DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: December 21, 2017
Time: After 8:30 A.M.*
Place: Van Nuys City Hall
Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

Public Hearing: October 4, 2017
Appeal Status: Further appealable to City Council
Expiration Date: December 21, 2017 with an extension
Multiple Approval: No

Case No.: VTT-75032-CN-1A
CEQA No.: ENV-2017-2441-CE
Related Cases: VTT-75032-CN & DIR-2017-2442-SPR
Council No.: 10 – Wesson
Plan Area: Wilshire
Specific Plan: None
Certified NC: Wilshire Center - Koreatown
Land Use Designation: High Medium Residential
Zone: R4-2

Applicant: Sang Hoon Chung, Fred & Jamison, LLC
Appellant: Tamika L. Butler, Los Angeles Neighborhood Land Trust

PROJECT LOCATION: 500 South Oxford Avenue

PROPOSED PROJECT: The project involves the construction, use, and maintenance of a seven-story, 89-foot high, residential building with two levels of subterranean parking containing 89 residential dwelling units. A total of 201 vehicular parking spaces will be provided and nine bicycle parking spaces will be located on the ground floor level.

APPEAL ACTION: Pursuant to Los Angeles Municipal Code (LAMC) Section 17.06, an appeal of Condition No. 5 of the Advisory Agency's approval of Vesting Tentative Tract Map No. 75032-CN for the merger and re-subdivision of four (4) lots into one (1) lot in conjunction with the construction, use and maintenance of a proposed seven-story building.

RECOMMENDED ACTIONS:

1) **Find,** that the project is categorically exempt pursuant to California Environmental Quality Act (CEQA) Section 15332 (Class 32) and Section 15304 (Class 4, Category 1) and Section 21080 of the California Public Resources Code, and that there is no substantial evidence demonstrating that an exception to categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies;

2) **Deny in part and approve in part** the appeal of the Advisory Agency's approval of Vesting Tentative Tract Map No. 75032-CN to include staff's recommendation to modify Condition No. 5; and

3) **Sustain** the decision of the Advisory Agency to approve Vesting Tentative Tract Map No. 75032-CN and **modify** Condition No. 5.

VTT-75032-CN-1A

VINCENT P. BERTONI, AICP
Advisory Agency

Nicholas Hendricks
Deputy Advisory Agency

Joann Lim
City Planning Associate

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, 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) 978-1295.

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PROJECT ANALYSIS

Project Summary

As approved, the project involves the new construction, use, and maintenance of a seven-story, 89-foot high, residential development containing 89 residential condominium units at the southwest intersection of 5th Street and Oxford Avenue in the Koreatown neighborhood of the Wilshire Community Plan Area.

The approved subdivision of land under Vesting Tentative Tract Map No. 75032 permits the merger and re-subdivision of four (4) lots into one (1) single ground lot and a haul route for the export of up to 27,562 cubic yards of dirt. Approval of Vesting Tentative Tract Map No. 75032-CN is incidental to Case No. DIR-2017-2442-SPR, which was not appealed.

The project is comprised of a seven-story building over two levels of subterranean parking. The ground floor of the development will include a trash/recycle room, an 808 square-foot gym, a 1,679 square-foot lobby, and a 1,912 square-foot recreation room. The ground floor will also include a 2,170 square-foot dog run located to the south of the building. An open air interior courtyard will be accessible on the second floor. The courtyard will be landscaped and will provide a pool and jacuzzi. The project is required to provide 11,825 square feet of open space. In total, the project will provide a minimum of 15,115 square feet of open space comprised of the balconies, courtyard, gym, recreation room, and setback which includes a dog run with artificial turf. The pedestrian entrance to the lobby and all ingress and egress for residential parking will be from Oxford Avenue.

The project proposes a mix of two different unit types, 14 of which are three-bedroom lofts located on the seventh floor, and 75 two-bedroom units located on floors one through six. The sizes of these units will range from 1,170 to 1,611 square feet. Each unit will have its own private space balcony. The project will provide 178 residential automobile parking spaces and 23 guest automobile parking within two subterranean levels and one at-grade level. Nine bicycle parking spaces will be located on the ground floor level.

A Public Hearing was held with the Deputy Advisory Agency for Case No. VTT-75032-CN on October 4, 2017. At the public hearing, the Deputy Advisory Agency held Case No. VTT-75032-CN under advisement pending the determination of companion Case No. DIR-2017-2442-SPR. Both cases were approved on November 9, 2017. The Site Plan Review appeal period ended on November 27, 2017 and was not appealed. The Vesting Tentative Tract appeal period ended on November 20, 2017. An appeal of the Condition No. 5 of tract map approval was filed on November 19, 2017 by Tamika L. Butler of the Los Angeles Neighborhood Land Trust. Pursuant to LAMC Section 17.02, the proper appeal Board is the City Planning Commission because the project results in the creation of 50 or more residential dwelling units.

Background

The project site is a relatively flat, rectangular-shaped property on the southeast corner of Oxford Avenue and 5th Street in the Koreatown neighborhood of the Wilshire Community Plan area. The subject property is comprised of four lots totaling approximately 35,658 square feet of net lot area (0.86 acres). The site has approximately 148 feet along the south side of 5th Street and 299 feet along the east side of Oxford Avenue. The site is currently vacant.

Land Use and Zoning

The project site is located within the Wilshire Community Plan. It is also located within an Adaptive Reuse Incentive Area, Los Angeles State Enterprise Zone, Transit Priority Area, and Wilshire Center/Koreatown Redevelopment Project Area of the Community Redevelopment Agency of Los Angeles (CRA/LA). It is not located within any specific plan or community design overlays.

The adopted Community Plan currently designates the subject property for High Medium Residential land uses corresponding to the R4 Zone. The site is zoned R4-2, which is consistent with its current land use designation. The project site has a Height District 2 designation that does not establish a height limit but restricts the Floor Area Ratio of a development to a maximum of 6:1. The project will be built to a 3.49:1 FAR, consistent with the Height District. The zoning and land use designation of the project site permits a maximum residential density of one dwelling unit per 400 square feet of lot area in areas designated for High Medium Residential Land Uses. As such, a maximum of 89 residential units would be allowed on the project site. A total of 89 dwelling units is proposed, the maximum allowable density permitted on the project site, consistent with the underlying zoning of the site.

Surrounding Properties

The project site is located in an area known as the Wilshire Center according to the Wilshire Community Plan and in the subarea known Koreatown which is characterized by a dense collection of high rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and both high-rise and low-rise apartment buildings. The immediate surrounding areas is characterized by low- to mid-rise apartment buildings.

Surrounding uses are within the R4-2, R1-1, R3-2, and C2-1 Zones and are generally developed with residential, commercial and office uses. Properties to the north across 5th Street are zoned R4-2, R1-1, and R3-2 and are developed with three to four-story multi-family residential buildings, single family residential buildings, and the California Market Place consisting of restaurants and retail. Properties to the east and south abutting the subject property and to the west across Oxford Avenue, are zoned R4-2 are developed with two to seven-story multi-family residential buildings.

Streets and Circulation

West 5th Street, is a designated Collector Street dedicated to a width of 66 feet to the north of the project site and is fully improved. The project is required to dedicate a 20-foot half-width roadway within a 33-foot half-width right-of-way and will be required to install the necessary improvements to the satisfaction of the Bureau of Engineering.

