CONSISTENCY WITH SCAG 2012-2035 RTP/SCS		
Actions and Strategies	**Responsible Party(ies)**	**Consistency Analysis[a]**
California.		
Support subregional strategies to develop infrastructure and supportive land uses to accelerate fleet conversion to electric or other near zero-emission technologies. The activities committed in the two subregions are put forward as best practices that others can adopt in the future.	SCAG Local Jurisdictions	**Consistent.** While the acceleration of fleet conversion by the Project's future residents is market driven and beyond the direct control or influence of the Project applicant, the Project would not impair the City's or SCAG's ability to support subregional strategies in furtherance of that conversion.
SCAG = Southern California Association of Governments *HCD = California Department of Housing and Community Development* *COG = subregional council of governments* *CTCs = county transportation commissions* *TOD = transit-oriented development* *HQTA = High Quality Transit Area* [a] *"Not Applicable" actions/strategies are those that are not identified for implementation by Local Jurisdictions. The Project's consistency with any actions/strategies identified for implementation by the Local Jurisdictions (i.e., the City of Los Angeles) is assessed above.* Source: SCAG 2012–2035 RTP/SCS, Chapter 4: Sustainable Communities Strategy, Tables 4.3 through 4.7; April 2012.		

Consistency with the City of Los Angeles Green Building Ordinance

The Los Angeles Green Building Ordinance requires that all Projects filed on or after January 1, 2014 comply with the Los Angeles Green Building Code as amended to comply with the 2013 CALGreen Code. Mandatory measures under the Green Building Ordinance that would help reduce GHG emissions include short and long term bicycle parking measures; designated parking measure; and electric vehicle supply wiring. The Project would comply with these mandatory measures, as the Project would provide on-site bicycle parking spaces. Furthermore, the Green Building Ordinance includes measures that would increase energy efficiency on the Project Site, including installing Energy Star rated appliances and installation of water-conserving fixtures. Therefore, the Project is consistent with the Los Angeles Green Building Ordinance.

The Project would comply with the City of Los Angeles' Green Building Ordinance standards that compel LEED certification, reduce emissions beyond a "No Action Taken" scenario, and are consistent with the AB 32 Scoping Plan's recommendation for communities to adopt building codes that go beyond the State's codes. Under the City's Los Angeles Green Building Code, the Project must incorporate design, construction, maintenance, and operation at the Leadership in Energy & Environmental Design (LEED) certified level. Projects that are LEED certified

generally exceed Title 24 (2013) standards by at least 10 percent.[56] As such, it would incorporate several design elements and programs that will reduce the carbon footprint of the development, including:

1. **GHG Emissions Associated with Planning and Design.** The Project must have measures to reduce storm water pollution, provide designated parking for bicycles and low-emission vehicles, have wiring for electric vehicles, reduce light pollution, and design grading and paving to keep surface water from entering buildings. This would include:

    - Reduced parking based on compliance with the City's bicycle parking ordinance.
    - Access to several public transportation lines. The Project site is well served by numerous local and Rapid buses operated by Metro, as well as the Metro Red Line station at Wilshire/Western two blocks to the east.
    - Located near residential neighborhoods. The Project site's proximity to medium- and high-density residential neighborhoods increases the likelihood that more travel to and from the development will be made by non-motorized modes that will reduce potential GHG emissions.

2. **GHG Emissions Associated with Energy Demand.** The Project must meet Title 24 2013 standards and include Energy Star appliances, have pre-wiring for future solar facilities, and off-grid pre-wiring for future solar facilities. This includes:

    - Use of low-emitting paints, adhesives, carpets, coating, and other materials.
    - Equipment and fixtures will comply with the following where applicable:
        - Installed gas-fired space heating equipment will have an Annual Fuel Utilization Ratio of .90 or higher.
        - Installed electric heat pumps will have a Heating Seasonal Performance Factor of 8.0 or higher.
        - Installed cooling equipment will have a Seasonal Energy Efficiency Ratio higher than 13.0 and an Energy Efficiency Ratio of at least 11.5.
        - Installed tank type water heaters will have an Energy Factor higher than .6.
        - Installed tankless water heaters will have an Energy Factor higher than .80.
        - Perform duct leakage testing to verify a total leakage rate of less than 6 percent of the total fan flow.
        - Building lighting in the kitchen and bathrooms within the dwelling units will consist of at least 90 percent ENERGY STAR qualified hard-wired fixtures (luminaires).
    - An electrical conduit will be provided from the electrical service equipment to an accessible location in the attic or other location suitable for future connection to a solar system. The conduit shall be adequately sized by the designer but shall not be less than one inch. The conduit shall be labeled as per the Los Angeles Fire Department requirements. The electrical panel shall be sized to accommodate the installation of a future electrical solar system.
    - A minimum of 250 square feet of contiguous unobstructed roof area will be provided for the installation of future photovoltaic or other electrical solar panels. The location shall be suitable for installing future solar panels as determined by the designer.

[56] *U.S. Green Building Council. "Interpretation 10396" accessed at http://www.usgbc.org/leed-interpretations?keys=10396 February 26, 2015.*

- Appliances will meet ENERGY STAR if an ENERGY STAR designation is applicable for that appliance.

3. **GHG Emissions Associated with Water Use.** The Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs. Wastewater reduction measures must be included that help reduce outdoor potable water use. This would include:

   - A schedule of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by at least 20 percent shall be provided. The reduction shall be based on the maximum allowable water use per plumbing fixture and fitting as required by the California Building Standards Code. The 20 percent reduction in potable water use shall be demonstrated by one of the following methods:
     - Each plumbing fixture and fitting shall meet reduced flow rates specified on Table 4.303.2; or
     - A calculation demonstrating a 20 percent reduction in the building "water use" baseline will be provided.
   - When single shower fixtures are served by more than one showerhead, the combined flow rate of all the showerheads will not exceed specified flow rates.
   - When automatic irrigation system controllers for landscaping are provided and installed at the time of final inspection, the controllers shall comply with the following:
     - Controllers shall be weather- or soil moisture-based controllers that automatically adjust irrigation in response to changes in plants' needs as weather conditions change;
     - Weather-based controllers without integral rain sensors or communication systems that account for local rainfall shall have a separate wired or wireless rain sensor that connects or communicates with the controller(s).

4. **GHG Emissions Associated with Solid Waste Generation.** The Project is subject to construction waste reduction of at least 50 percent. In addition, project site operations are subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. The Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials.

5. **GHG Emissions Associated with Environmental Quality.** The Project must meet strict standards for any fireplaces and woodstoves, covering of duct openings and protection of mechanical equipment during constructions, and meet other requirements for reducing emissions from flooring systems, any CFC and halon use, and other project amenities. This would include:

   - Openings in the building envelope separating conditioned space from unconditioned space needed to accommodate gas, plumbing, electrical lines and other necessary penetrations must be sealed in compliance with the California Energy Code.

- Provide flashing details on the building plans which comply with accepted industry standards or manufacturer's instructions around windows and doors, roof valley, and chimneys to roof intersections.

Taken together, these strategies encourage providing recreational, cultural, and a range of shopping, entertainment and services all within a relatively short distance; providing employment near current and planned transit stations and neighborhood commercial centers; and supporting alternative fueled and electric vehicles. As a result, the Project would be consistent with applicable State, regional and local GHG reduction strategies. Given that the Project would generate GHG emissions that are less than significant, and given that GHG emission impacts are cumulative in nature, the Project's incremental contribution to cumulatively significant GHG emissions would be less than cumulatively considerable, and impacts would be less than significant.

Cumulative Impacts

The emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. The consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. The State has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce is predicted to continue to expand. In order to achieve this goal, CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. At a minimum, most project-related emissions, such as energy, mobile, and construction, would be covered by the Cap-and-Trade Program.

Currently, there are no applicable CARB, SCAQMD, or City of Los Angeles significance thresholds or specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative levels. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represent new emissions or existing, displaced emissions. Therefore, consistent with CEQA Guidelines Section 15064h(3), the City as Lead Agency has determined that the Project's contribution to cumulative GHG emissions and global climate change would be less than significant if the Project is consistent with the applicable regulatory plans and policies to reduce Greenhouse Gas Emissions: Executive Orders S-3-05 and B-30-15; the RTP/SCS and the City of Los Angeles Green Building Ordinance.

Implementation of the Project's regulatory compliance measures and project design features, including State mandates, would contribute to GHG reductions. These reductions represent a reduction from NAT and support State goals for GHG emissions reduction. The methods used to establish this relative reduction are consistent with the approach used in the CARB's *Climate Change Scoping Plan* for the implementation of AB 32.

The Project is consistent with the approach outlined in CARB's *Climate Change Scoping Plan*, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. In addition, as recommended by CARB's *Climate Change Scoping Plan*, the Project would use "green building" features as a framework for achieving cross-cutting

emissions reductions as new buildings and infrastructure would be designed to achieve the standards of CALGreen.

As part of SCAG's 2012–2035 SCS/RTP, a reduction in VMT within the region is a key component to achieve the 2020 and 2035 GHG emission reduction targets established by CARB. The Project results in significant VMT reduction in comparison to NAT and would be consistent with the SCS/RTP.

The Project also would comply with the City of Los Angeles Green Building Code, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. The Project's regulatory compliance measures and project design features provided above and throughout this analysis would advance these objectives. Further, the related projects would also be anticipated to comply with many of these same emissions reduction goals and objectives (e.g., City of Los Angeles Green Building Code).

Additionally, the Project has incorporated sustainability design features in accordance with regulatory requirements as provided in the regulatory compliance measures throughout this analysis and project design features to reduce VMT and to reduce the Project's potential impact with respect to GHG emissions. With implementation of these features, the Project results in a 31 percent reduction in GHG emissions from NAT. The Project's GHG reduction measures make the Project consistent with AB 32.

The Project would also be consistent with applicable land use policies of the City of Los Angeles and SCAG's RTP/SCS pertaining to air quality, including reducing GHG emissions.

As discussed above, the Project is consistent with the applicable GHG reduction plans and policies. The NAT comparison demonstrates the efficacy of the measures contained in these policies. Moreover, while the Project is not directly subject to the Cap and Program, that Program would indirectly reduce the Project's GHG emissions by regulating "covered entities" that affect the Project's GHG emissions, including energy, mobile, and construction emissions. More importantly, the Cap-and-Trade Program would backstop the GHG reduction plans and policies applicable to the Project in that the Cap-and-Trade Program would be responsible for relatively more emissions reductions should California's direct regulatory measures reduce GHG emissions less than expected. This would ensure that the GHG reduction targets of AB 32 are met.

Thus, given the Project's consistency with State, SCAG, and City of Los Angeles GHG emission reduction goals and objectives, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the Project's impacts are not cumulatively considerable.

APPENDIX A

Modeling Results

3980 Wilshire Existing

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant w/o Drive Thru	4.73	1000sqft	0.50	4,730.00	0
High Turnover (Sit Down Restaurant)	5.98	1000sqft	0.59	5,980.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2016
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Traffic study by Overland Traffic Consultants, Inc.

Vehicle Trips - Overland Traffic Consultants, Inc.

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.14	0.59
tblLandUse	LotAcreage	0.11	0.50
tblProjectCharacteristics	OperationalYear	2014	2016
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00

tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	ST_TR	696.00	300.00
tblVehicleTrips	ST_TR	158.37	57.22
tblVehicleTrips	SU_TR	500.00	300.00
tblVehicleTrips	SU_TR	131.84	57.22
tblVehicleTrips	WD_TR	716.00	300.00
tblVehicleTrips	WD_TR	127.15	57.22

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0511	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.7000e-004	2.7000e-004	0.0000	0.0000	2.8000e-004
Energy	0.0135	0.1223	0.1028	7.3000e-004		9.3000e-003	9.3000e-003		9.3000e-003	9.3000e-003	0.0000	412.9922	412.9922	9.1600e-003	3.8100e-003	414.3654
Mobile	1.2043	3.5581	13.8389	0.0305	2.0282	0.0483	2.0765	0.5432	0.0444	0.5876	0.0000	2,438.5390	2,438.5390	0.1049	0.0000	2,440.7429
Waste						0.0000	0.0000		0.0000	0.0000	25.5038	0.0000	25.5038	1.5072	0.0000	57.1556
Water						0.0000	0.0000		0.0000	0.0000	1.0313	24.8598	25.8911	0.1065	2.6200e-003	28.9410
Total	**1.2689**	**3.6804**	**13.9418**	**0.0312**	**2.0282**	**0.0576**	**2.0858**	**0.5432**	**0.0537**	**0.5969**	**26.5351**	**2,876.3913**	**2,902.9264**	**1.7279**	**6.4300e-003**	**2,941.2051**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Area	0.0511	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.7000e-004	2.7000e-004	0.0000	0.0000	2.8000e-004
Energy	0.0135	0.1223	0.1028	7.3000e-004		9.3000e-003	9.3000e-003		9.3000e-003	9.3000e-003	0.0000	412.9922	412.9922	9.1600e-003	3.8100e-003	414.3654
Mobile	1.2043	3.5581	13.8389	0.0305	2.0282	0.0483	2.0765	0.5432	0.0444	0.5876	0.0000	2,438.5390	2,438.5390	0.1049	0.0000	2,440.7429
Waste						0.0000	0.0000		0.0000	0.0000	25.5038	0.0000	25.5038	1.5072	0.0000	57.1556
Water						0.0000	0.0000		0.0000	0.0000	1.0313	24.8598	25.8911	0.1065	2.6200e-003	28.9393
Total	**1.2689**	**3.6804**	**13.9418**	**0.0312**	**2.0282**	**0.0576**	**2.0858**	**0.5432**	**0.0537**	**0.5969**	**26.5351**	**2,876.3913**	**2,902.9264**	**1.7278**	**6.4300e-003**	**2,941.2034**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.2043	3.5581	13.8389	0.0305	2.0282	0.0483	2.0765	0.5432	0.0444	0.5876	0.0000	2,438.5390	2,438.5390	0.1049	0.0000	2,440.7429
Unmitigated	1.2043	3.5581	13.8389	0.0305	2.0282	0.0483	2.0765	0.5432	0.0444	0.5876	0.0000	2,438.5390	2,438.5390	0.1049	0.0000	2,440.7429