South Oxford Avenue is a designated Collector Street dedicated to a width of 66 feet to the west of the project site and is fully improved. The project is required to dedicate a 20-foot half-width roadway within a 33-foot half-width right-of-way and will be required to install the necessary improvements to the satisfaction of the Bureau of Engineering.

APPEAL ANALYSIS

The Advisory Agency's approval of Case No. VTT-75032-CN received one appeal from an aggrieved party. The appeal points raised relate to the Advisory Agency's inclusion of an in-lieu fee over the requirement to provide on-site recreation and park space. The following statements have been compiled from the submitted appeal. The appeal in its entirety have been attached herein as Exhibit B.

APPEAL POINT 1:

The appellant notes that Condition No. 5 was incorrectly related to the zone rather than to the number of dwellings units as is required by Los Angeles Municipal Code (LAMC) Section 12.33. As such, Staff is recommending that Condition No. 5 be amended to read as follows:

5. That the Park Fee paid to the Department of Recreation and Parks be calculated as a Subdivision (Quimby in-lieu) fee based on ~~the R4-2 Zone~~ **on 89 dwelling units**.

APPEAL POINT 2:

The Department of City Planning erred in the decision to require an in-lieu fee instead of a dedication of land, as was the recommendation of the Department of Recreation and Parks.

STAFF RESPONSE:

The 1975 Quimby Act, Section 66477 of the Subdivision Map Act, authorizes the local legislative body to require the dedication of land or the imposition of fees for park and recreational purposes to be included as a condition of approval of a subdivision map, if specified requirements are met, equivalent to providing a minimum of three acres of parkland per 1,000 residents. The Act requires that the subdivider dedicate land or pay in-lieu fees, or a combination thereof, strictly for the purposes of developing or rehabilitating park or recreational facilities to serve the subdivision, or in a neighborhood other than the neighborhood, for which the land was dedicated or fees were paid. Further, pursuant to LAMC Section12.33, a subdivision containing more than 50 dwelling units shall be required to consult with the Departments of Recreation and Park and City Planning to discuss the viability of dedicating land, making park improvements, paying a park fee or providing a combination of land dedication or fee payment. Any land dedication for park and recreation purposes must be located within the subdivision or within a two-mile radius for a Neighborhood Park, a five-mile radius for a Community Park or a 10-mile radius for a Regional Park.

Section 12.33-A of the LAMC states that the purpose of park fees is to enable the acquisition of land and the collection of fees is to be used for the purpose of developing new or rehabilitating existing recreational facilities as new residential dwelling units could result in an increase in demand on existing park and recreational facilities and create the need for additional facilities. Section 12.33-C of the LAMC requires most residential projects to dedicate land or pay an in-lieu fee for the purpose of developing park and recreational facilities, while Section 12.33-D specifies how those dedications are to be calculated.

Pursuant to LAMC 17.04, the Department of Recreation and Parks (RAP) is to submit a Report to the Advisory Agency for each application for subdivision map approval and that Report "shall contain recommendations, approved by the Board of Recreation and Parks Commissioners (Board), specifying the land to be dedicated, the payment of frees in lieu thereof, or a combination of both…" On August 9, 2017, the RAP Board approved Board

Report 17-172 which recommended that the project dedicate land to the City in order to fulfill the Project's requirements under provisions under provisions of LAMC 12.33. Section 17.03-A of the LAMC grants the Advisory Agency authority to require the dedication of land, the payment of fees in lieu thereof, or a combination of both for the acquisition and development of park and recreation sites and facilities and to "include or omit in whole or in part the reports or recommendations of the other concerned officials or City departments…".

In 2015, the Sustainable City pLAn was released which sets a goal of increasing the percentage of Angelinos living within a one-half mile from a park to 65% by 2025 and 75% by 2035. Requiring a land dedication for a public park as a condition of approval of a subdivision is one of the mechanism. However, in the subject case the site is located in an area where 72 public parks are within a five-mile radius of the project site, as shown in the table below. These parks range from small neighborhood parks less than one acre in size designed to serve neighboring residents to regional parks over 50 acres in size designed to serve residents of the greater Los Angeles region.

Park	Distance	Park Type
1. Seoul International Park (Ardmore Recreation Center)	0.84 miles	Neighborhood
2. Burns (Robert L.) Park	0.86 miles	Neighborhood
3. Country Club Park Heritage Plaza	0.93 miles	Neighborhood
4. Harold A. Henry Park	1.10 miles	Neighborhood
5. LA High Memorial Park	1.46 miles	Neighborhood
6. Madison West Park	1.47 miles	Neighborhood
7. Occidental Parkway	1.56 miles	Neighborhood
8. MacArthur Park	1.79 miles	Community
9. West Adams Heights Park	1.86 miles	Neighborhood
10. Bellevue Recreation Center	1.90 miles	Neighborhood
11. Seily Rodriguez Park	1.95 miles	Neighborhood
12. Hope and Peace Park	1.99 miles	Neighborhood
13. La Mirada Park	1.99 miles	Neighborhood
14. Alvarado terrace park	2.07 miles	Neighborhood
15. Washington Irving Pocket Park	2.11 miles	Neighborhood
16. Pico Union Vest Pocket Park	2.15 miles	Neighborhood
17. Lake Street Park	2.18 miles	Neighborhood
18. Benny H. Potter West Adams Avenues Memorial Park	2.24 miles	Neighborhood
19. Unidad Park (Beverly Pocket Park)	2.48 miles	Neighborhood
20. Richardson Family Park	2.53 miles	Neighborhood
21. Carlton Way Park	2.53 miles	Neighborhood
22. Mascot Park	2.58 miles	Neighborhood
23. De Longpre park	2.61 miles	Neighborhood
24. Barnsdall Art Park	2.62 miles	Community
25. Pan Pacific Park	2.74 miles	Community
26. Echo Park Recreation Center	2.75 miles	Neighborhood
27. Selma park	2.78 miles	Neighborhood
28. Patton Street Park	2.81 miles	Neighborhood
29. Leslie N. Shaw Park	2.81 miles	Neighborhood
30. St. James Park	2.82 miles	Neighborhood
31. Vista Hermosa Park	2.87 miles	Neighborhood
32. Gladys Jean Wesson park (AKA West Boulevard)	2.91 miles	Neighborhood
33. Yucca Park	3.07 miles	Neighborhood
34. Sunnynook River Park	3.13 miles	Neighborhood
35. Carthay Circle Park	3.29 miles	Neighborhood
36. Dorothy & Benjamin Smith Park	3.33 miles	Neighborhood
37. Pershing Square Park	3.34 miles	Neighborhood

38. Lilac Terrace Park	3.36 miles	Community
39. Curtis Roland Park	3.39 miles	Neighborhood
40. Everett Triangle Park (AKA Tear Drop Park)	3.41 miles	Neighborhood
41. Expo Center – Exposition Park Rose Garden	3.54 miles	Community
42. Martin Luther King Jr. Park	3.55 miles	Neighborhood
43. Spring Street Park	3.58 miles	Neighborhood
44. Montecillo De Leo Politi Park	3.62 miles	Community
45. Runyon Canyon Park	3.64 miles	Regional
46. City Hall Park Center	3.77 miles	Community
47. Chavez Ravine Arboretum	3.80 miles	Regional
48. Wattles Garden park	3.84 miles	Regional
49. Genesee Avenue Park	4.00 miles	Neighborhood
50. Los Angeles Plaza Park (AKA Father Serra Park)	4.01 miles	Neighborhood
51. Bird Sanctuary	4.08 miles	Regional
52. Gladys Park	4.13 miles	Neighborhood
53. Bishop Canyon	4.15 miles	Regional
54. Elysian Park	4.15 miles	Regional
55. William S. Hart Park	4.20 miles	Neighborhood
56. Bronson Canyon	4.29 miles	Regional
57. Westside Neighborhood Park	4.35 miles	Neighborhood
58. Lake Hollywood Park	4.39 miles	Community
59. Glenhurst Park	4.44 miles	Neighborhood
60. Leimert Plaza Park	4.45 miles	Neighborhood
61. Bond Area	4.51 miles	Neighborhood
62. Vermont Square Park	4.51 miles	Neighborhood
63. Orchard Avenue Park	4.54 miles	Neighborhood
64. Cedar Grove	4.56 miles	Regional
65. Buena Vista Meadow Picnic Area	4.57 miles	Community
66. Angeles Mesa Park	4.62 miles	Neighborhood
67. Julian C. Dixon Park (Formerly 48th Street Park)	4.69 miles	Neighborhood
68. Downey Recreation Center	4.82 miles	Neighborhood
69. Park Center (Griffith Park)	4.87 miles	Regional
70. Crystal Springs	4.93 miles	Regional
71. Griffith Park	4.93 miles	Regional
72. Reynier Park	4.95 miles	Neighborhood

In addition, the site is located within 1,000 feet of the Wilshire/Western Red Line Metro Station and is in proximity to a number of public transit stations and stops. Residents of the proposed development would have access to a number of public parks through the utilization of current and future public transportation options.

The dedication, as recommended, would result in a loss of 0.49 acres of the 0.82 acre site which, would result in a loss of 60% of the site. If the developer desired to develop the approved 89 units, the loss of 60% of the site would result in a building consisting of 14 stories. With the tallest building surrounding the subject property consisting of six stories, the development of a 14-story building would be incompatible with the surrounding mostly three story developments, as indicated by the Planning Deputy of Council District 10. While the applicant has the option to purchase land off-site to satisfy the provision of park amenities, given that vacant land in the highly-urbanized Koreatown area is difficult to find and would result in a cost to the owner of nearly five times that of the in-lieu fee which would deter the applicant from constructing the much-needed housing units in an area zoned and planned for such density.

On October 23, 2015, Mayor Garcetti issued Executive Directive No. 13 which calls for the creation of 100,000 new housing units by 2021. The city is in the process of developing a

new park at the Pio Pico Library, located 0.4 miles south of the project site. The applicant is working with Council District 10 to provide funding to the proposed park. In addition, the applicant has agreed to pay an in-lieu fee that would not consider the on-site credit for providing open space as part of the project thereby contributing to the creation of housing while investing in a current park project within proximity of the project site.

Lastly, the environmental review of the project did not consider the impacts of an on-site or off-site park or recreational facility. The environmental review for the project considered the project as submitted by the Applicant, which did not include the improvements for an on-site park or recreational facility. The impacts of an off-site improvement were not considered as a specific parcel was not identified when Staff was conducting the CEQA review for the project. Given that the Advisory Agency was not able to consider the improvement of a specific off-site park or the improvement of an on-site park, per CEQA the Advisory Agency acted in a reasonable manner by requiring the developer to pay in-lieu fees to satisfy their Quimby requirements.

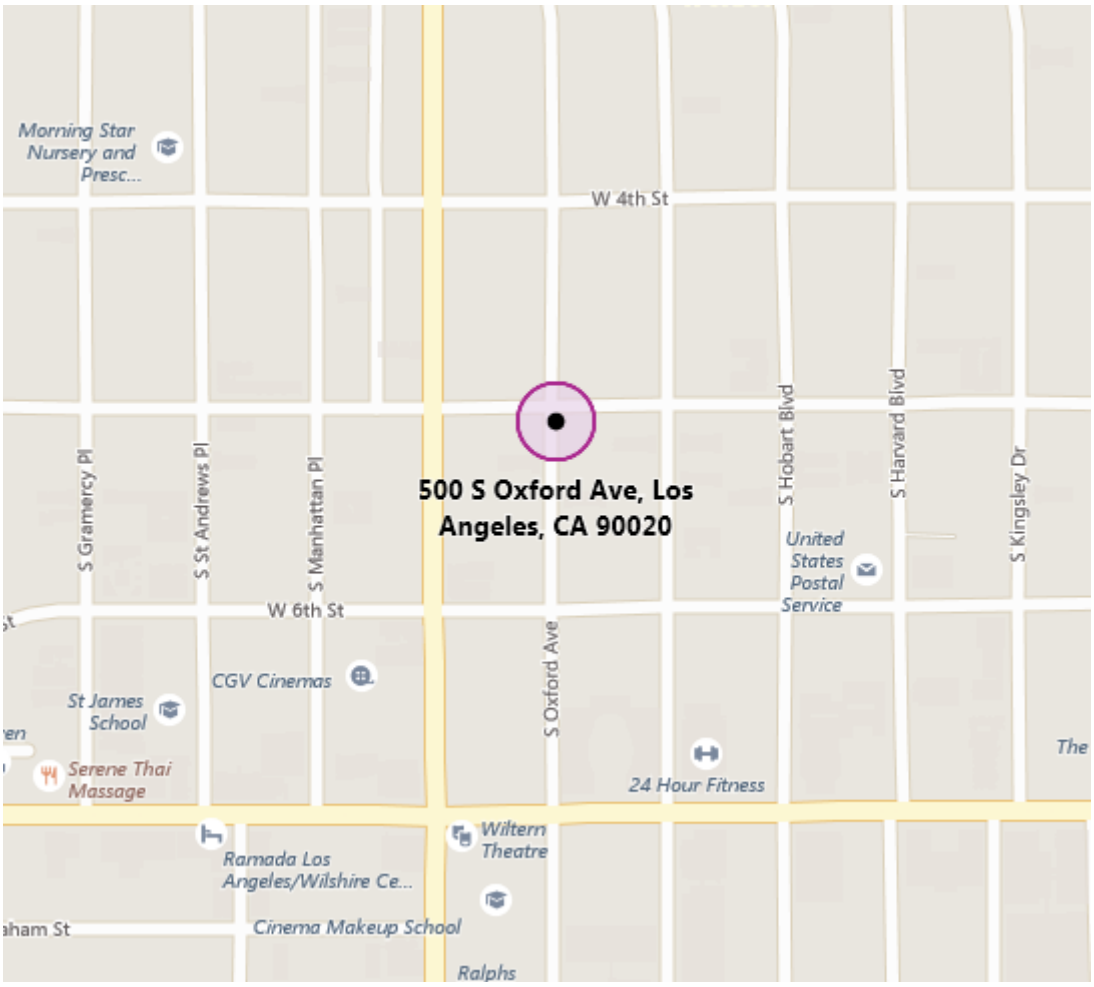
Given the proposed project's proximity to 72 public parks within a five-mile radius including 13 parks located less than one-half mile from the site, the Advisory Agency has determined that an in-lieu fee paid to the Department of Recreation and Parks is appropriate and would allow for the development of a public park within proximity to the project while creating much-needed housing within a building that is consistent with the surrounding land use pattern of the area.