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	342.18	342.18	342.18	1,097,552	1,097,552
Fast Food Restaurant w/o Drive Thru	1,419.00	1,419.00	1419.00	4,255,059	4,255,059
Total	1,761.18	1,761.18	1,761.18	5,352,610	5,352,610

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	100	0	0
Fast Food Restaurant w/o Drive Thru	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.533598	0.058434	0.178244	0.125508	0.038944	0.006283	0.016425	0.031066	0.002453	0.003157	0.003691	0.000543	0.001655

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	279.8209	279.8209	6.6100e-003	1.3700e-003	280.3835
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	279.8209	279.8209	6.6100e-003	1.3700e-003	280.3835
NaturalGas Mitigated	0.0135	0.1223	0.1028	7.3000e-004		9.3000e-003	9.3000e-003		9.3000e-003	9.3000e-003	0.0000	133.1714	133.1714	2.5500e-003	2.4400e-003	133.9818
NaturalGas Unmitigated	0.0135	0.1223	0.1028	7.3000e-004		9.3000e-003	9.3000e-003		9.3000e-003	9.3000e-003	0.0000	133.1714	133.1714	2.5500e-003	2.4400e-003	133.9818

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					
High Turnover (Sit Down Restaurant)	1.3934e+006	7.5100e-003	0.0683	0.0574	4.1000e-004		5.1900e-003	5.1900e-003		5.1900e-003	5.1900e-003	0.0000	74.3571	74.3571	1.4300e-003	1.3600e-003	74.8096
Fast Food Restaurant w/o Drive Thru	1.10214e+006	5.9400e-003	0.0540	0.0454	3.2000e-004		4.1100e-003	4.1100e-003		4.1100e-003	4.1100e-003	0.0000	58.8142	58.8142	1.1300e-003	1.0800e-003	59.1722
Total		**0.0135**	**0.1223**	**0.1028**	**7.3000e-004**		**9.3000e-003**	**9.3000e-003**		**9.3000e-003**	**9.3000e-003**	**0.0000**	**133.1714**	**133.1714**	**2.5600e-003**	**2.4400e-003**	**133.9818**

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					
High Turnover (Sit Down Restaurant)	1.3934e+006	7.5100e-003	0.0683	0.0574	4.1000e-004		5.1900e-003	5.1900e-003		5.1900e-003	5.1900e-003	0.0000	74.3571	74.3571	1.4300e-003	1.3600e-003	74.8096
Fast Food Restaurant w/o Drive Thru	1.10214e+006	5.9400e-003	0.0540	0.0454	3.2000e-004		4.1100e-003	4.1100e-003		4.1100e-003	4.1100e-003	0.0000	58.8142	58.8142	1.1300e-003	1.0800e-003	59.1722
Total		**0.0135**	**0.1223**	**0.1028**	**7.3000e-004**		**9.3000e-003**	**9.3000e-003**		**9.3000e-003**	**9.3000e-003**	**0.0000**	**133.1714**	**133.1714**	**2.5600e-003**	**2.4400e-003**	**133.9818**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			

Fast Food Restaurant w/o Drive Thru	221884	123.5810	2.9200e-003	6.0000e-004	123.8295
High Turnover (Sit Down Restaurant)	280522	156.2399	3.6900e-003	7.6000e-004	156.5540
Total		**279.8209**	**6.6100e-003**	**1.3600e-003**	**280.3835**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive Thru	221884	123.5810	2.9200e-003	6.0000e-004	123.8295
High Turnover (Sit Down Restaurant)	280522	156.2399	3.6900e-003	7.6000e-004	156.5540
Total		**279.8209**	**6.6100e-003**	**1.3600e-003**	**280.3835**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0511	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.7000e-004	2.7000e-004	0.0000	0.0000	2.8000e-004
Unmitigated	0.0511	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.7000e-004	2.7000e-004	0.0000	0.0000	2.8000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0124					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0387					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.7000e-004	2.7000e-004	0.0000	0.0000	2.8000e-004
Total	**0.0511**	**0.0000**	**1.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.7000e-004**	**2.7000e-004**	**0.0000**	**0.0000**	**2.8000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0124					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0387					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.7000e-004	2.7000e-004	0.0000	0.0000	2.8000e-004
Total	**0.0511**	**0.0000**	**1.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.7000e-004**	**2.7000e-004**	**0.0000**	**0.0000**	**2.8000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	25.8911	0.1065	2.6200e-003	28.9393
Unmitigated	25.8911	0.1065	2.6200e-003	28.9410

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	1.43571 / 0.0916414	11.4346	0.0470	1.1600e-003	12.7816
High Turnover (Sit Down Restaurant)	1.81513 / 0.115859	14.4565	0.0595	1.4600e-003	16.1594
Total		**25.8911**	**0.1065**	**2.6200e-003**	**28.9410**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	1.43571 / 0.0916414	11.4346	0.0470	1.1600e-003	12.7809
High Turnover (Sit Down Restaurant)	1.81513 / 0.115859	14.4565	0.0595	1.4600e-003	16.1585
Total		**25.8911**	**0.1065**	**2.6200e-003**	**28.9393**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	25.5038	1.5072	0.0000	57.1556
Unmitigated	25.5038	1.5072	0.0000	57.1556

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	54.48	11.0590	0.6536	0.0000	24.7838
High Turnover (Sit Down Restaurant)	71.16	14.4448	0.8537	0.0000	32.3718
Total		**25.5038**	**1.5072**	**0.0000**	**57.1556**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	54.48	11.0590	0.6536	0.0000	24.7838
High Turnover (Sit Down Restaurant)	71.16	14.4448	0.8537	0.0000	32.3718
Total		**25.5038**	**1.5072**	**0.0000**	**57.1556**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

3980 Wilshire Existing

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant w/o Drive Thru	4.73	1000sqft	0.50	4,730.00	0
High Turnover (Sit Down Restaurant)	5.98	1000sqft	0.59	5,980.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2016
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

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tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00

tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	ST_TR	696.00	300.00
tblVehicleTrips	ST_TR	158.37	57.22
tblVehicleTrips	SU_TR	500.00	300.00
tblVehicleTrips	SU_TR	131.84	57.22
tblVehicleTrips	WD_TR	716.00	300.00
tblVehicleTrips	WD_TR	127.15	57.22

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2802	1.0000e-005	1.1200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.3400e-003	2.3400e-003	1.0000e-005		2.4800e-003
Energy	0.0737	0.6703	0.5631	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.3633	804.3633	0.0154	0.0148	809.2585
Mobile	6.6327	18.1948	75.5406	0.1734	11.3635	0.2652	11.6286	3.0383	0.2438	3.2821		15,271.2984	15,271.2984	0.6362		15,284.6579
Total	**6.9866**	**18.8651**	**76.1047**	**0.1774**	**11.3635**	**0.3161**	**11.6796**	**3.0383**	**0.2947**	**3.3330**		**16,075.6640**	**16,075.6640**	**0.6516**	**0.0148**	**16,093.9189**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2802	1.0000e-005	1.1200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.3400e-003	2.3400e-003	1.0000e-005		2.4800e-003

Energy	0.0737	0.6703	0.5631	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.3633	804.3633	0.0154	0.0148	809.2585
Mobile	6.6327	18.1948	75.5406	0.1734	11.3635	0.2652	11.6286	3.0383	0.2438	3.2821		15,271.2984	15,271.2984	0.6362		15,284.6579
Total	**6.9866**	**18.8651**	**76.1047**	**0.1774**	**11.3635**	**0.3161**	**11.6796**	**3.0383**	**0.2947**	**3.3330**		**16,075.6640**	**16,075.6640**	**0.6516**	**0.0148**	**16,093.9189**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.6327	18.1948	75.5406	0.1734	11.3635	0.2652	11.6286	3.0383	0.2438	3.2821		15,271.2984	15,271.2984	0.6362		15,284.6579
Unmitigated	6.6327	18.1948	75.5406	0.1734	11.3635	0.2652	11.6286	3.0383	0.2438	3.2821		15,271.2984	15,271.2984	0.6362		15,284.6579

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	342.18	342.18	342.18	1,097,552	1,097,552
Fast Food Restaurant w/o Drive Thru	1,419.00	1,419.00	1419.00	4,255,059	4,255,059
Total	1,761.18	1,761.18	1,761.18	5,352,610	5,352,610

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by

High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	100	0	0
Fast Food Restaurant w/o Drive Thru	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.533598	0.058434	0.178244	0.125508	0.038944	0.006283	0.016425	0.031066	0.002453	0.003157	0.003691	0.000543	0.001655

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0737	0.6703	0.5631	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.3633	804.3633	0.0154	0.0148	809.2585
NaturalGas Unmitigated	0.0737	0.6703	0.5631	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.3633	804.3633	0.0154	0.0148	809.2585

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					
High Turnover (Sit Down Restaurant)	3817.53	0.0412	0.3743	0.3144	2.2500e-003		0.0284	0.0284		0.0284	0.0284		449.1216	449.1216	8.6100e-003	8.2300e-003	451.8549
Fast Food Restaurant w/o Drive Thru	3019.55	0.0326	0.2960	0.2487	1.7800e-003		0.0225	0.0225		0.0225	0.0225		355.2417	355.2417	6.8100e-003	6.5100e-003	357.4036

Total		**0.0737**	**0.6703**	**0.5631**	**4.0300e-003**		**0.0509**	**0.0509**		**0.0509**	**0.0509**		**804.3633**	**804.3633**	**0.0154**	**0.0147**	**809.2585**

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					
High Turnover (Sit Down Restaurant)	3.81753	0.0412	0.3743	0.3144	2.2500e-003		0.0284	0.0284		0.0284	0.0284		449.1216	449.1216	8.6100e-003	8.2300e-003	451.8549
Fast Food Restaurant w/o Drive Thru	3.01955	0.0326	0.2960	0.2487	1.7800e-003		0.0225	0.0225		0.0225	0.0225		355.2417	355.2417	6.8100e-003	6.5100e-003	357.4036
Total		**0.0737**	**0.6703**	**0.5631**	**4.0300e-003**		**0.0509**	**0.0509**		**0.0509**	**0.0509**		**804.3633**	**804.3633**	**0.0154**	**0.0147**	**809.2585**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2802	1.0000e-005	1.1200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.3400e-003	2.3400e-003	1.0000e-005		2.4800e-003
Unmitigated	0.2802	1.0000e-005	1.1200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.3400e-003	2.3400e-003	1.0000e-005		2.4800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0680					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2121					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.3400e-003	2.3400e-003	1.0000e-005		2.4800e-003
Total	**0.2802**	**1.0000e-005**	**1.1200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.3400e-003**	**2.3400e-003**	**1.0000e-005**		**2.4800e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0680					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2121					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1200e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.3400e-003	2.3400e-003	1.0000e-005		2.4800e-003
Total	**0.2802**	**1.0000e-005**	**1.1200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.3400e-003**	**2.3400e-003**	**1.0000e-005**		**2.4800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

3980 Wilshire Future

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	228.00	Dwelling Unit	0.74	228,000.00	652
High Turnover (Sit Down Restaurant)	3.50	1000sqft	0.10	3,500.00	0
Fast Food Restaurant w/o Drive Thru	1.75	1000sqft	0.10	1,750.00	0
Strip Mall	12.00	1000sqft	0.10	12,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Traffic study by Overland Traffic Consultants, Inc.

Vehicle Trips - Overland Traffic Consultants, Inc.

Construction Phase - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Grading - Developer information

Demolition - Developer information

Trips and VMT - Developer information

Woodstoves - Conservatively assumes gas fireplaces

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	43
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	10.00	65.00
tblConstructionPhase	NumDays	200.00	391.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	4.00	87.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	PhaseEndDate	4/1/2019	7/1/2018
tblConstructionPhase	PhaseEndDate	6/30/2017	7/1/2017
tblConstructionPhase	PhaseStartDate	1/1/2019	4/1/2018
tblFireplaces	NumberGas	193.80	228.00
tblFireplaces	NumberNoFireplace	22.80	0.00
tblFireplaces	NumberWood	11.40	0.00
tblGrading	AcresOfGrading	32.63	1.04
tblGrading	AcresOfGrading	30.00	1.00
tblGrading	MaterialExported	0.00	51,426.00
tblLandUse	LotAcreage	0.08	0.10
tblLandUse	LotAcreage	6.00	0.74
tblLandUse	LotAcreage	0.04	0.10
tblLandUse	LotAcreage	0.28	0.10
tblOffRoadEquipment	HorsePower	162.00	226.00
tblOffRoadEquipment	HorsePower	62.00	226.00
tblOffRoadEquipment	HorsePower	78.00	89.00
tblOffRoadEquipment	HorsePower	9.00	84.00
tblOffRoadEquipment	HorsePower	81.00	97.00
tblOffRoadEquipment	HorsePower	162.00	81.00
tblOffRoadEquipment	HorsePower	162.00	255.00
tblOffRoadEquipment	HorsePower	361.00	97.00

tblOffRoadEquipment	LoadFactor	0.38	0.29
tblOffRoadEquipment	LoadFactor	0.31	0.29
tblOffRoadEquipment	LoadFactor	0.48	0.20
tblOffRoadEquipment	LoadFactor	0.56	0.74
tblOffRoadEquipment	LoadFactor	0.73	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.73
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	LoadFactor	0.48	0.37
tblOffRoadEquipment	OffRoadEquipmentType	Cranes	Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2018
tblTripsAndVMT	HaulingTripLength	20.00	17.20
tblTripsAndVMT	HaulingTripLength	20.00	17.20
tblTripsAndVMT	VendorTripNumber	0.00	35.00
tblTripsAndVMT	VendorTripNumber	27.00	20.00
tblTripsAndVMT	VendorTripNumber	0.00	1.00

tblTripsAndVMT	WorkerTripNumber	3.00	8.00
tblTripsAndVMT	WorkerTripNumber	28.00	8.00
tblTripsAndVMT	WorkerTripNumber	170.00	85.00
tblTripsAndVMT	WorkerTripNumber	34.00	15.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	696.00	429.60
tblVehicleTrips	ST_TR	158.37	83.92
tblVehicleTrips	ST_TR	7.16	3.99
tblVehicleTrips	ST_TR	42.04	25.62
tblVehicleTrips	SU_TR	500.00	429.60
tblVehicleTrips	SU_TR	131.84	83.92
tblVehicleTrips	SU_TR	6.07	3.99
tblVehicleTrips	SU_TR	20.43	25.62
tblVehicleTrips	WD_TR	716.00	429.60
tblVehicleTrips	WD_TR	127.15	83.92
tblVehicleTrips	WD_TR	6.59	3.99
tblVehicleTrips	WD_TR	44.32	25.62
tblWoodstoves	NumberCatalytic	11.40	0.00
tblWoodstoves	NumberNoncatalytic	11.40	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.4997	4.4887	3.6986	7.4200e-003	0.3956	0.2084	0.6040	0.1543	0.1969	0.3512	0.0000	648.8058	648.8058	0.0876	0.0000	650.6444
2018	1.4581	2.3537	2.5536	4.8600e-003	0.1431	0.1346	0.2777	0.0383	0.1310	0.1693	0.0000	391.1026	391.1026	0.0453	0.0000	392.0543
Total	**1.9578**	**6.8424**	**6.2522**	**0.0123**	**0.5387**	**0.3430**	**0.8817**	**0.1926**	**0.3279**	**0.5205**	**0.0000**	**1,039.9084**	**1,039.9084**	**0.1329**	**0.0000**	**1,042.6987**