Staff Recommendation:

Based on the aforementioned information, the Advisory Agency did not err or abuse their authority in requiring an in-lieu fee over an on-site dedication. The approved map is consistent with the Community Plan. Therefore, staff recommends that the Commission approve in part and deny in part the appeal and that the decision of the Advisory Agency be sustained with the implementation of Staff's addendum to Condition No. 5.

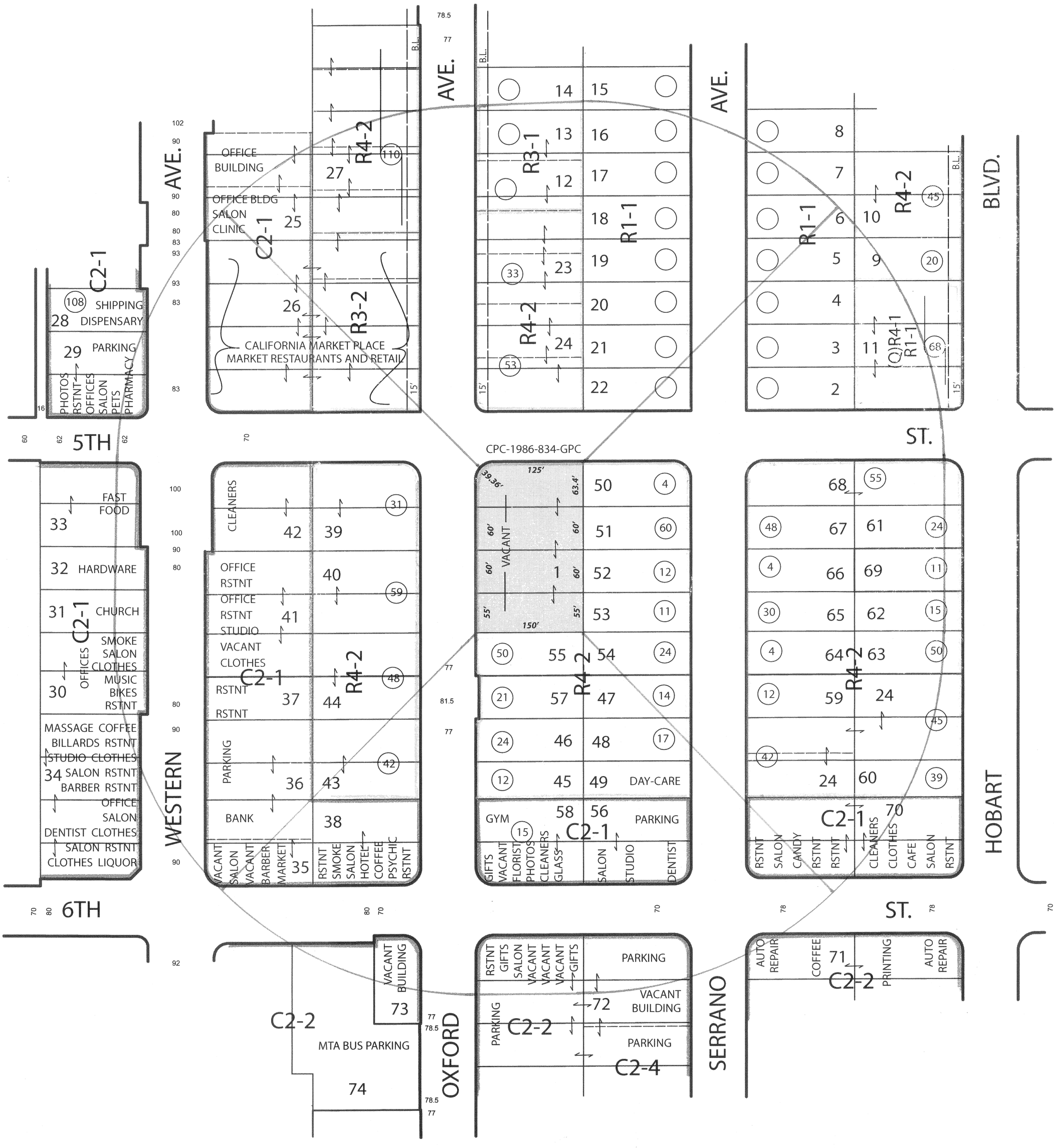
Exhibit A

Vicinity Map



Address: 500 S. OXFORD AVENUE, LOS ANGELES

QMS 17-170



SITE PLAN REVIEW

VESTING TENTATIVE TRACT NUMBER 75032

QMS Quality Mapping Service

14549 Archwood St. Suite 301
Van Nuys, California 91405
Phone (818) 997-7949 - Fax (818) 997-0351
qmapping@qesqms.com

DRAWN BY:

THOMAS BROTHERS
Page: 633 **Grid:** H-2

ASSESSOR PARCEL NUMBER:
5503-020-026

SITE ADDRESS: 500 S. OXFORD AVE.

LEGAL
LOT: 120-123
TRACT: KENSINGTON PLACE EXTENSION M.B. 9-48

CD: 10
CT: 2118.02
PA: 106-WILSHIRE
USES: FIELD

CASE NO:
SCALE: 1" = 100'
D.M.: 135B193

CONTACT: KIMLEY - HORN
PHONE: 213-261-4057

NORTH

DATE: 04-20-17
Update:

NET AC: 0.82 +/-

QMS: 17-170

Exhibit B

ORIGINAL

APPLICATIONS:

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

☐ Area Planning Commission ☑ City Planning Commission ☐ City Council ☐ Director of Planning

Regarding Case Number: VTT-75032-CN

Project Address: 500 South Oxford Avenue

Final Date to Appeal: November 20, 2017

Type of Appeal:
☐ Appeal by Applicant/Owner
☑ Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved
☐ Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

Appellant's name (print): Tamika L. Butler

Company: Los Angeles Neighborhood Land Trust

Mailing Address: 1541 Wilshire Blvd, Suite 400

City: Los Angeles State: CA Zip: 90017

Telephone: (213) 572-0188 E-mail: tbutler@lanlt.org

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

  ☑ Self ☐ Other: _____

- Is the appeal being filed to support the original applicant's position? ☐ Yes ☑ No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed? ☐ Entire ☑ Part

Are specific conditions of approval being appealed? ☑ Yes ☐ No

If Yes, list the condition number(s) here: 5

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____ Date: 11/20/17

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
  - Appeal Application (form CP-7769)
  - Justification/Reason for Appeal
  - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
  - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: $89.00	Reviewed & Accepted by (DSC Planner): F. LEILUA	Date: 11/20/2017
Receipt No: 0103817220	Deemed Complete by (Project Planner):	Date:
☒ Determination authority notified	☐ Original receipt and BTC receipt (if original applicant)	

LOS ANGELES
NEIGHBORHOOD LAND TRUST

November 20, 2017

Vince Bertoni
Director of Planning
Los Angeles Department of City Planning
200 N Spring St, 5th Floor
Los Angeles, CA 90012

RE: Case VTT-75032-CN (500 S Oxford Ave) – Appealing the Determination of the Advisory Agency

Dear Director Bertoni:

The Los Angeles Neighborhood Land Trust (Land Trust) is appealing the Advisory Agency determination dated November 9, 2017 on case VTT-75032-CN because we oppose the decision to require in-lieu fee payment (condition 5), which is a rejection of the Department of Recreation and Parks' recommendation to require park land dedication. We also note that condition 5 requires the in-lieu fee to be calculated based on the zone, which is inconsistent with the new code requirements under Los Angeles Municipal Code Section 12.33 (otherwise known as the revised Quimby ordinance). In accordance with LAMC 12.33, the very high park need of the Koreatown neighborhood, and the fact that this project contains *zero* affordable units, we (1) request a clear rationale for the Agency's decision against land dedication, and (2) ask for land dedication to be required in this case.

The Land Trust creates, organizes, and advocates for parks and gardens in Los Angeles' low-income, park-poor communities of color. We are proud to have led the successful multi-year campaign and coalition to overhaul what had been a severely outdated and inequitable Quimby park land dedication and fee ordinance. After years of broad-based stakeholder input, the modernized Quimby ordinance was passed unanimously by City Council in September 2016 and went into effect in January of this year.

The City's successful reform of the Quimby ordinance is a critical step in addressing LA's well-documented park deficiencies and inequities—longstanding goals of the City's General Plan and the Mayor's Sustainable City Plan. In fact, Implementation Program P64 of the Health and Wellness Element (Plan for a Healthy Los Angeles) calls for "increas[ing] the resources available for recreation and parks, geographic flexibility for fund disbursement, and *land dedication for park space to address the need for equitably-distributed parks throughout the City*" (emphasis added).

Both the state Quimby law and the City's implementing ordinance provide for large subdivisions to dedicate land for parks. While both the state law and city ordinance provide an in-lieu fee option, land dedication is preferred, which is why the fee option is "in lieu." The fee should therefore be seen as a fallback, not the first choice. For many years prior to adopting the new ordinance, the City regularly defaulted to the fee option. In fact, the Department of City Planning's own staff report on the revised Quimby ordinance (CPC-2015-2328-CA-GPA), produced for the March 24, 2016 City Planning Commission meeting, illuminates how defaulting to the fee instead of obtaining land was problematic in the past:

> "Although State and local Quimby regulations allow for park land dedication to be required for subdivision projects with 50 or more units, the vast majority of developers elect to pay the in-lieu fee rather than dedicate land.... Generally, developers opt for paying the in-lieu fee because it is more cost effective [for them] and logistically easier. By providing the City with the funds, the developer is relieved from the obligation of finding an adequate site and funding the construction, needed amenities, and maintenance of new park and open spaces. Furthermore, by the time Quimby fees are paid it is often too late in project design to consider land dedication. In turn, through in-lieu fees, the developer is relieved from the onus of meeting the demand for park space created by the project and passes it on to the City who will undoubtedly face the same challenges."

The revised ordinance addresses the City's past challenges with obtaining land by instituting an early consultation process to facilitate discussions with developers before much effort is expended in project design. The aforementioned Planning Department staff report clearly states the ordinance's intent: "In order to create more opportunities for land dedication in an effort to increase park land, the ordinance calls for a predevelopment meeting and an update to the credit structure."

The Department of Recreation and Parks held the requisite early consultation meeting with the developer for case VTT-75032-CN on May 18, 2017 and discussed at length the new code requirements and preference for land dedication. On August 9, 2017, the Board of Recreation and Park Commissioners approved the staff report to recommend that the Advisory Agency require land dedication.

As you know, this project is located in the heart of Koreatown, the densest and one of the most park-poor neighborhoods of the city and the county. According to the LA Countywide Parks and Recreation Needs Assessment, Koreatown's park service is 0.1 acre per 1,000 residents, which amounts to an unconscionable four square feet of green space per person. The atrocious park service level in Koreatown is far below the citywide average of 4.2 acres per 1,000 residents.

Therefore, the City should make use of the reformed Quimby ordinance's preferred option to obtain additional park land through the development process. During the October 4, 2017 Advisory Agency hearing for this case, the Deputy Advisory Agency stated that housing stock is in competition with parks and that it would be wise for the City to figure out other ways to acquire park land. This statement seems to fly in the face of the ordinance, which was crafted by the Department of City Planning, debated vigorously through four public hearings, and adopted unanimously by City Council. The City's own track record on the alternative—accepting fees instead of land—contributed to the park shortage cited above. This was a driving force behind the preference for land dedication embodied in the new ordinance.

Furthermore, the new fee levels were slashed during the legislative process—ostensibly to allow room for the then-newly proposed affordable housing linkage fee—and are far below the $18,364/unit necessary just to preserve the City's current park service of 4.2 acres per 1,000 residents, per the City's own fee study (the study did not contemplate a fee level to reach the General Plan goal of 10 acres per 1,000 residents). If the City relies on the park fees alone, it will build itself toward a dismal future of 2.3 park acres per 1,000 residents, assuming it is able to pick up the pace of land acquisition and development, an already difficult task in dense and built-out communities. This potential abysmal park service level is absolutely unacceptable and wholly inconsistent with the City's General Plan and the Planning Department's own staff report.

Office: Downtown
Applicant Copy
Application Invoice No: 41622

City of Los Angeles
Department of City Planning

LA DBS
DEPARTMENT OF BUILDING AND SAFETY

LA Department of Building and Safety
LA SELV 103119349 11/20/2017 12:07:41 PM

PLAN & LAND USE	$106.80
DEV SERV CENTER SURCH-PLANNING	$2.67
Sub Total:	$109.47

Receipt #: 0103817220

City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord th your application, regardless of whether or not you obtain the services o

This filing fee is required by Chapter 1, Article 9, L..

Applicant: LOS ANGELES NEIGHBORHOOD LAND TRUST - BUTLER, TAMIKA (213
Representative:
Project Address: 500 SOUTH OXFORD AVE

NOTES:

VTT-75032-CN-1A

Item	Fee	%	Charged Fee
Appeal by Aggrieved Parties Other than the Original Applicant *	$89.00	100%	$89.00
		Case Total	$89.00

Item	Charged Fee
*Fees Subject to Surcharges	$89.00
Fees Not Subject to Surcharges	$0.00
Plan & Land Use Fees Total	$89.00
Expediting Fee	$0.00
Development Services Center Surcharge (3%)	$2.67
City Planning Systems Development Surcharge (6%)	$5.34
Operating Surcharge (7%)	$6.23
General Plan Maintenance Surcharge (7%)	$6.23
Grand Total	$109.47
Total Invoice	$109.47
Total Overpayment Amount	$0.00
Total Paid(this amount must equal the sum of all checks)	$109.47

Council District: 10
Plan Area: Wilshire
Processed by LEILUA, FIPE on 11/20/2017

Signature: L. Leilua

Exhibit C

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

CAROLINE CHOE
VAHID KHORSAND
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
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http://planning.lacity.org