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					
2017	0.1766	1.8488	3.6003	7.4200e-003	0.1848	0.0373	0.2221	0.0688	0.0347	0.1035	0.0000	648.8054	648.8054	0.0876	0.0000	650.6440
2018	1.2335	1.2428	2.4661	4.8600e-003	0.0908	0.0352	0.1260	0.0255	0.0326	0.0581	0.0000	391.1024	391.1024	0.0453	0.0000	392.0541
Total	**1.4101**	**3.0916**	**6.0664**	**0.0123**	**0.2755**	**0.0725**	**0.3480**	**0.0942**	**0.0673**	**0.1616**	**0.0000**	**1,039.9077**	**1,039.9077**	**0.1329**	**0.0000**	**1,042.6981**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**27.98**	**54.82**	**2.97**	**0.00**	**48.86**	**78.86**	**60.53**	**51.08**	**79.46**	**68.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0739	0.0275	2.3684	1.2000e-004		0.0168	0.0168		0.0167	0.0167	0.0000	58.5925	58.5925	4.8600e-003	1.0000e-003	59.0056
Energy	0.0151	0.1326	0.0817	8.2000e-004		0.0104	0.0104		0.0104	0.0104	0.0000	829.9781	829.9781	0.0189	6.0600e-003	832.2555
Mobile	1.3767	4.4202	16.5457	0.0443	2.9410	0.0640	3.0051	0.7878	0.0590	0.8467	0.0000	3,329.0895	3,329.0895	0.1304	0.0000	3,331.8283
Waste						0.0000	0.0000		0.0000	0.0000	36.3943	0.0000	36.3943	2.1508	0.0000	81.5619
Water						0.0000	0.0000		0.0000	0.0000	5.5004	187.6860	193.1864	0.5694	0.0143	209.5629
Total	**2.4657**	**4.5803**	**18.9958**	**0.0452**	**2.9410**	**0.0912**	**3.0322**	**0.7878**	**0.0861**	**0.8739**	**41.8947**	**4,405.3461**	**4,447.2407**	**2.8744**	**0.0213**	**4,514.2142**

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	1.0739	0.0275	2.3684	1.2000e-004		0.0168	0.0168		0.0167	0.0167	0.0000	58.5925	58.5925	4.8600e-003	1.0000e-003	59.0056
Energy	0.0151	0.1326	0.0817	8.2000e-004		0.0104	0.0104		0.0104	0.0104	0.0000	829.9781	829.9781	0.0189	6.0600e-003	832.2555
Mobile	1.3767	4.4202	16.5457	0.0443	2.9410	0.0640	3.0051	0.7878	0.0590	0.8467	0.0000	3,329.0895	3,329.0895	0.1304	0.0000	3,331.8283
Waste						0.0000	0.0000		0.0000	0.0000	36.3943	0.0000	36.3943	2.1508	0.0000	81.5619
Water						0.0000	0.0000		0.0000	0.0000	5.5004	187.6860	193.1864	0.5693	0.0142	209.5541
Total	**2.4657**	**4.5803**	**18.9958**	**0.0452**	**2.9410**	**0.0912**	**3.0322**	**0.7878**	**0.0861**	**0.8739**	**41.8947**	**4,405.3461**	**4,447.2407**	**2.8743**	**0.0213**	**4,514.2054**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e

Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	2/1/2017	5	23	
2	Site Preparation	Site Preparation	2/2/2017	3/1/2017	5	20	
3	Grading	Grading	3/2/2017	7/1/2017	5	87	
4	Building Construction	Building Construction	7/2/2017	12/31/2018	5	391	
5	Architectural Coating	Architectural Coating	4/1/2018	7/1/2018	5	65	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.04

Acres of Paving: 0

Residential Indoor: 461,700; Residential Outdoor: 153,900; Non-Residential Indoor: 25,875; Non-Residential Outdoor: 8,625 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Demolition	Excavators	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	0.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Site Preparation	Excavators	1	7.00	255	0.40
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	0	0.00	255	0.40
Site Preparation	Scrapers	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	205	0.50
Grading	Cement and Mortar Mixers	1	8.00	9	0.56

Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Rubber Tired Loaders	1	8.00	199	0.36
Grading	Sweepers/Scrubbers	1	8.00	64	0.46
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Welders	1	8.00	46	0.45
Building Construction	Aerial Lifts	1	6.00	226	0.29
Building Construction	Air Compressors	2	6.00	89	0.20
Building Construction	Cement and Mortar Mixers	2	8.00	84	0.74
Building Construction	Concrete/Industrial Saws	2	6.00	97	0.37
Building Construction	Excavators	0	0.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	0	0.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Building Construction	Welders	2	8.00	46	0.45
Architectural Coating	Air Compressors	2	6.00	78	0.48
Building Construction	Cranes	1	6.00	226	0.29

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	1	8.00	0.00	556.00	14.70	6.90	17.20	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	11	8.00	35.00	6,428.00	14.70	6.90	17.20	LD_Mix	HDT_Mix	HHDT
Building Construction	11	85.00	20.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	2	15.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2017

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					0.0602	0.0000	0.0602	9.1100e-003	0.0000	9.1100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.2800e-003	0.0525	0.0437	6.0000e-005		3.7200e-003	3.7200e-003		3.4200e-003	3.4200e-003	0.0000	5.3683	5.3683	1.6400e-003	0.0000	5.4028
Total	**5.2800e-003**	**0.0525**	**0.0437**	**6.0000e-005**	**0.0602**	**3.7200e-003**	**0.0639**	**9.1100e-003**	**3.4200e-003**	**0.0125**	**0.0000**	**5.3683**	**5.3683**	**1.6400e-003**	**0.0000**	**5.4028**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.3600e-003	0.0656	0.0568	1.8000e-004	4.0900e-003	9.1000e-004	5.0000e-003	1.1200e-003	8.4000e-004	1.9600e-003	0.0000	16.1045	16.1045	1.2000e-004	0.0000	16.1070
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	5.3000e-004	5.5300e-003	1.0000e-005	1.0100e-003	1.0000e-005	1.0200e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.9469	0.9469	5.0000e-005	0.0000	0.9480
Total	**4.7200e-003**	**0.0661**	**0.0623**	**1.9000e-004**	**5.1000e-003**	**9.2000e-004**	**6.0200e-003**	**1.3900e-003**	**8.5000e-004**	**2.2400e-003**	**0.0000**	**17.0514**	**17.0514**	**1.7000e-004**	**0.0000**	**17.0550**

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					0.0223	0.0000	0.0223	3.3800e-003	0.0000	3.3800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.2000e-004	3.1200e-003	0.0444	6.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	5.3682	5.3682	1.6400e-003	0.0000	5.4028
Total	**7.2000e-004**	**3.1200e-003**	**0.0444**	**6.0000e-005**	**0.0223**	**1.0000e-004**	**0.0224**	**3.3800e-003**	**1.0000e-004**	**3.4800e-003**	**0.0000**	**5.3682**	**5.3682**	**1.6400e-003**	**0.0000**	**5.4028**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.3600e-003	0.0656	0.0568	1.8000e-004	2.7700e-003	9.1000e-004	3.6700e-003	8.0000e-004	8.4000e-004	1.6300e-003	0.0000	16.1045	16.1045	1.2000e-004	0.0000	16.1070
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	5.3000e-004	5.5300e-003	1.0000e-005	6.3000e-004	1.0000e-005	6.4000e-004	1.8000e-004	1.0000e-005	1.8000e-004	0.0000	0.9469	0.9469	5.0000e-005	0.0000	0.9480
Total	**4.7200e-003**	**0.0661**	**0.0623**	**1.9000e-004**	**3.4000e-003**	**9.2000e-004**	**4.3100e-003**	**9.8000e-004**	**8.5000e-004**	**1.8100e-003**	**0.0000**	**17.0514**	**17.0514**	**1.7000e-004**	**0.0000**	**17.0550**

3.3 Site Preparation - 2017

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					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Off-Road	0.0174	0.1813	0.0939	1.7000e-004		0.0102	0.0102		9.3700e-003	9.3700e-003	0.0000	15.8137	15.8137	4.8500e-003	0.0000	15.9154
Total	**0.0174**	**0.1813**	**0.0939**	**1.7000e-004**	**5.3000e-004**	**0.0102**	**0.0107**	**6.0000e-005**	**9.3700e-003**	**9.4300e-003**	**0.0000**	**15.8137**	**15.8137**	**4.8500e-003**	**0.0000**	**15.9154**

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	3.1000e-004	4.6000e-004	4.8100e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.8000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.8234	0.8234	4.0000e-005	0.0000	0.8243
Total	**3.1000e-004**	**4.6000e-004**	**4.8100e-003**	**1.0000e-005**	**8.8000e-004**	**1.0000e-005**	**8.8000e-004**	**2.3000e-004**	**1.0000e-005**	**2.4000e-004**	**0.0000**	**0.8234**	**0.8234**	**4.0000e-005**	**0.0000**	**0.8243**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.0000e-004	0.0000	2.0000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0800e-003	9.0100e-003	0.1046	1.7000e-004		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	15.8137	15.8137	4.8500e-003	0.0000	15.9154
Total	**2.0800e-003**	**9.0100e-003**	**0.1046**	**1.7000e-004**	**2.0000e-004**	**2.8000e-004**	**4.8000e-004**	**2.0000e-005**	**2.8000e-004**	**3.0000e-004**	**0.0000**	**15.8137**	**15.8137**	**4.8500e-003**	**0.0000**	**15.9154**

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	3.1000e-004	4.6000e-004	4.8100e-003	1.0000e-005	5.5000e-004	1.0000e-005	5.6000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	0.8234	0.8234	4.0000e-005	0.0000	0.8243
Total	**3.1000e-004**	**4.6000e-004**	**4.8100e-003**	**1.0000e-005**	**5.5000e-004**	**1.0000e-005**	**5.6000e-004**	**1.5000e-004**	**1.0000e-005**	**1.6000e-004**	**0.0000**	**0.8234**	**0.8234**	**4.0000e-005**	**0.0000**	**0.8243**

3.4 Grading - 2017

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					0.1999	0.0000	0.1999	0.1085	0.0000	0.1085	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2135	2.0830	1.3857	2.2400e-003		0.1095	0.1095		0.1023	0.1023	0.0000	203.3174	203.3174	0.0561	0.0000	204.4944
Total	**0.2135**	**2.0830**	**1.3857**	**2.2400e-003**	**0.1999**	**0.1095**	**0.3094**	**0.1085**	**0.1023**	**0.2108**	**0.0000**	**203.3174**	**203.3174**	**0.0561**	**0.0000**	**204.4944**

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	0.0504	0.7585	0.6567	2.0700e-003	0.0473	0.0105	0.0578	0.0130	9.6700e-003	0.0227	0.0000	186.1863	186.1863	1.4000e-003	0.0000	186.2157

Vendor	0.0125	0.1269	0.1712	3.3000e-004	9.3400e-003	1.8600e-003	0.0112	2.6600e-003	1.7100e-003	4.3800e-003	0.0000	29.8263	29.8263	2.2000e-004	0.0000	29.8309
Worker	1.3600e-003	2.0100e-003	0.0209	5.0000e-005	3.8100e-003	4.0000e-005	3.8500e-003	1.0100e-003	3.0000e-005	1.0500e-003	0.0000	3.5816	3.5816	2.0000e-004	0.0000	3.5857
Total	**0.0643**	**0.8874**	**0.8488**	**2.4500e-003**	**0.0605**	**0.0124**	**0.0729**	**0.0167**	**0.0114**	**0.0281**	**0.0000**	**219.5943**	**219.5943**	**1.8200e-003**	**0.0000**	**219.6323**

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					0.0741	0.0000	0.0741	0.0402	0.0000	0.0402	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0285	0.2089	1.3301	2.2400e-003		3.4900e-003	3.4900e-003		3.4900e-003	3.4900e-003	0.0000	203.3171	203.3171	0.0561	0.0000	204.4941
Total	**0.0285**	**0.2089**	**1.3301**	**2.2400e-003**	**0.0741**	**3.4900e-003**	**0.0776**	**0.0402**	**3.4900e-003**	**0.0437**	**0.0000**	**203.3171**	**203.3171**	**0.0561**	**0.0000**	**204.4941**

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	0.0504	0.7585	0.6567	2.0700e-003	0.0320	0.0105	0.0425	9.2100e-003	9.6700e-003	0.0189	0.0000	186.1863	186.1863	1.4000e-003	0.0000	186.2157
Vendor	0.0125	0.1269	0.1712	3.3000e-004	6.4200e-003	1.8600e-003	8.2900e-003	1.9500e-003	1.7100e-003	3.6600e-003	0.0000	29.8263	29.8263	2.2000e-004	0.0000	29.8309
Worker	1.3600e-003	2.0100e-003	0.0209	5.0000e-005	2.3900e-003	4.0000e-005	2.4300e-003	6.6000e-004	3.0000e-005	7.0000e-004	0.0000	3.5816	3.5816	2.0000e-004	0.0000	3.5857
Total	**0.0643**	**0.8874**	**0.8488**	**2.4500e-003**	**0.0408**	**0.0124**	**0.0532**	**0.0118**	**0.0114**	**0.0232**	**0.0000**	**219.5943**	**219.5943**	**1.8200e-003**	**0.0000**	**219.6323**

3.5 Building Construction - 2017

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	0.1619	1.0776	0.7812	1.2400e-003		0.0695	0.0695		0.0676	0.0676	0.0000	104.5063	104.5063	0.0197	0.0000	104.9200
Total	**0.1619**	**1.0776**	**0.7812**	**1.2400e-003**		**0.0695**	**0.0695**		**0.0676**	**0.0676**	**0.0000**	**104.5063**	**104.5063**	**0.0197**	**0.0000**	**104.9200**

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	0.0107	0.1084	0.1462	2.8000e-004	7.9800e-003	1.5900e-003	9.5700e-003	2.2800e-003	1.4600e-003	3.7400e-003	0.0000	25.4674	25.4674	1.9000e-004	0.0000	25.4714
Worker	0.0216	0.0319	0.3319	7.7000e-004	0.0605	5.6000e-004	0.0611	0.0161	5.2000e-004	0.0166	0.0000	56.8638	56.8638	3.1000e-003	0.0000	56.9288
Total	**0.0323**	**0.1403**	**0.4781**	**1.0500e-003**	**0.0685**	**2.1500e-003**	**0.0707**	**0.0184**	**1.9800e-003**	**0.0203**	**0.0000**	**82.3312**	**82.3312**	**3.2900e-003**	**0.0000**	**82.4002**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0437	0.5335	0.7272	1.2400e-003		0.0180	0.0180		0.0166	0.0166	0.0000	104.5061	104.5061	0.0197	0.0000	104.9199

Total	**0.0437**	**0.5335**	**0.7272**	**1.2400e-003**		**0.0180**	**0.0180**		**0.0166**	**0.0166**	**0.0000**	**104.5061**	**104.5061**	**0.0197**	**0.0000**	**104.9199**

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	0.0107	0.1084	0.1462	2.8000e-004	5.4800e-003	1.5900e-003	7.0800e-003	1.6600e-003	1.4600e-003	3.1300e-003	0.0000	25.4674	25.4674	1.9000e-004	0.0000	25.4714
Worker	0.0216	0.0319	0.3319	7.7000e-004	0.0380	5.6000e-004	0.0385	0.0105	5.2000e-004	0.0111	0.0000	56.8638	56.8638	3.1000e-003	0.0000	56.9288
Total	**0.0323**	**0.1403**	**0.4781**	**1.0500e-003**	**0.0435**	**2.1500e-003**	**0.0456**	**0.0122**	**1.9800e-003**	**0.0142**	**0.0000**	**82.3312**	**82.3312**	**3.2900e-003**	**0.0000**	**82.4002**

3.5 Building Construction - 2018

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	0.2862	1.9603	1.5178	2.4800e-003		0.1206	0.1206		0.1174	0.1174	0.0000	208.7799	208.7799	0.0373	0.0000	209.5639
Total	**0.2862**	**1.9603**	**1.5178**	**2.4800e-003**		**0.1206**	**0.1206**		**0.1174**	**0.1174**	**0.0000**	**208.7799**	**208.7799**	**0.0373**	**0.0000**	**209.5639**

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	0.0201	0.1999	0.2817	5.7000e-004	0.0160	3.0100e-003	0.0190	4.5700e-003	2.7700e-003	7.3400e-003	0.0000	50.2860	50.2860	3.7000e-004	0.0000	50.2938
Worker	0.0389	0.0581	0.6035	1.5400e-003	0.1216	1.0900e-003	0.1226	0.0323	1.0100e-003	0.0333	0.0000	109.9809	109.9809	5.7800e-003	0.0000	110.1023
Total	**0.0590**	**0.2580**	**0.8853**	**2.1100e-003**	**0.1376**	**4.1000e-003**	**0.1417**	**0.0369**	**3.7800e-003**	**0.0406**	**0.0000**	**160.2669**	**160.2669**	**6.1500e-003**	**0.0000**	**160.3961**

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	0.0791	0.9714	1.4317	2.4800e-003		0.0308	0.0308		0.0285	0.0285	0.0000	208.7797	208.7797	0.0373	0.0000	209.5636
Total	**0.0791**	**0.9714**	**1.4317**	**2.4800e-003**		**0.0308**	**0.0308**		**0.0285**	**0.0285**	**0.0000**	**208.7797**	**208.7797**	**0.0373**	**0.0000**	**209.5636**

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	0.0201	0.1999	0.2817	5.7000e-004	0.0110	3.0100e-003	0.0140	3.3400e-003	2.7700e-003	6.1100e-003	0.0000	50.2860	50.2860	3.7000e-004	0.0000	50.2938
Worker	0.0389	0.0581	0.6035	1.5400e-003	0.0763	1.0900e-003	0.0773	0.0212	1.0100e-003	0.0222	0.0000	109.9809	109.9809	5.7800e-003	0.0000	110.1023
Total	**0.0590**	**0.2580**	**0.8853**	**2.1100e-003**	**0.0873**	**4.1000e-003**	**0.0914**	**0.0245**	**3.7800e-003**	**0.0283**	**0.0000**	**160.2669**	**160.2669**	**6.1500e-003**	**0.0000**	**160.3961**

3.6 Architectural Coating - 2018

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	1.0915					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.1304	0.1205	1.9000e-004		9.7900e-003	9.7900e-003		9.7900e-003	9.7900e-003	0.0000	16.5962	16.5962	1.5800e-003	0.0000	16.6293
Total	**1.1110**	**0.1304**	**0.1205**	**1.9000e-004**		**9.7900e-003**	**9.7900e-003**		**9.7900e-003**	**9.7900e-003**	**0.0000**	**16.5962**	**16.5962**	**1.5800e-003**	**0.0000**	**16.6293**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5000e-004	2.4900e-003	3.5100e-003	1.0000e-005	2.0000e-004	4.0000e-005	2.4000e-004	6.0000e-005	3.0000e-005	9.0000e-005	0.0000	0.6262	0.6262	0.0000	0.0000	0.6263
Worker	1.7100e-003	2.5500e-003	0.0265	7.0000e-005	5.3400e-003	5.0000e-005	5.3900e-003	1.4200e-003	4.0000e-005	1.4600e-003	0.0000	4.8335	4.8335	2.5000e-004	0.0000	4.8388
Total	**1.9600e-003**	**5.0400e-003**	**0.0300**	**8.0000e-005**	**5.5400e-003**	**9.0000e-005**	**5.6300e-003**	**1.4800e-003**	**7.0000e-005**	**1.5500e-003**	**0.0000**	**5.4597**	**5.4597**	**2.5000e-004**	**0.0000**	**5.4651**

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	1.0915					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9300e-003	8.3700e-003	0.1191	1.9000e-004		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	16.5962	16.5962	1.5800e-003	0.0000	16.6293
Total	**1.0935**	**8.3700e-003**	**0.1191**	**1.9000e-004**		**2.6000e-004**	**2.6000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**16.5962**	**16.5962**	**1.5800e-003**	**0.0000**	**16.6293**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5000e-004	2.4900e-003	3.5100e-003	1.0000e-005	1.4000e-004	4.0000e-005	1.7000e-004	4.0000e-005	3.0000e-005	8.0000e-005	0.0000	0.6262	0.6262	0.0000	0.0000	0.6263
Worker	1.7100e-003	2.5500e-003	0.0265	7.0000e-005	3.3500e-003	5.0000e-005	3.4000e-003	9.3000e-004	4.0000e-005	9.7000e-004	0.0000	4.8335	4.8335	2.5000e-004	0.0000	4.8388
Total	**1.9600e-003**	**5.0400e-003**	**0.0300**	**8.0000e-005**	**3.4900e-003**	**9.0000e-005**	**3.5700e-003**	**9.7000e-004**	**7.0000e-005**	**1.0500e-003**	**0.0000**	**5.4597**	**5.4597**	**2.5000e-004**	**0.0000**	**5.4651**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Mitigated	1.3767	4.4202	16.5457	0.0443	2.9410	0.0640	3.0051	0.7878	0.0590	0.8467	0.0000	3,329.0895	3,329.0895	0.1304	0.0000	3,331.8283
Unmitigated	1.3767	4.4202	16.5457	0.0443	2.9410	0.0640	3.0051	0.7878	0.0590	0.8467	0.0000	3,329.0895	3,329.0895	0.1304	0.0000	3,331.8283

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	293.72	293.72	293.72	942,127	942,127
Fast Food Restaurant w/o Drive Thru	751.80	751.80	751.80	2,254,372	2,254,372
Apartments Mid Rise	909.72	909.72	909.72	3,501,587	3,501,587
Strip Mall	307.44	307.44	307.44	1,060,464	1,060,464
Total	2,262.68	2,262.68	2,262.68	7,758,549	7,758,549

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	100	0	0
Fast Food Restaurant w/o Drive Thru	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	100	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.531767	0.058060	0.178534	0.124864	0.038964	0.006284	0.016861	0.033134	0.002486	0.003151	0.003685	0.000540	0.001671

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	680.6332	680.6332	0.0161	3.3300e-003	682.0018
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	680.6332	680.6332	0.0161	3.3300e-003	682.0018
NaturalGas Mitigated	0.0151	0.1326	0.0817	8.2000e-004		0.0104	0.0104		0.0104	0.0104	0.0000	149.3449	149.3449	2.8600e-003	2.7400e-003	150.2537
NaturalGas Unmitigated	0.0151	0.1326	0.0817	8.2000e-004		0.0104	0.0104		0.0104	0.0104	0.0000	149.3449	149.3449	2.8600e-003	2.7400e-003	150.2537

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					
Fast Food Restaurant w/o Drive Thru	407768	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7600	21.7600	4.2000e-004	4.0000e-004	21.8925
High Turnover (Sit Down Restaurant)	815535	4.4000e-003	0.0400	0.0336	2.4000e-004		3.0400e-003	3.0400e-003		3.0400e-003	3.0400e-003	0.0000	43.5201	43.5201	8.3000e-004	8.0000e-004	43.7849
Strip Mall	20400	1.1000e-004	1.0000e-003	8.4000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.0886	1.0886	2.0000e-005	2.0000e-005	1.0953
Apartments Mid Rise	1.55491e+006	8.3800e-003	0.0717	0.0305	4.6000e-004		5.7900e-003	5.7900e-003		5.7900e-003	5.7900e-003	0.0000	82.9762	82.9762	1.5900e-003	1.5200e-003	83.4811
Total		**0.0151**	**0.1326**	**0.0817**	**8.3000e-004**		**0.0104**	**0.0104**		**0.0104**	**0.0104**	**0.0000**	**149.3449**	**149.3449**	**2.8600e-003**	**2.7400e-003**	**150.2537**

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					
High Turnover (Sit Down Restaurant)	815535	4.4000e-003	0.0400	0.0336	2.4000e-004		3.0400e-003	3.0400e-003		3.0400e-003	3.0400e-003	0.0000	43.5201	43.5201	8.3000e-004	8.0000e-004	43.7849
Strip Mall	20400	1.1000e-004	1.0000e-003	8.4000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.0886	1.0886	2.0000e-005	2.0000e-005	1.0953
Apartments Mid Rise	1.55491e+006	8.3800e-003	0.0717	0.0305	4.6000e-004		5.7900e-003	5.7900e-003		5.7900e-003	5.7900e-003	0.0000	82.9762	82.9762	1.5900e-003	1.5200e-003	83.4811
Fast Food Restaurant w/o Drive Thru	407768	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7600	21.7600	4.2000e-004	4.0000e-004	21.8925
Total		**0.0151**	**0.1326**	**0.0817**	**8.3000e-004**		**0.0104**	**0.0104**		**0.0104**	**0.0104**	**0.0000**	**149.3449**	**149.3449**	**2.8600e-003**	**2.7400e-003**	**150.2537**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	793730	442.0768	0.0104	2.1600e-003	442.9658
Fast Food Restaurant w/o Drive Thru	82092.5	45.7224	1.0800e-003	2.2000e-004	45.8143
High Turnover (Sit Down Restaurant)	164185	91.4447	2.1600e-003	4.5000e-004	91.6286
Strip Mall	182040	101.3893	2.3900e-003	5.0000e-004	101.5932
Total		**680.6332**	**0.0161**	**3.3300e-003**	**682.0018**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	793730	442.0768	0.0104	2.1600e-003	442.9658

Fast Food Restaurant w/o Drive Thru	82092.5	45.7224	1.0800e-003	2.2000e-004	45.8143
High Turnover (Sit Down Restaurant)	164185	91.4447	2.1600e-003	4.5000e-004	91.6286
Strip Mall	182040	101.3893	2.3900e-003	5.0000e-004	101.5932
Total		**680.6332**	**0.0161**	**3.3300e-003**	**682.0018**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0739	0.0275	2.3684	1.2000e-004		0.0168	0.0168		0.0167	0.0167	0.0000	58.5925	58.5925	4.8600e-003	1.0000e-003	59.0056
Unmitigated	1.0739	0.0275	2.3684	1.2000e-004		0.0168	0.0168		0.0167	0.0167	0.0000	58.5925	58.5925	4.8600e-003	1.0000e-003	59.0056

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	0.1092					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8862					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	5.5300e-003	0.0000	3.0000e-004	0.0000		3.8200e-003	3.8200e-003		3.7800e-003	3.7800e-003	0.0000	54.7513	54.7513	1.0500e-003	1.0000e-003	55.0845

Landscaping	0.0730	0.0275	2.3681	1.2000e-004		0.0129	0.0129		0.0129	0.0129	0.0000	3.8412	3.8412	3.8100e-003	0.0000	3.9212
Total	**1.0739**	**0.0275**	**2.3684**	**1.2000e-004**		**0.0167**	**0.0167**		**0.0167**	**0.0167**	**0.0000**	**58.5925**	**58.5925**	**4.8600e-003**	**1.0000e-003**	**59.0056**

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	0.1092					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8862					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	5.5300e-003	0.0000	3.0000e-004	0.0000		3.8200e-003	3.8200e-003		3.7800e-003	3.7800e-003	0.0000	54.7513	54.7513	1.0500e-003	1.0000e-003	55.0845
Landscaping	0.0730	0.0275	2.3681	1.2000e-004		0.0129	0.0129		0.0129	0.0129	0.0000	3.8412	3.8412	3.8100e-003	0.0000	3.9212
Total	**1.0739**	**0.0275**	**2.3684**	**1.2000e-004**		**0.0167**	**0.0167**		**0.0167**	**0.0167**	**0.0000**	**58.5925**	**58.5925**	**4.8600e-003**	**1.0000e-003**	**59.0056**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	193.1864	0.5693	0.0142	209.5541
Unmitigated	193.1864	0.5694	0.0143	209.5629