November 14, 2017

Sang Hoon Chung (O)(A)
Fred & Jamison, LLC
2600 Michelson Drive, Suite 960
Irvine, CA 92612

Boaz Miodovsky (R)
Ketter Design
14541 Delano Street
Van Nuys, CA 91411

RE: Vesting Tentative Tract Map No. 75032-CN
Related Case: DIR-2017-2442-SPR
Address: 500 South Oxford Avenue
Wilshire Planning Area
Zone : R4-2
D. M. : 135B193
C. D. : 10 - Wessen
CEQA: ENV-2017-2442-CE

LETTER OF CORRECTION

On November 9, 2017, the Advisory Agency approved Case No. VTT-75032-CN for a site located at 500 South Oxford Avenue, for the merger and subdivision of four (4) lots into one (1) lot with a maximum of 89 condominium units as shown on map stamp-dated June 19, 2017 in the Wilshire community Plan. The determination contained a minor technical error that resulted in a determination letter that contained a grant clause that was not consistent with the request or the Advisory Agency's approval of the Vesting Tentative Tract Map.

The grant clause of the determination is hereby corrected as follows:

In accordance with provisions of Los Angeles Municipal Code (LAMC) Section 17.03, the Advisory Agency approved Vesting Tentative Tract Map No. 75032-CN located at 500 South Oxford Avenue, for the **merger and resubdivision of ~~the subject site, into~~ four (4) lots <u>into one (1) lot</u>, in conjunction with the construction, use, and maintenance of an 89-unit residential condominium building**, as shown on the map date-stamped June 19, 2017 in the Wilshire Community Plan. This unit density is based on the R4-2 Zone. (The subdivider is hereby advised that the LAMC may not permit his maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety, which will legally interpret the Zoning code as it applies to this particular property.) For an appointment with the Development Services Center call (213) 482-7077 or (818) 374-5050. The Advisory

Agency's consideration of the request is subject to the following conditions:

Given that the correction does not change the contents of the determination and is an insignificant technical correction, the appeal period for this case shall remain November 20, 2017 as stated in the original determination.

All other terms and conditions of VTT-75032-CN shall remain as originally granted.

Vincent P. Bertoni, AICP
Advisory Agency

NICHOLAS HENDRICKS
Deputy Advisory Agency

NH:HB:JL:bk

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

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JAN ZATORSKI
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(213) 978-1273

http://planning.lacity.org

Decision Date: November 9, 2017

Appeal Period Ends: November 20, 2017

Sang Hoon Chung (O)(A)
Fred & Jamison, LLC
2600 Michelson Drive, Suite 960
Irvine, CA 92612

Boaz Miodovsky (R)
Ketter Design
14541 Delano Street
Van Nuys, CA 91411

RE: Vesting Tentative Tract Map No. 75032-CN
Related Case: DIR-2017-2442-SPR
Address: 500 South Oxford Avenue
Wilshire Planning Area
Zone : R4-2
D. M. : 135B193
C. D. : 10 - Wessen
CEQA: ENV-2017-2442-CE

In accordance with provisions of Los Angeles Municipal Code (LAMC) Section 17.03, the Advisory Agency approved Vesting Tentative Tract Map No. 75032-CN located at 500 South Oxford Avenue, for the **merger and resubdivision of the subject site, into four (4) lots, in conjunction with the construction, use, and maintenance of an 89-unit residential condominium building**, as shown on the map date-stamped June 19, 2017 in the Wilshire Community Plan. This unit density is based on the R4-2 Zone. (The subdivider is hereby advised that the LAMC may not permit his maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety, which will legally interpret the Zoning code as it applies to this particular property.) For an appointment with the Development Services Center call (213) 482-7077 or (818) 374-5050. The Advisory Agency's consideration of the request is subject to the following conditions:

NOTE on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

1. That any fee deficit under Work Order No. EXT00759 expediting this project be paid.

2. That the subdivider make a request to the Valley District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

3. Prior to the recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure the following:

   a. A comprehensive geology and soils report including a detailed description of the proposed construction; detailed plans and cross sections; site-specific field exploration and laboratory testing; and, robust engineering analysis and building specific recommendations shall be submitted to the Department for review and approval

   b. Per Section 17.56 of the LAMC, each approved Tract Map recorded with the County Recorder shall contain the following statement: “The approval of this Tract Map shall not be construed as having been based upon geological investigation such as will authorize the issuance of building permits on the subject property. Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it deems necessary to justify the issuance of such building permits.”

   c. Comply with any requirement with the Department of Building and Safety, Grading Division for recordation of the final map and issuance of any permit.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

4. Prior to the recordation of the final map, show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication(s). “Area” requirements shall be rechecked as per net lot area after street dedication. Front and side yard requirements shall be required to comply with current code as measured from new property lines after dedication(s).

   Notes:

   The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

DEPARTMENT OF RECREATION AND PARKS

5. That the Park Fee paid to the Department of Recreation and Parks be calculated as a Subdivision (Quimby in-lieu) fee based on the R4-2 Zone.

DEPARTMENT OF TRANSPORTATION

6. Prior to the recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure the following:

   a. Submit a construction work site traffic control plan to the Department of Transportation 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. All construction related traffic shall be restricted to off-peak hours.

   b. On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **5th Street** and **Oxford Avenue** have been designated as Collector Streets which would both require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

   c. The traffic study indicated that the project would provide 232 vehicle parking spaces. The applicant should check with the Department of Building and Safety on the number of code-required parking spaces needed for the project.

   d. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to the submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street, 4th Floor, Station 3)

   e. New driveways shall be Case 2 – designed with a recommended width of 30 feet for two-way operations.

   f. Delivery truck loading and unloading should take place on site with no vehicles having to back into the project via the proposed project driveway.

g. That the condition clearance fee be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15.

FIRE DEPARTMENT

7. Prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:

a. Submittal of plot plans for Fire Department review and approval prior to recordation of Tract Map Action.

b. Access for Fire Department apparatus and personnel to and into all structures shall be required.

c. One or more Know Boxes will be required to be installed for LAFD access to the project location and number to be determined by the LAFD Field Inspector. (Refer to FPB Req #75)

d. The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.

e. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

f. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

g. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

Policy Exception: LAMC 57.09.03.B Exception:

- When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the west standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

- It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the

structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.

- This policy does not apply to single-family dwellings or to non-residential buildings.

h. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; but, in no case greater than 150 feet horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

i. Entrance to the main lobby shall be located off the address side of the building.

j. Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet of the visual line of the site’s main entrance stairwell or to the satisfaction of the Fire Department.

k. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

l. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder success.

m. Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

n. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department’s review of the plot plan.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6504. You should advise any consultant representing you of this requirement as well.

LOS ANGELES UNIFIED SCHOOL DISTRICT (LAUSD)

8. The applicant shall make timely contact for coordination to safeguard pedestrians/motorists with the LAUSD Transportation Branch, phone no. (213) 580-2950.

   Note: This condition may be cleared by a written communication from the LAUSD Transportation Branch and to the satisfaction of the Advisory Agency).

DEPARTMENT OF WATER AND POWER

9. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c).)