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	14.8551 / 9.36518	170.3954	0.4880	0.0122	184.4368
Fast Food Restaurant w/o Drive Thru	0.531184 / 0.0339054	4.2306	0.0174	4.3000e-004	4.7289
High Turnover (Sit Down Restaurant)	1.06237 / 0.0678107	8.4611	0.0348	8.6000e-004	9.4578
Strip Mall	0.88887 / 0.544791	10.0993	0.0292	7.3000e-004	10.9393
Total		**193.1864**	**0.5694**	**0.0143**	**209.5629**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	14.8551 / 9.36518	170.3954	0.4879	0.0122	184.4293
Fast Food Restaurant w/o Drive Thru	0.531184 / 0.0339054	4.2306	0.0174	4.3000e-004	4.7287
High Turnover (Sit Down Restaurant)	1.06237 / 0.0678107	8.4611	0.0348	8.6000e-004	9.4573
Strip Mall	0.88887 / 0.544791	10.0993	0.0292	7.3000e-004	10.9389
Total		**193.1864**	**0.5693**	**0.0142**	**209.5541**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	36.3943	2.1508	0.0000	81.5619
Unmitigated	36.3943	2.1508	0.0000	81.5619

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	104.88	21.2897	1.2582	0.0000	47.7116
Fast Food Restaurant w/o Drive Thru	20.16	4.0923	0.2419	0.0000	9.1711
High Turnover (Sit Down Restaurant)	41.65	8.4546	0.4997	0.0000	18.9472
Strip Mall	12.6	2.5577	0.1512	0.0000	5.7319
Total		**36.3943**	**2.1508**	**0.0000**	**81.5619**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e

Land Use	tons	MT/yr			
Apartments Mid Rise	104.88	21.2897	1.2582	0.0000	47.7116
Fast Food Restaurant w/o Drive Thru	20.16	4.0923	0.2419	0.0000	9.1711
High Turnover (Sit Down Restaurant)	41.65	8.4546	0.4997	0.0000	18.9472
Strip Mall	12.6	2.5577	0.1512	0.0000	5.7319
Total		**36.3943**	**2.1508**	**0.0000**	**81.5619**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

3980 Wilshire Future

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	228.00	Dwelling Unit	0.74	228,000.00	652
High Turnover (Sit Down Restaurant)	3.50	1000sqft	0.10	3,500.00	0
Fast Food Restaurant w/o Drive Thru	1.75	1000sqft	0.10	1,750.00	0
Strip Mall	12.00	1000sqft	0.10	12,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Traffic study by Overland Traffic Consultants, Inc.

Vehicle Trips - Overland Traffic Consultants, Inc.

Construction Phase - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Grading - Developer information

Demolition - Developer information

Trips and VMT - Developer information

Woodstoves - Conservatively assumes gas fireplaces

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	43
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	10.00	65.00
tblConstructionPhase	NumDays	200.00	391.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	4.00	87.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	PhaseEndDate	4/1/2019	7/1/2018
tblConstructionPhase	PhaseEndDate	6/30/2017	7/1/2017
tblConstructionPhase	PhaseStartDate	1/1/2019	4/1/2018
tblFireplaces	NumberGas	193.80	228.00
tblFireplaces	NumberNoFireplace	22.80	0.00
tblFireplaces	NumberWood	11.40	0.00
tblGrading	AcresOfGrading	32.63	1.04
tblGrading	AcresOfGrading	30.00	1.00
tblGrading	MaterialExported	0.00	51,426.00
tblLandUse	LotAcreage	0.08	0.10
tblLandUse	LotAcreage	6.00	0.74
tblLandUse	LotAcreage	0.04	0.10
tblLandUse	LotAcreage	0.28	0.10
tblOffRoadEquipment	HorsePower	162.00	226.00
tblOffRoadEquipment	HorsePower	62.00	226.00
tblOffRoadEquipment	HorsePower	78.00	89.00
tblOffRoadEquipment	HorsePower	9.00	84.00
tblOffRoadEquipment	HorsePower	81.00	97.00
tblOffRoadEquipment	HorsePower	162.00	81.00
tblOffRoadEquipment	HorsePower	162.00	255.00
tblOffRoadEquipment	HorsePower	361.00	97.00
tblOffRoadEquipment	LoadFactor	0.38	0.29
tblOffRoadEquipment	LoadFactor	0.31	0.29

tblOffRoadEquipment	LoadFactor	0.48	0.20
tblOffRoadEquipment	LoadFactor	0.56	0.74
tblOffRoadEquipment	LoadFactor	0.73	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.73
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	LoadFactor	0.48	0.37
tblOffRoadEquipment	OffRoadEquipmentType	Cranes	Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2018
tblTripsAndVMT	HaulingTripLength	20.00	17.20
tblTripsAndVMT	HaulingTripLength	20.00	17.20
tblTripsAndVMT	VendorTripNumber	0.00	35.00
tblTripsAndVMT	VendorTripNumber	27.00	20.00
tblTripsAndVMT	VendorTripNumber	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	3.00	8.00
tblTripsAndVMT	WorkerTripNumber	28.00	8.00
tblTripsAndVMT	WorkerTripNumber	170.00	85.00

tblTripsAndVMT	WorkerTripNumber	34.00	15.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	696.00	429.60
tblVehicleTrips	ST_TR	158.37	83.92
tblVehicleTrips	ST_TR	7.16	3.99
tblVehicleTrips	ST_TR	42.04	25.62
tblVehicleTrips	SU_TR	500.00	429.60
tblVehicleTrips	SU_TR	131.84	83.92
tblVehicleTrips	SU_TR	6.07	3.99
tblVehicleTrips	SU_TR	20.43	25.62
tblVehicleTrips	WD_TR	716.00	429.60
tblVehicleTrips	WD_TR	127.15	83.92
tblVehicleTrips	WD_TR	6.59	3.99
tblVehicleTrips	WD_TR	44.32	25.62
tblWoodstoves	NumberCatalytic	11.40	0.00
tblWoodstoves	NumberNoncatalytic	11.40	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.3242	67.2782	48.9426	0.1080	6.0108	2.8011	8.8119	2.8831	2.6129	5.4960	0.0000	10,728.7190	10,728.7190	1.4659	0.0000	10,759.5029
2018	36.8886	21.0331	22.9648	0.0441	1.2488	1.2592	2.5080	0.3337	1.2317	1.5654	0.0000	3,913.7231	3,913.7231	0.4295	0.0000	3,922.7430
Total	**43.2128**	**88.3113**	**71.9074**	**0.1521**	**7.2596**	**4.0603**	**11.3199**	**3.2169**	**3.8446**	**7.0614**	**0.0000**	**14,642.4421**	**14,642.4421**	**1.8954**	**0.0000**	**14,682.2459**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	2.0702	24.1945	47.6637	0.1080	2.6543	0.3650	3.0193	1.1993	0.3422	1.5415	0.0000	10,728.7190	10,728.7190	1.4659	0.0000	10,759.5029
2018	34.7639	9.7013	22.2614	0.0441	0.7898	0.2776	1.0673	0.2211	0.2576	0.4786	0.0000	3,913.7231	3,913.7231	0.4295	0.0000	3,922.7430
Total	**36.8341**	**33.8958**	**69.9251**	**0.1521**	**3.4441**	**0.6425**	**4.0866**	**1.4204**	**0.5997**	**2.0201**	**0.0000**	**14,642.4421**	**14,642.4421**	**1.8954**	**0.0000**	**14,682.2459**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**14.76**	**61.62**	**2.76**	**0.00**	**52.56**	**84.18**	**63.90**	**55.85**	**84.40**	**71.39**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Area	6.4808	0.2199	18.9692	9.9000e-004		0.4092	0.4092		0.4060	0.4060	0.0000	4,862.1090	4,862.1090	0.1261	0.0885	4,892.1979
Energy	0.0827	0.7267	0.4477	4.5100e-003		0.0571	0.0571		0.0571	0.0571		902.0522	902.0522	0.0173	0.0165	907.5419
Mobile	7.6105	22.6172	90.7132	0.2516	16.4781	0.3516	16.8296	4.4065	0.3239	4.7304		20,838.2600	20,838.2600	0.7905		20,854.8613
Total	**14.1739**	**23.5637**	**110.1301**	**0.2571**	**16.4781**	**0.8179**	**17.2959**	**4.4065**	**0.7870**	**5.1935**	**0.0000**	**26,602.4212**	**26,602.4212**	**0.9340**	**0.1051**	**26,654.6012**

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	6.4808	0.2199	18.9692	9.9000e-004		0.4092	0.4092		0.4060	0.4060	0.0000	4,862.1090	4,862.1090	0.1261	0.0885	4,892.1979
Energy	0.0827	0.7267	0.4477	4.5100e-003		0.0571	0.0571		0.0571	0.0571		902.0522	902.0522	0.0173	0.0165	907.5419
Mobile	7.6105	22.6172	90.7132	0.2516	16.4781	0.3516	16.8296	4.4065	0.3239	4.7304		20,838.2600	20,838.2600	0.7905		20,854.8613
Total	**14.1739**	**23.5637**	**110.1301**	**0.2571**	**16.4781**	**0.8179**	**17.2959**	**4.4065**	**0.7870**	**5.1935**	**0.0000**	**26,602.4212**	**26,602.4212**	**0.9340**	**0.1051**	**26,654.6012**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	2/1/2017	5	23	
2	Site Preparation	Site Preparation	2/2/2017	3/1/2017	5	20	

3	Grading	Grading	3/2/2017	7/1/2017	5	87	
4	Building Construction	Building Construction	7/2/2017	12/31/2018	5	391	
5	Architectural Coating	Architectural Coating	4/1/2018	7/1/2018	5	65	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.04

Acres of Paving: 0

Residential Indoor: 461,700; Residential Outdoor: 153,900; Non-Residential Indoor: 25,875; Non-Residential Outdoor: 8,625 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Demolition	Excavators	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	0	0.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Site Preparation	Excavators	1	7.00	255	0.40
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	0	0.00	255	0.40
Site Preparation	Scrapers	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	205	0.50
Grading	Cement and Mortar Mixers	1	8.00	9	0.56
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Rubber Tired Loaders	1	8.00	199	0.36
Grading	Sweepers/Scrubbers	1	8.00	64	0.46
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Welders	1	8.00	46	0.45
Building Construction	Aerial Lifts	1	6.00	226	0.29
Building Construction	Air Compressors	2	6.00	89	0.20

Building Construction	Cement and Mortar Mixers	2	8.00	84	0.74
Building Construction	Concrete/Industrial Saws	2	6.00	97	0.37
Building Construction	Excavators	0	0.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	0	0.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Building Construction	Welders	2	8.00	46	0.45
Architectural Coating	Air Compressors	2	6.00	78	0.48
Building Construction	Cranes	1	6.00	226	0.29

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	1	8.00	0.00	556.00	14.70	6.90	17.20	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	11	8.00	35.00	6,428.00	14.70	6.90	17.20	LD_Mix	HDT_Mix	HHDT
Building Construction	11	85.00	20.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	2	15.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2017

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					5.2335	0.0000	5.2335	0.7924	0.0000	0.7924			0.0000			0.0000
Off-Road	0.4588	4.5673	3.7954	5.0300e-003		0.3236	0.3236		0.2977	0.2977		514.5637	514.5637	0.1577		517.8746
Total	**0.4588**	**4.5673**	**3.7954**	**5.0300e-003**	**5.2335**	**0.3236**	**5.5570**	**0.7924**	**0.2977**	**1.0901**		**514.5637**	**514.5637**	**0.1577**		**517.8746**

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	0.3646	5.4184	4.3328	0.0156	0.3622	0.0790	0.4412	0.0992	0.0727	0.1718		1,545.4315	1,545.4315	0.0115		1,545.6734
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0320	0.0406	0.5028	1.1600e-003	0.0894	8.1000e-004	0.0902	0.0237	7.5000e-004	0.0245		94.6422	94.6422	4.9500e-003		94.7461
Total	**0.3967**	**5.4589**	**4.8356**	**0.0167**	**0.4516**	**0.0798**	**0.5314**	**0.1229**	**0.0734**	**0.1963**		**1,640.0737**	**1,640.0737**	**0.0165**		**1,640.4195**

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					1.9390	0.0000	1.9390	0.2936	0.0000	0.2936			0.0000			0.0000
Off-Road	0.0626	0.2712	3.8586	5.0300e-003		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003	0.0000	514.5637	514.5637	0.1577		517.8746
Total	**0.0626**	**0.2712**	**3.8586**	**5.0300e-003**	**1.9390**	**8.3400e-003**	**1.9473**	**0.2936**	**8.3400e-003**	**0.3019**	**0.0000**	**514.5637**	**514.5637**	**0.1577**		**517.8746**

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	0.3646	5.4184	4.3328	0.0156	0.2440	0.0790	0.3230	0.0702	0.0727	0.1428		1,545.4315	1,545.4315	0.0115		1,545.6734
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0320	0.0406	0.5028	1.1600e-003	0.0560	8.1000e-004	0.0568	0.0155	7.5000e-004	0.0163		94.6422	94.6422	4.9500e-003		94.7461
Total	**0.3967**	**5.4589**	**4.8356**	**0.0167**	**0.3000**	**0.0798**	**0.3798**	**0.0857**	**0.0734**	**0.1591**		**1,640.0737**	**1,640.0737**	**0.0165**		**1,640.4195**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0530	0.0000	0.0530	5.7300e-003	0.0000	5.7300e-003			0.0000			0.0000
Off-Road	1.7441	18.1324	9.3880	0.0170		1.0180	1.0180		0.9365	0.9365		1,743.1595	1,743.1595	0.5341		1,754.3756
Total	**1.7441**	**18.1324**	**9.3880**	**0.0170**	**0.0530**	**1.0180**	**1.0710**	**5.7300e-003**	**0.9365**	**0.9423**		**1,743.1595**	**1,743.1595**	**0.5341**		**1,754.3756**

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	0.0320	0.0406	0.5028	1.1600e-003	0.0894	8.1000e-004	0.0902	0.0237	7.5000e-004	0.0245		94.6422	94.6422	4.9500e-003		94.7461
Total	**0.0320**	**0.0406**	**0.5028**	**1.1600e-003**	**0.0894**	**8.1000e-004**	**0.0902**	**0.0237**	**7.5000e-004**	**0.0245**		**94.6422**	**94.6422**	**4.9500e-003**		**94.7461**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0197	0.0000	0.0197	2.1200e-003	0.0000	2.1200e-003			0.0000			0.0000
Off-Road	0.2079	0.9010	10.4605	0.0170		0.0277	0.0277		0.0277	0.0277	0.0000	1,743.1595	1,743.1595	0.5341		1,754.3756
Total	**0.2079**	**0.9010**	**10.4605**	**0.0170**	**0.0197**	**0.0277**	**0.0474**	**2.1200e-003**	**0.0277**	**0.0298**	**0.0000**	**1,743.1595**	**1,743.1595**	**0.5341**		**1,754.3756**

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	0.0320	0.0406	0.5028	1.1600e-003	0.0560	8.1000e-004	0.0568	0.0155	7.5000e-004	0.0163		94.6422	94.6422	4.9500e-003		94.7461
Total	**0.0320**	**0.0406**	**0.5028**	**1.1600e-003**	**0.0560**	**8.1000e-004**	**0.0568**	**0.0155**	**7.5000e-004**	**0.0163**		**94.6422**	**94.6422**	**4.9500e-003**		**94.7461**

3.4 Grading - 2017

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					4.5961	0.0000	4.5961	2.4942	0.0000	2.4942			0.0000			0.0000
Off-Road	4.9080	47.8848	31.8560	0.0516		2.5163	2.5163		2.3509	2.3509		5,152.1620	5,152.1620	1.4203		5,181.9876
Total	**4.9080**	**47.8848**	**31.8560**	**0.0516**	**4.5961**	**2.5163**	**7.1124**	**2.4942**	**2.3509**	**4.8450**		**5,152.1620**	**5,152.1620**	**1.4203**		**5,181.9876**

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	1.1145	16.5607	13.2429	0.0476	1.1070	0.2414	1.3483	0.3031	0.2220	0.5252		4,723.4510	4,723.4510	0.0352		4,724.1905
Vendor	0.2697	2.7921	3.3409	7.6800e-003	0.2184	0.0427	0.2610	0.0621	0.0392	0.1014		758.4638	758.4638	5.4800e-003		758.5787
Worker	0.0320	0.0406	0.5028	1.1600e-003	0.0894	8.1000e-004	0.0902	0.0237	7.5000e-004	0.0245		94.6422	94.6422	4.9500e-003		94.7461
Total	**1.4162**	**19.3933**	**17.0865**	**0.0565**	**1.4148**	**0.2848**	**1.6996**	**0.3890**	**0.2620**	**0.6510**		**5,576.5570**	**5,576.5570**	**0.0456**		**5,577.5153**

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					1.7029	0.0000	1.7029	0.9241	0.0000	0.9241			0.0000			0.0000
Off-Road	0.6541	4.8011	30.5771	0.0516		0.0801	0.0801		0.0801	0.0801	0.0000	5,152.1620	5,152.1620	1.4203		5,181.9876
Total	**0.6541**	**4.8011**	**30.5771**	**0.0516**	**1.7029**	**0.0801**	**1.7830**	**0.9241**	**0.0801**	**1.0042**	**0.0000**	**5,152.1620**	**5,152.1620**	**1.4203**		**5,181.9876**

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	1.1145	16.5607	13.2429	0.0476	0.7457	0.2414	0.9871	0.2145	0.2220	0.4365		4,723.4510	4,723.4510	0.0352		4,724.1905
Vendor	0.2697	2.7921	3.3409	7.6800e-003	0.1497	0.0427	0.1924	0.0453	0.0392	0.0845		758.4638	758.4638	5.4800e-003		758.5787
Worker	0.0320	0.0406	0.5028	1.1600e-003	0.0560	8.1000e-004	0.0568	0.0155	7.5000e-004	0.0163		94.6422	94.6422	4.9500e-003		94.7461
Total	**1.4162**	**19.3933**	**17.0865**	**0.0565**	**0.9514**	**0.2848**	**1.2363**	**0.2753**	**0.2620**	**0.5373**		**5,576.5570**	**5,576.5570**	**0.0456**		**5,577.5153**

3.5 Building Construction - 2017

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	2.4908	16.5783	12.0191	0.0190		1.0698	1.0698		1.0401	1.0401		1,772.2837	1,772.2837	0.3341		1,779.2997
Total	**2.4908**	**16.5783**	**12.0191**	**0.0190**		**1.0698**	**1.0698**		**1.0401**	**1.0401**		**1,772.2837**	**1,772.2837**	**0.3341**		**1,779.2997**

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	0.1541	1.5955	1.9091	4.3900e-003	0.1248	0.0244	0.1492	0.0355	0.0224	0.0579		433.4079	433.4079	3.1300e-003		433.4736
Worker	0.3402	0.4309	5.3424	0.0124	0.9501	8.6100e-003	0.9587	0.2520	7.9400e-003	0.2599		1,005.5734	1,005.5734	0.0526		1,006.6771
Total	**0.4943**	**2.0264**	**7.2515**	**0.0167**	**1.0749**	**0.0330**	**1.1079**	**0.2875**	**0.0304**	**0.3178**		**1,438.9813**	**1,438.9813**	**0.0557**		**1,440.1507**

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	0.6730	8.2082	11.1876	0.0190		0.2763	0.2763		0.2557	0.2557	0.0000	1,772.2837	1,772.2837	0.3341		1,779.2997
Total	**0.6730**	**8.2082**	**11.1876**	**0.0190**		**0.2763**	**0.2763**		**0.2557**	**0.2557**	**0.0000**	**1,772.2837**	**1,772.2837**	**0.3341**		**1,779.2997**

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	0.1541	1.5955	1.9091	4.3900e-003	0.0856	0.0244	0.1099	0.0259	0.0224	0.0483		433.4079	433.4079	3.1300e-003		433.4736
Worker	0.3402	0.4309	5.3424	0.0124	0.5949	8.6100e-003	0.6035	0.1648	7.9400e-003	0.1727		1,005.5734	1,005.5734	0.0526		1,006.6771
Total	**0.4943**	**2.0264**	**7.2515**	**0.0167**	**0.6805**	**0.0330**	**0.7135**	**0.1907**	**0.0304**	**0.2210**		**1,438.9813**	**1,438.9813**	**0.0557**		**1,440.1507**

3.5 Building Construction - 2018

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	2.1927	15.0212	11.6306	0.0190		0.9242	0.9242		0.8993	0.8993		1,763.5284	1,763.5284	0.3153		1,770.1503
Total	**2.1927**	**15.0212**	**11.6306**	**0.0190**		**0.9242**	**0.9242**		**0.8993**	**0.8993**		**1,763.5284**	**1,763.5284**	**0.3153**		**1,770.1503**

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	0.1452	1.4669	1.8236	4.3900e-003	0.1248	0.0230	0.1478	0.0355	0.0211	0.0566		426.2494	426.2494	3.1100e-003		426.3147
Worker	0.3063	0.3911	4.8544	0.0124	0.9501	8.3400e-003	0.9584	0.2520	7.7100e-003	0.2597		968.7754	968.7754	0.0488		969.8006
Total	**0.4514**	**1.8581**	**6.6780**	**0.0167**	**1.0749**	**0.0313**	**1.1062**	**0.2875**	**0.0288**	**0.3163**		**1,395.0248**	**1,395.0248**	**0.0519**		**1,396.1153**

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	0.6058	7.4434	10.9708	0.0190		0.2357	0.2357		0.2184	0.2184	0.0000	1,763.5284	1,763.5284	0.3153		1,770.1503
Total	**0.6058**	**7.4434**	**10.9708**	**0.0190**		**0.2357**	**0.2357**		**0.2184**	**0.2184**	**0.0000**	**1,763.5284**	**1,763.5284**	**0.3153**		**1,770.1503**

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	0.1452	1.4669	1.8236	4.3900e-003	0.0856	0.0230	0.1085	0.0259	0.0211	0.0470		426.2494	426.2494	3.1100e-003		426.3147
Worker	0.3063	0.3911	4.8544	0.0124	0.5949	8.3400e-003	0.6033	0.1648	7.7100e-003	0.1725		968.7754	968.7754	0.0488		969.8006
Total	**0.4514**	**1.8581**	**6.6780**	**0.0167**	**0.6805**	**0.0313**	**0.7118**	**0.1907**	**0.0288**	**0.2195**		**1,395.0248**	**1,395.0248**	**0.0519**		**1,396.1153**

3.6 Architectural Coating - 2018

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	33.5859					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Off-Road	0.5973	4.0115	3.7084	5.9400e-003		0.3011	0.3011		0.3011	0.3011		562.8971	562.8971	0.0535		564.0203
Total	**34.1832**	**4.0115**	**3.7084**	**5.9400e-003**		**0.3011**	**0.3011**		**0.3011**	**0.3011**		**562.8971**	**562.8971**	**0.0535**		**564.0203**

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	7.2600e-003	0.0734	0.0912	2.2000e-004	6.2400e-003	1.1500e-003	7.3900e-003	1.7800e-003	1.0600e-003	2.8300e-003		21.3125	21.3125	1.6000e-004		21.3157
Worker	0.0541	0.0690	0.8567	2.1800e-003	0.1677	1.4700e-003	0.1691	0.0445	1.3600e-003	0.0458		170.9604	170.9604	8.6200e-003		171.1413
Total	**0.0613**	**0.1424**	**0.9478**	**2.4000e-003**	**0.1739**	**2.6200e-003**	**0.1765**	**0.0463**	**2.4200e-003**	**0.0487**		**192.2728**	**192.2728**	**8.7800e-003**		**192.4570**

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	33.5859					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0594	0.2575	3.6648	5.9400e-003		7.9200e-003	7.9200e-003		7.9200e-003	7.9200e-003	0.0000	562.8971	562.8971	0.0535		564.0203
Total	**33.6454**	**0.2575**	**3.6648**	**5.9400e-003**		**7.9200e-003**	**7.9200e-003**		**7.9200e-003**	**7.9200e-003**	**0.0000**	**562.8971**	**562.8971**	**0.0535**		**564.0203**

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	7.2600e-003	0.0734	0.0912	2.2000e-004	4.2800e-003	1.1500e-003	5.4300e-003	1.2900e-003	1.0600e-003	2.3500e-003		21.3125	21.3125	1.6000e-004		21.3157
Worker	0.0541	0.0690	0.8567	2.1800e-003	0.1050	1.4700e-003	0.1065	0.0291	1.3600e-003	0.0304		170.9604	170.9604	8.6200e-003		171.1413
Total	**0.0613**	**0.1424**	**0.9478**	**2.4000e-003**	**0.1093**	**2.6200e-003**	**0.1119**	**0.0304**	**2.4200e-003**	**0.0328**		**192.2728**	**192.2728**	**8.7800e-003**		**192.4570**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.6105	22.6172	90.7132	0.2516	16.4781	0.3516	16.8296	4.4065	0.3239	4.7304		20,838.2600	20,838.2600	0.7905		20,854.8613
Unmitigated	7.6105	22.6172	90.7132	0.2516	16.4781	0.3516	16.8296	4.4065	0.3239	4.7304		20,838.2600	20,838.2600	0.7905		20,854.8613

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	293.72	293.72	293.72	942,127	942,127
Fast Food Restaurant w/o Drive Thru	751.80	751.80	751.80	2,254,372	2,254,372
Apartments Mid Rise	909.72	909.72	909.72	3,501,587	3,501,587
Strip Mall	307.44	307.44	307.44	1,060,464	1,060,464
Total	2,262.68	2,262.68	2,262.68	7,758,549	7,758,549

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	100	0	0
Fast Food Restaurant w/o Drive Thru	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	100	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.531767	0.058060	0.178534	0.124864	0.038964	0.006284	0.016861	0.033134	0.002486	0.003151	0.003685	0.000540	0.001671

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0827	0.7267	0.4477	4.5100e-003		0.0571	0.0571		0.0571	0.0571		902.0522	902.0522	0.0173	0.0165	907.5419
NaturalGas Unmitigated	0.0827	0.7267	0.4477	4.5100e-003		0.0571	0.0571		0.0571	0.0571		902.0522	902.0522	0.0173	0.0165	907.5419

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					
High Turnover (Sit Down Restaurant)	2234.34	0.0241	0.2191	0.1840	1.3100e-003		0.0167	0.0167		0.0167	0.0167		262.8638	262.8638	5.0400e-003	4.8200e-003	264.4636
Strip Mall	55.8904	6.0000e-004	5.4800e-003	4.6000e-003	3.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004		6.5753	6.5753	1.3000e-004	1.2000e-004	6.6154
Apartments Mid Rise	4260.04	0.0459	0.3926	0.1671	2.5100e-003		0.0317	0.0317		0.0317	0.0317		501.1811	501.1811	9.6100e-003	9.1900e-003	504.2312
Fast Food Restaurant w/o Drive Thru	1117.17	0.0121	0.1095	0.0920	6.6000e-004		8.3200e-003	8.3200e-003		8.3200e-003	8.3200e-003		131.4319	131.4319	2.5200e-003	2.4100e-003	132.2318
Total		**0.0827**	**0.7267**	**0.4477**	**4.5100e-003**		**0.0571**	**0.0571**		**0.0571**	**0.0571**		**902.0522**	**902.0522**	**0.0173**	**0.0165**	**907.5419**