BUREAU OF STREET LIGHTING

10. If new street light(s) are required, then prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

    Street light improvements shall be made to the satisfaction of the Bureau of Street Lighting and/or the following street lighting improvements shall be required (This condition shall be deemed cleared at the time the City Engineer clears Condition S-3.(c).)

BUREAU OF SANITATION

11. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

INFORMATION TECHNOLOGY AGENCY

12. To assure that cable television facilities will be installed in the same manner as other required improvements, please email cabletv.ita@lacity.org that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of 3 people in case the applicant/owner has any additional questions.

URBAN FORESTRY DIVISION AND THE DEPARTMENT OF CITY PLANNING

13. 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 sub divider or contractor shall notify the Urban Forestry Division upon completion of construction to expedite tree planting.

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

14. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

    a. A Certificate of Occupancy (temporary or final) for the building(s) in Vesting Tentative Tract Map No. VTT-75032 shall not be issued until after the final map has been recorded.

    b. Limit the proposed development to a maximum of 89 residential condominium units.

    c. Parking. The project shall provide vehicle parking pursuant to LAMC Section 12.21-A.4 and bicycle parking pursuant to LAMC Section 12.21-A.16. Tandem parking is allowed.

    d. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.

    e. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.

    f. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

    g. Copies of all recorded Covenant and Agreement(s) for all reciprocal private easements shall be submitted to the Planning Department for placement in the tract file.

15. Prior to the clearance of any tract map conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

16. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement. (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.

f. 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.

DEPARTMENT OF CITY PLANNING-STANDARD CONDOMINIUM CONDITIONS

C-1. That approval of this tract constitutes approval of model home uses, including a sales office and off-street parking. Where the existing zoning is (T) or (Q) for multiple residential use, no construction or use shall be permitted until the final map has recorded or the proper zone has been effectuated. If models are constructed under this tract approval, the following conditions shall apply:

1. Prior to recordation of the final map, the subdivider shall submit a plot plan for approval by the Division of Land Section of the Department of City Planning showing the location of the model dwellings, sales office and off-street parking. The sales office must be within one of the model buildings.

2. All other conditions applying to Model Dwellings under Section 12.22-A,10 and 11 and Section 17.05-O of the LAMC shall be fully complied with satisfactory to the Department of Building and Safety.

C-2. Prior to the recordation of the final map, the subdivider shall pay or guarantee the payment of a park and recreation fee based on the latest fee rate schedule applicable. The amount of said fee to be established by the Advisory Agency in accordance with LAMC Section 17.12 and is to be paid and deposited in the trust accounts of the Park and Recreation Fund.

C-3. Prior to obtaining any grading or building permits before the recordation of the final map, a landscape plan, prepared by a licensed landscape architect, shall be submitted to and approved by the Advisory Agency in accordance with CP-6730.

In the event the subdivider decides not to request a permit before the recordation of the final map, a covenant and agreement satisfactory to the Advisory Agency

guaranteeing the submission of such plan before obtaining any permit shall be recorded.

C-4. In order to expedite the development, the applicant may apply for a building permit for an apartment building. However, prior to issuance of a building permit for apartments, the registered civil engineer, architect or licensed land surveyor shall certify in a letter to the Advisory Agency that all applicable tract conditions affecting the physical design of the building and/or site, have been included into the building plans. Such letter is sufficient to clear this condition. In addition, all of the applicable tract conditions shall be stated in full on the building plans and a copy of the plans shall be reviewed and approved by the Advisory Agency prior to submittal to the Department of Building and Safety for a building permit.

OR

If a building permit for apartments will not be requested, the project civil engineer, architect or licensed land surveyor must certify in a letter to the Advisory Agency that the applicant will not request a permit for apartments and intends to acquire a building permit for a condominium building(s). Such letter is sufficient to clear this condition.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.

(b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.

(c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.

(d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.

(e) That drainage matters be taken care of satisfactory to the City Engineer.

(f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary

topography of adjoining areas be submitted to the City Engineer.

(g) That any required slope easements be dedicated by the final map.

(h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.

(i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.

(j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.

(k) That no public street grade exceeds 15%.

(l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.

S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:

(a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.

(b) Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.

(c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.

(d) All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.

(e) Any required bonded sewer fees shall be paid <u>prior to recordation of the final map</u>.

S-3. That the following improvements be either constructed <u>prior to recordation of the final map</u> or that the construction be suitably guaranteed:

(a) Construct on-site sewers to serve the tract as determined by the City

Engineer.

(b) Construct any necessary drainage facilities.

(c) Construct new street light: one (1) on 5th Street. If street widening is required per BOE improvement conditions, relocate and upgrade street lights; one (1) on Oxford Avenue and one (1) on 5th Street.

(d) 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 Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division (213-485-5675) upon completion of construction to expedite tree planting.

(e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.

(f) Construct access ramps for the handicapped as required by the City Engineer.

(g) Close any unused driveways satisfactory to the City Engineer.

(h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.

(i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

1. Improve Oxford Avenue and 5th Street adjoining the subdivision by the removal of existing sidewalks and construction of new full width concrete sidewalks with tree wells of the parkways including any necessary removal and reconstruction of existing improvements.

NOTES:

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units.

Approval from Board of Public Works may be necessary before removal of any street trees in conjunction with the improvements in this tract map through Bureau of Street Services Urban Forestry Division.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05N.

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

FINDINGS OF FACT (CEQA)

Pursuant to State CEQA Guidelines and City of Los Angeles CEQA Guidelines, a Categorical Exemption (ENV-2017-2441-CE) was prepared for proposed project. Pursuant to Section 21084 of the California Public Resources Code, the above-referenced project has been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. The Department of City Planning, on Wednesday, July 14, 2017, issued ENV-2017-2441-CE, Class 32 and a Class 4 Category 1 as the CEQA clearances for the proposed project.

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed Ordinance listed in “CEQA Guidelines” Section 15300.2. The project is an infill project located in an existing multiple- and single- family developed residential neighborhood and will not create any impacts on an environmental resource of hazardous or critical concern. The project is in compliance with existing zoning and adopted land use designations and would not create a significant cumulative impact on the environment nor are any unusual circumstances anticipated, given that the project will be required to adhere to all applicable building codes and regulated construction methods. The project is not located on or adjacent to a scenic highway and has not been identified as a hazardous waste site. The project site is undeveloped and therefore does not contain any historic resources. In addition, the project will be required to adhere to all applicable regulatory compliance measures pertaining to the construction and operational activities of the project.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. 75032-CN, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

(a) THE PROPOSED MAP WILL BE/IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final, and parcel maps.

Pursuant to LAMC Section 17.06-B, Tentative Maps filed with the City Planning Department shall be prepared by or under the direction of a licensed surveyor or registered civil engineer. The Vesting Tentative Tract Map was prepared by a Registered Professional Engineer and contains the required components, dimensions, areas, notes, legal description, ownership, applicant and site address information as required by the Los Angeles Municipal Code ("LAMC").