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					
High Turnover (Sit Down Restaurant)	2.23434	0.0241	0.2191	0.1840	1.3100e-003		0.0167	0.0167		0.0167	0.0167		262.8638	262.8638	5.0400e-003	4.8200e-003	264.4636
Strip Mall	0.0558904	6.0000e-004	5.4800e-003	4.6000e-003	3.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004		6.5753	6.5753	1.3000e-004	1.2000e-004	6.6154
Apartments Mid Rise	4.26004	0.0459	0.3926	0.1671	2.5100e-003		0.0317	0.0317		0.0317	0.0317		501.1811	501.1811	9.6100e-003	9.1900e-003	504.2312
Fast Food Restaurant w/o Drive Thru	1.11717	0.0121	0.1095	0.0920	6.6000e-004		8.3200e-003	8.3200e-003		8.3200e-003	8.3200e-003		131.4319	131.4319	2.5200e-003	2.4100e-003	132.2318
Total		**0.0827**	**0.7267**	**0.4477**	**4.5100e-003**		**0.0571**	**0.0571**		**0.0571**	**0.0571**		**902.0522**	**902.0522**	**0.0173**	**0.0165**	**907.5419**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.4808	0.2199	18.9692	9.9000e-004		0.4092	0.4092		0.4060	0.4060	0.0000	4,862.1090	4,862.1090	0.1261	0.0885	4,892.1979
Unmitigated	6.4808	0.2199	18.9692	9.9000e-004		0.4092	0.4092		0.4060	0.4060	0.0000	4,862.1090	4,862.1090	0.1261	0.0885	4,892.1979

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8560					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.4426	2.0000e-005	0.0241	0.0000		0.3058	0.3058		0.3026	0.3026	0.0000	4,828.2353	4,828.2353	0.0925	0.0885	4,857.6191
Landscaping	0.5841	0.2199	18.9451	9.9000e-004		0.1034	0.1034		0.1034	0.1034		33.8737	33.8737	0.0336		34.5788
Total	**6.4808**	**0.2199**	**18.9692**	**9.9000e-004**		**0.4092**	**0.4092**		**0.4060**	**0.4060**	**0.0000**	**4,862.1090**	**4,862.1090**	**0.1261**	**0.0885**	**4,892.1979**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8560					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Hearth	0.4426	2.0000e-005	0.0241	0.0000		0.3058	0.3058		0.3026	0.3026	0.0000	4,828.2353	4,828.2353	0.0925	0.0885	4,857.6191
Landscaping	0.5841	0.2199	18.9451	9.9000e-004		0.1034	0.1034		0.1034	0.1034		33.8737	33.8737	0.0336		34.5788
Total	**6.4808**	**0.2199**	**18.9692**	**9.9000e-004**		**0.4092**	**0.4092**		**0.4060**	**0.4060**	**0.0000**	**4,862.1090**	**4,862.1090**	**0.1261**	**0.0885**	**4,892.1979**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

3980 Wilshire Boulevard
GHG Emissions Impact Compared to "No Action Taken" Scenario

Source	NAT (2018)	As Proposed (2018)	Reduction from NAT	Change from NAT
Area	59	59	-	0%
Energy	1,435	832	(603)	-42%
Mobile	4,746	3,332	(1,414)	-30%
Waste	82	82	-	0%
Water	210	210	-	0%
Construction	35	35	-	0%
Total Emissions	6,566	4,549	(2,017)	-30.7%

Land Use	NAT	As Proposed	Difference
Land Use	228 DU, 12ksf retail, 3.	228 DU, 12ksf retail, 3.5	None
Traffic	508 net weekday ADT	508 net weekday ADT	None
Area	Same as proposed	Project assumptions	None
Energy	No State measures	See below	State measures
Mobile	No State measures	See below	State measures
Waste	Reduce construction w	Reduce construction wa	None
Water	Project assumptions	Project assumptions	None

Mobile source emissions	Pavley emission standards (19.8% reduction)
	Low carbon fuel standard (7.2% reduction)
	Vehicle efficiency measures (2.8% reduction)
Energy Production Assur	Natural gas transmission and distribution efficiency measures (7.4% reduction)
	Natural gas extraction efficiency measures (1.6% reduction)
	Renewables (electricity) portfolio standard (33% reduction)

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

3986 Wilshire Boulevard
DOT Case No. CEN 15-43921

Date: March 8, 2016

To: Karen Hoo, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT AT 3986 WILSHIRE BOULEVARD (ENV-2016-322-EAF)**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by Overland Traffic Consultants, Inc., dated January 2016 for the proposed mixed-use project located at 3986 Wilshire Boulevard. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria[1], the proposed project is not expected to result in any significant traffic impacts at the ten intersections that were identified for detailed analysis. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to demolish two (2) existing buildings housing approximately 10,712 square feet of commercial space (5,980 sq-ft restaurant and 4,732 sq-ft coffee shop), and construct a mixed-use development with 228 apartment units, 12,000 square feet of retail space, a 1,750 square-foot coffee shop, and a 3,500 square-foot restaurant. Access to the parking area would be provided via the proposed driveway off Ingraham Street and an one-way inbound driveway off Wilshire Boulevard. The project is expected to be completed by 2018.

B. Trip Generation

The project is estimated to generate a net increase of approximately 503 daily trips, a net reduction of 44 trips in the a.m. peak hour and a net increase of 78 trips in the p.m. peak hour. A copy of the trip generation can be found in **Attachment 2**. The trip generation estimates are based on formulas published by the Institute of

[1] Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

C. Freeway Analysis
In accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA), the project was not required to include any freeway impact analysis.

PROJECT REQUIREMENTS

A. Construction Impacts
DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication and Street Widening Requirements
On August 11, 2015, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Wilshire Boulevard** has been redesignated as an Avenue I (Secondary Highway) that would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Wilton Place** has been redesignated as an Avenue III (Secondary Highway) that would require a 23-foot half-width roadway within a 36-foot half-width right-of-way. **Ingraham Street** will continue to be designated as a Local Street that would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements
The traffic study indicated that the project would provide 340 on-site vehicle parking spaces (311 residential stalls and 29 commercial stalls). Additionally, 236 bicycle parking spaces and 16 motorcycle spaces will be provided on-site. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation
The conceptual site plan (**Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway

width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet wide for two-way operations. Any security gates should be a minimum of 20 feet from the property line or to the satisfaction of DOT.

E. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance 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 Wes Pringle of my staff at (213)972-8482.

Attachments

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c: Deron Williams, Council District No. 10
Gregg Vandergriff, Central District, BOE
Jeannie Shen, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Jerry Overland, Overland Traffic Consultants, Inc.

Overland Traffic Consultants, Inc.

Table 10
Future (2018) Traffic Conditions
With Project

No.	Intersection	Peak Hour	Without CMA	Without LOS	With Project CMA	With Project LOS	Impact
1.	Wilton Place & Third Street	AM	0.858	D	0.855	D	- 0.003
		PM	0.977	E	0.985	E	+0.008
2.	Wilton Place & Sixth Street	AM	0.825	D	0.821	D	- 0.004
		PM	0.887	D	0.891	D	+0.004
3.	Wilton Place & Wilshire Boulevard	AM	0.887	D	0.871	D	- 0.016
		PM	0.897	D	0.900	D	+0.003
4.	Wilton Place & Eighth Street	AM	0.799	C	0.796	C	- 0.003
		PM	0.857	D	0.861	D	+0.004
5.	Wilton Place & Olympic Boulevard	AM	0.777	C	0.774	C	- 0.003
		PM	0.821	D	0.823	C	+0.002
6.	Western Avenue & Sixth Street	AM	0.657	B	0.656	B	- 0.001
		PM	0.719	C	0.719	C	+0.000
7.	Crenshaw Boulevard & Wilshire Boulevard	AM	0.798	C	0.795	C	- 0.003
		PM	0.751	C	0.755	C	+0.004
8.	St. Andrews Place & Wilshire Boulevard	AM	0.666	B	0.666	B	+ 0.000
		PM	0.775	C	0.781	C	+0.006
9.	Western Avenue & Wilshire Boulevard	AM	0.879	D	0.876	D	- 0.003
		PM	0.973	E	0.975	E	+0.002
10.	Western Avenue & Seventh Street	AM	0.510	A	0.507	A	- 0.003
		PM	0.618	B	0.619	B	+0.001

The significant impact criteria provided in Table 5 were applied to the future traffic conditions. As shown above in Table 10, no significant traffic impacts occur at the study intersections as a result of the project. Future cumulative “with project” peak hour traffic volumes are shown in Figures 15 and 16 for the am and pm peak hour, respectively.

Overland Traffic Consultants, Inc.

Traffic volumes expected to be generated by the project are shown in Table 2 below.

Table 2
Estimated Project Traffic Generation

Land Use	Daily Traffic	AM Peak Hour Total	AM In	AM Out	PM Peak Hour Total	PM In	PM Out
228 Apartments	1,516	116	23	93	141	92	49
3,500 sf Restaurant	445	38	21	17	34	20	14
1,750 sf coffee	1,253	190	97	93	71	36	35
12,000 sf Shopping Center	512	12	7	5	45	22	23
Sub-Total	3,726	356	148	208	291	170	121
Less 10 % Walk / Internal	- 373	- 36	- 15	- 21	- 29	- 17	- 12
Sub-Total	3,353	320	133	187	262	153	109
Less 15 % Transit	- 503	- 48	- 20	- 28	- 39	- 23	- 16
Sub-Total (without Pass-By)	2,850	272	113	159	223	130	93
Less 20 % pass-by restaurant	- 68	- 6	- 3	- 3	- 5	- 3	- 2
Less 50 % pass-by coffee	- 479	- 73	- 37	- 36	- 27	- 14	- 13
Less 10 % pass-by retail	- 39	- 1	- 1	-	- 3	- 1	- 2
Sub-Total Project	**2,264**	**192**	**72**	**120**	**188**	**112**	**76**
Less Existing							
5,980 sf Restaurant	760	65	36	29	59	35	24
4,732 sf coffee	3,388	513	262	251	193	97	96
Sub-Total	4,148	578	298	280	252	132	120
Less 10 % Walk / Internal	- 415	- 58	- 30	- 28	- 25	- 13	- 12
Sub-Total	3,733	520	268	252	227	119	108
Less 15 % Transit	- 560	- 78	- 40	- 38	- 34	- 18	- 16
Sub-Total (without Pass-By)	3,173	442	228	214	193	101	92
Less 50 % pass-by coffee	- 1,296	- 196	- 100	- 96	- 74	- 37	- 37
Less 20 % pass-by restaurant	- 116	- 10	- 6	- 4	- 9	- 5	- 4
Sub-Total Existing Credit	**1,761**	**236**	**122**	**114**	**110**	**59**	**51**
Net Project	**503**	**- 44**	**- 50**	**6**	**78**	**53**	**25**
Without Pass-By	**- 323**	**- 170**	**- 115**	**- 55**	**30**	**29**	**1**

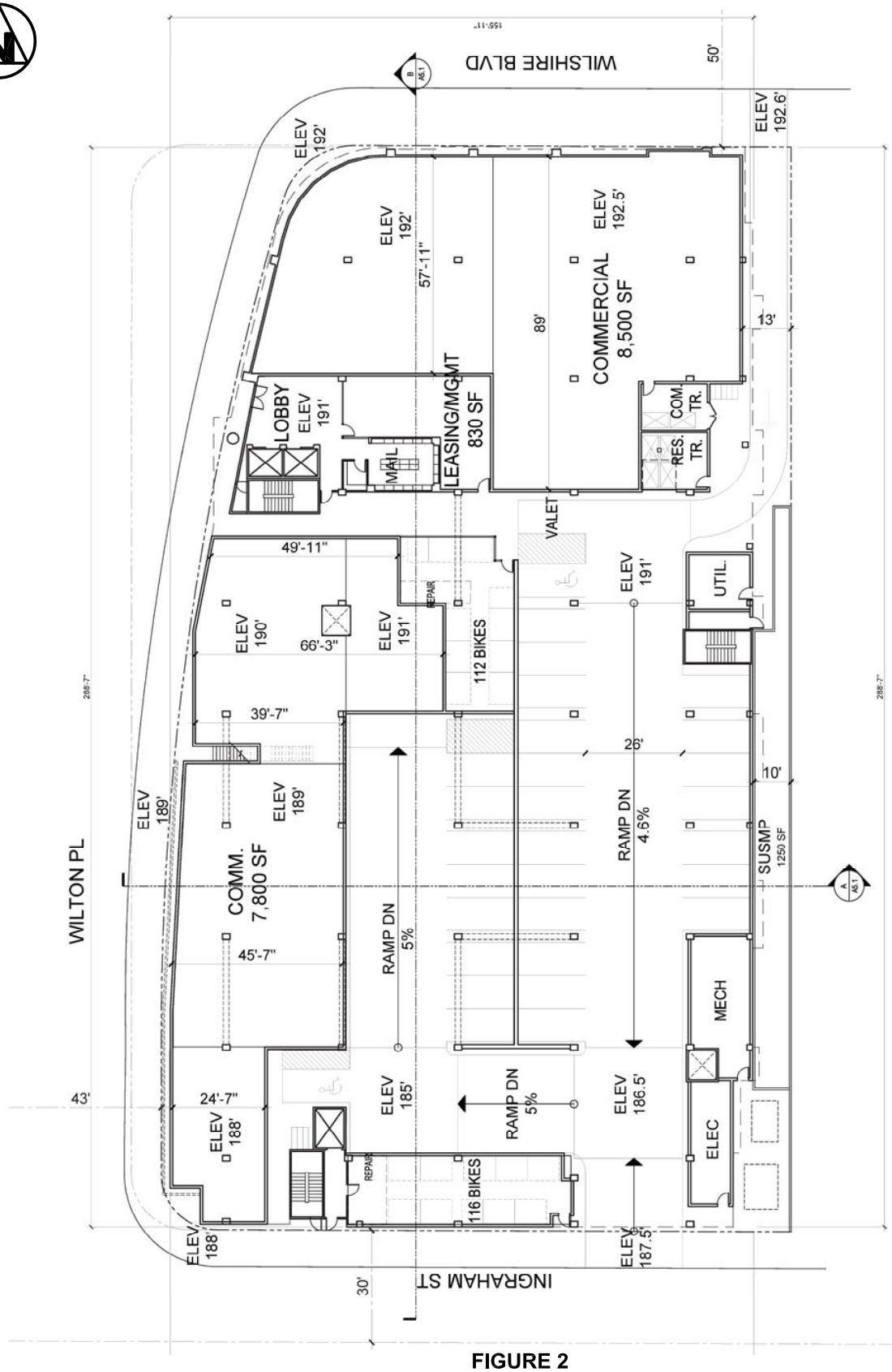


FIGURE 2

1/2016

PROJECT SITE PLAN
GROUND LEVEL

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661)799 - 8423, OTC@overlandtraffic.com

Table 7
Related Projects Descriptions

No.	Project	Size		Location
1	Office	27,720	sf	3323 W. Olympic Boulevard
	Apartments	40	units	
2	Apartments	378	units	3670 Wilshire Boulevard
	Retail	8,000	sf	
3	Retail	130,500	sf	450 S Western Avennue
4	Retail	109,000	sf	3060 W. Olympic Boulevard
5	Condominiums	224	units	805 S. Catalina Street
	Retail	7,000	sf	
6	Condominiums	169	units	685 S . New Hampshire Avenue
	Hotel	57	rooms	
	Retail	1,700	sf	
	Restaurant	4,500	sf	
7	Apartments	7	units	621 S. Catalina Street
	Hotel	75	rooms	
	Restaurant	1,547	sf	
8	Apartments	98	units	100 N. Western Avenue
	Retail	30,000	sf	
9	Office	55,380	sf	3663 W. Wilshire Boulevard
	Nursery School	216	students	Wilshire Temple Master Plan
	Elementary	420	students	
10	Charter School	696	students	3400 W. 3rd Street
11	Apartments	220	units	3875 W. Wilshire Boulevard
12	Apartments	174	units	680 S. Berendo Street
13	Apartments	177	units	685 S. New Hampshire Avenue
14	Hotel	86	rooms	1020 S. Fedora Street
15	Apartments	209	units	3640 W. Wilshire Boulevard
16	Church	85,308	sf	968 S. Berendo Street
17	Restaurant	11,904	sf	135 N. Western Avenue
18	Apartments	81	units	940 S. Western Avenue
	Retail	8,000	sf	
19	Apartments	411	units	864 S. Vermont Avenue
	Retail	43,800	sf	
20	Apartments	85	units	535 S. Kingsley Drive
21	Apartments	131	units	800 S. Havard Boulevard
	Retail	7,000	sf	
22	Hotel	173	rooms	4110 W. 3rd. Street
	Retail	2,780	sf	

Table 7 (cont'd)
Related Projects Descriptions

No.	Project	Size		Location
23	Apartments	91	units	1011 S. Serrano Avenue
24	Apartments	88	units	525 N. Wilton Place
25	Apartments	226	units	3076 W. Olympic Boulevard
	Retail	16,000	sf	
26	Apartments	120	units	3350 W. Wilshire Boulevard
27	Apartments	425	units	3545 W. Wilshire Boulevard
	Retail	36,676	sf	
28	Apartments	101	units	605 S. Vermont Avenue
	Museum	30,937	sf	
29	Apartments	179	units	627 S. Vermont Avenue
	Retail	12,000	sf	
30	Retail	20,607	sf	2789 W. Olympic Boulevard
	Office	2,780	sf	
31	Apartments	180	units	2972 W. 7th Street
	Retail	15,000	sf	
32	Apartments	100	units	3100 W. 8th Street
	Retail	9,496	sf	
33	Apartments	79	units	1017 S. Mariposa Avenue
34	Apartments	85	units	427 S. Berendo Street
35	Apartments	161	units	700 S. Manhattan Place
	Retail	10,000	sf	
36	Apartments	224	units	411 S. Normandie Avenue
37	Restaurant	1,700	sf	1614 S. Crenshaw Boulevard
38	Apartments	367	units	3525 W. 8th Street
	Retail	16,500	sf	
	Market	23,000	sf	
39	Apartments	44	units	850 S. Crenshaw Boulevard
40	Apartments	208	units	1009 S. Crenshaw Boulevard
	Retail	30,000	sf	
41	Apartments	98	units	257 Mariposa Avenue
	Retail	3,940	sf	
42	Apartments	72	units	616 S.Westmoreland Avenue
	Retail	1,043	sf	
	Restaurant	2,765	sf	

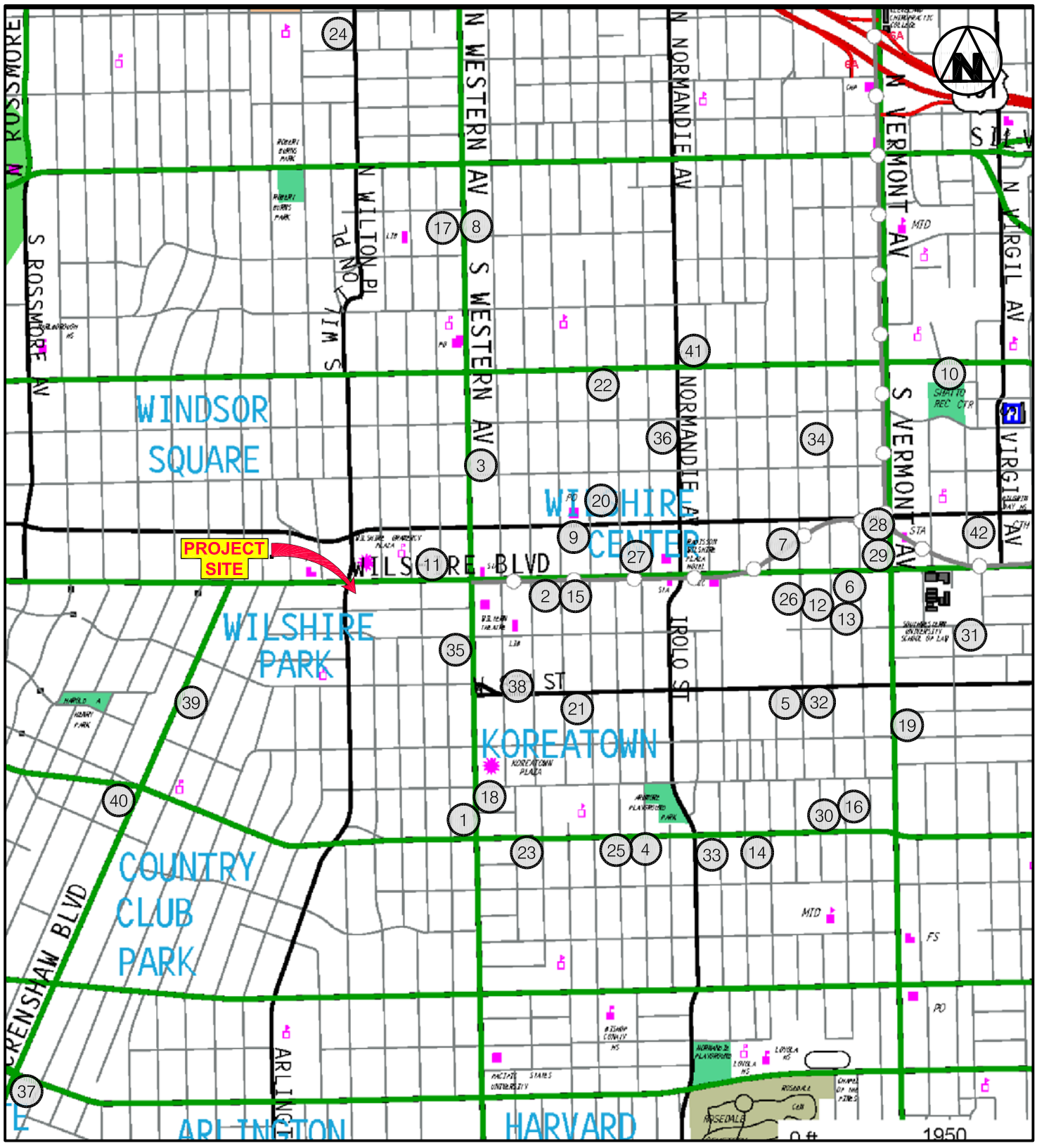


FIGURE 12

1/2016

RELATED PROJECT LOCATION MAP

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661)799 - 8423, OTC@overlandtraffic.com

Table 8
Related Projects Traffic Generation

No.	Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	3323 W. Olympic Boulevard	1,267	57	30	87	44	82	126
2	3670 Wilshire Boulevard	2,891	67	184	251	162	95	257
3	450 S Western Avennue	3,019	47	29	77	138	138	276
4	3060 W. Olympic Boulevard	4,134	60	26	86	169	191	360
5	805 S. Catalina Street	1,935	24	119	143	110	57	167
6	685 S . New Hampshire Avenue	1,523	28	65	93	80	46	126
7	621 S. Catalina Street	643	21	18	39	27	23	50
8	100 N. Western Avenue	940	17	40	57	54	38	92
9	3663 W. Wilshire Boulevard	825	94	44	138	20	3	23
10	3400 W. 3rd Street	764	146	120	266	43	45	88
11	3875 W. Wilshire Boulevard	1,238	19	77	96	77	42	119
12	680 S. Berendo Street	994	15	60	75	60	32	92
13	685 S. New Hampshire Avenue	1,000	15	61	76	61	32	93
14	1020 S. Fedora Street	616	28	14	42	23	21	44
15	3640 W. Wilshire Boulevard	1,182	18	72	90	73	40	113
16	968 S. Berendo Street	535	23	8	31	3	9	12
17	135 N. Western Avenue	457	2	2	4	25	13	38
18	940 S. Western Avenue	380	6	31	37	26	11	37
19	864 S. Vermont Avenue	3,202	24	129	153	164	101	265
20	535 S. Kingsley Drive	543	8	31	39	36	19	55
21	800 S. Havard Boulevard	827	14	32	46	44	33	77
22	4110 W. 3rd. Street	1,185	45	35	80	46	40	86
23	1011 S. Serrano Avenue	545	8	33	41	32	18	50
24	525 N. Wilton Place	449	6	28	34	27	14	41
25	3076 W. Olympic Boulevard	1,567	25	78	103	90	56	146
26	3350 W. Wilshire Boulevard	728	11	43	54	47	25	72
27	3545 W. Wilshire Boulevard	1,288	-36	116	80	121	15	136
28	605 S. Vermont Avenue	745	17	38	55	41	37	78
29	627 S. Vermont Avenue	1,304	34	72	106	75	40	115
30	2789 W. Olympic Boulevard	612	16	8	24	25	29	54
31	2972 W. 7th Street	486	7	59	66	43	8	51
32	3100 W. 8th Street	100	10	41	51	10	41	51
33	1017 S. Mariposa Avenue	373	5	23	28	23	12	35
34	427 S. Berendo Street	288	5	17	22	17	10	27
35	700 S. Manhattan Place	1,260	19	57	76	71	46	117
36	411 S. Normandie Avenue	1,407	22	86	108	87	47	134
37	1614 S. Crenshaw Boulevard	1,392	87	84	171	37	36	73
38	3525 W. 8th Street	1,214	8	121	129	83	25	108
39	850 S. Crenshaw Boulevard	293	4	18	22	18	10	28
40	1009 S. Crenshaw Boulevard	878	1	51	52	46	41	87
41	257 Mariposa Avenue	772	10	41	51	44	24	68
42	616 S.Westmoreland Avenue	461	2	29	31	30	5	35

MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.
As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

Air Quality

III-90 Construction Activity
Air Quality impacts from project implementation due to construction-related emissions may occur. However, the potential impact may be mitigated to a less than significant level by the following measures:

- All off-road construction equipment greater than 50 hp shall meet US EPA Tier 4 emission standards, where available, to reduce NOx, PM10 and PM2.5 emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NOx emissions requirements.

- At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

- Encourage construction contractors to apply for SCAQMD “SOON” funds. Incentives could be provided for those construction contractors who apply for SCAQMD “SOON” funds. The “SOON” program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at: http://www.aqmd.gov/home/programs/business/business-detail?title=offroad-diesel-engines&parent=vehicle-engine-upgrades.

- Construction activities shall comply with SCAQMD Rule 403, including the following measures: 1) Apply water to disturbed areas of the site three times a day; 2) Require the use of a gravel apron or other equivalent methods to reduce mud and dirt trackout onto truck exit routes; 3) Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM generation; 4) Limit soil disturbance to the amounts analyzed in the Final MND; 5) All materials transported off-site shall be securely covered; 6) Apply non-toxic soil stabilizers according to manufacturers’ specifications to all inactive construction areas (previously graded areas inactive for ten days or more); and 7) Traffic speeds on all unpaved roads to be reduced to 15 mph or less.

- Architectural coatings and solvents applied during construction activities shall comply with SCAQMD Rule 1113, which governs the VOC content of architectural coatings.

Enforcement Agency: Los Angeles Department of Building and Safety; SCAQMD
Monitoring Agency: South Coast Air Quality Management District and Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during construction
Action Indicating Compliance: None – ongoing operational compliance required.

Green House Gas Emissions

VII-10 Greenhouse Gas

Environmental impacts may result from project implementation due to increased greenhouse gas emissions. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):

- Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable.

Enforcement Agency: Los Angeles Department of Building and Safety; SCAQMD
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Periodic field inspections during construction
Action Indicating Compliance: Field inspection sign-off

Land Use and Planning

X-60 Land Use
The project will result in land use and/or planning impact(s). However, the impact(s) can be reduced to a less than significant level through compliance with the following measure(s):

- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check
Action Indicating Compliance: Plan approval

Noise

XII-170 Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)
Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a less than significant level by the following measures:

- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.

- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-Construction
Monitoring Frequency: Once, at plan check
Action Indicating Compliance: Issuance of building permits

Public Services

XIV-10 Public Services (Fire)
Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge

of the roadway of an improved street or approved fire lane.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-Construction
Monitoring Frequency: Once, at plan check
Action Indicating Compliance: Issuance of building permits

XIV-20 Public Services (Police – Demolition/Construction Sites)

- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

Enforcement Agency: Los Angeles Department of building and Safety
Monitoring Agency: Los Angeles Department of building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Periodic field inspections during construction
Action Indicating Compliance: Field inspection sign-off

XIV-30 Public Services (Police)

Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-Construction
Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

XIV-40 Public Services (Construction Activity Near Schools)

Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures:

- The developer and contractors shall maintain ongoing contact with administrator of of Wilshire Park Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.

- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

Enforcement Agency: Los Angeles Department of building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing, during construction.
Action Indicating Compliance: Issuance of a Certificate of Occupancy

Transportation and Traffic

XVI-80 Pedestrian Safety

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Enforcement Agency: Los Angeles Department of Building and Safety, LADOT, BOE
Monitoring Agency: Los Angeles Department of Building and Safety, LADOT
Monitoring Phase: Construction
Monitoring Frequency: Ongoing
Action Indicating Compliance: Issuance of Certificate of Occupancy