The Los Angeles Municipal Code (LAMC) implements the goals, objectives, and policies of the Community Plan through adopted zoning regulations. The Zoning Code regulates, but is not limited to, the maximum permitted density, height, and the subdivision of land. The adopted Wilshire Community Plan does not address subdivision explicitly, however, the plan does provide for land designations with corresponding zones. The subject property is designated for High Medium Residential land uses corresponding to the R4 Zone. The project site is zoned R4-2, consistent with the zone under the site's land use designation. The construction of 89 dwelling units on the project site would be consistent with the land use designation of the site and the applicable zoning of the site.

The Vesting Tract Map for the proposed development of a residential condominium building is allowable under the current adopted zone and the land use designation, consistent with the General and Community Plans and the request is consistent with Article 7 (Division of Land Regulations – Sections 17.01, 17.05-C, and 17.06-B) of the Los Angeles Municipal Code. The project site is not governed by a specific plan.

(b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Pursuant to Section 66418 of the Subdivision Map Act, "design" of a map refers to street alignments, grades and widths; drainage and sanitary facilities and utilities, including alignments and grades thereof; location and size of all required easements and rights-of-way; fire roads and firebreaks; lot size and configuration; traffic access; grading; land to be dedicated for park or recreational purposes; and other such specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. In addition, Section 66427 of the Subdivision Map Act expressly states that the "design and location of buildings are not part of the map review process for condominium, community apartment or stock cooperative projects."

Section 17.05-C of the LAMC enumerates design standards for Subdivisions and requires that each subdivision map be designed in conformance with the Street Design Standards and in conformance to the General Plan. Section 17.05-C, third paragraph, further establishes that density calculations include the areas for residential use and areas designated for public uses, except for land set aside for street purposes ("net area"). The requested map meets the required components of a Vesting Tentative Tract Map. The project site is not located in a flood zone, very high fire hazard severity zone, liquefaction or a landslide area.

The design and layout of the Vesting Tract Map are consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the Los Angeles Municipal Code. Several public agencies (including Department of Building and Safety, Bureau of Engineering, and Bureau of Sanitation) have reviewed the map and found the subdivision design satisfactory. These agencies have imposed improvement requirements and/or conditions of approval.

The Vesting Tentative Tract Map describes and illustrates a land use consistent with the Wilshire Community Plan's High Medium residential land use designation and with the underlying R4 Zone. Therefore, as conditioned, the design and improvements of the proposed subdivision are consistent with the applicable General and Specific Plans.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The project site is one of the only vacant parcels within proximity of the site and is located in an area that is an otherwise mixed density neighborhood. The subject property is a relatively flat, rectangular-shaped corner parcel of land comprised of four contiguous lots consisting of 35,658 square feet of lot area having a frontage of 148 feet along the south side of 5th Street and 299 feet along the east side of Oxford Avenue. The subject property is zoned R4-2 within the Wilshire Community Plan Area with a High Medium Residential land use designation. Vehicular access to the project site will occur from a driveway on Oxford Avenue.

Section 12.33.C of the LAMC requires most residential projects that create new dwelling units or joint living and work quarters to dedicate land or pay a fee for the purpose of developing park and recreational facilities. LAMC 12.33.D specifies how those dedications are to be calculated.

Pursuant to LAMC 17.04, the Department of Recreation and Parks (RAP) is to submit a Report to the Advisory Agency for each application for subdivision map approval and that Report "shall contain recommendations, approved by the Board of Recreation and Parks Commissioners (Board), specifying the land to be dedicated, the payment of frees in lieu thereof, or a combination of both…" On August 9, 2017, the RAP Board approved Board Report 17-172 which recommends that the Advisory Agency require VTT-75032 to dedicate land to the City in order to fulfill the Project's requirements under provisions under provisions of LAMC 12.33.

The dedication, as recommended, would result in a loss 0.49 acres of the 0.82 acre site which, would result in a loss of 60% of the site. The loss of 60% of the site would result in the development of a building consisting of 14 stories to maintain the production of 89 residential units. With the tallest building surrounding the subject property consisting of six stories, the development of a 14-story building would be incompatible with the surrounding mostly three story developments, as indicated by the Planning Deputy of Council District 10. While the applicant has the option to purchase land off-site to satisfy the provision of park

amenities, given that vacant land in the highly-urbanized Koreatown area is difficult to find and would result in a coast to the owner of nearly five times that of the in-lieu fee which would deter the applicant from constructing the much-needed housing units in an area zoned and planned for such density.

The subject site is located in an area where there are 72 public parks within a five-mile radius of the project site as shown in the table titled Parks within five miles of the Project Site available in the case file. These parks range from small neighborhood parks less than one acre in size designed to serve neighboring residents to regional parks over 50 acres in size designed to serve residents of the greater Los Angeles region. The site is located within 1,000 feet of the Wilshire/Western Red Line Metro Station and is in close proximity to a number of public transit stations. Residents of the proposed development would have access to a number of public parks through the utilization of public transportation.

On October 23, 2015, Mayor Garcetti issued Executive Directive No. 13 which calls for the creation of 100,000 new housing units by 2021. The city is in the process of developing a new park at the Pio Pico Library, located 0.4 miles south of the project site. The applicant is working with Council District 10 to provide funding to the proposed park. In addition, the applicant will not utilize the on-site credit for providing open space as part of the project and will instead pay the full in-lieu fee thereby contributing to the creation of housing while investing in a current park project within proximity of the project site.

Section 17.02.A of the LAMC grants the Advisory Agency authority to “include or omit in whole or in part the reports or recommendations of the other concerned officials or City departments…”. Given that the applicant will pay the in-lieu fee in connection with the development of a public park within proximity to the project, the Advisory Agency hereby moved to grant the payment of an in-lieu fee instead of the provision of on-site dedication of land.

After reviewing the request, the Department of City Planning issued a Class 32 Infill Categorical Exemption which considered the physical characteristics of the site and the surrounding area. The development of the proposed project is consistent with existing development and urban character of the surrounding community. Therefore, the construction, use and maintenance of a seven-story residential condominium building would be a compatible use.

The proposed residential development is an allowable use under the R4 Zone and the building will be consistent with the regulations of the underlying zone with regard to floor area, height, setbacks, and density. In addition, the site is not located in a very high fire hazard severity zone, flood zone, slope stability study area, methane hazard zone, high erosion hazard area, or Alquist-Priolo Fault Zone. The Department of Building and Safety, Grading Division, will require that the project satisfy the requirement of the City’s Grading Regulations as enumerated in Section 91.3000 of the Los Angeles Municipal Code. Therefore, material evidence supports that the site will be physically suitable for the proposed type of development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The General Plan identifies, through its Community and Specific Plans, geographic locations where planned and anticipated densities are permitted. Zoning applying to the sites throughout the city, are allocated based on the type of land use, physical suitability and future population growth expected to occur. The R4-2 Zone applying to the subject site permits a maximum residential density of one dwelling unit per 400 square feet of lot area in areas designated for High Medium Residential Land Uses and the overall required minimum lot size is 5,000 square feet. The proposed density of 89 dwelling units on a 35,658 square-foot lot is consistent with the general provisions and area requirements of the Planning and Zoning Code.

Surrounding uses are within the R4-2, R1-1, R3-2, and C2-1 Zones and are generally developed with residential, commercial and office uses. Properties to the north across 5th Street are zoned R4-2, R1-1, and R3-2 and are developed with three- to four-story multi-family residential buildings, single-family residential buildings, and the California Market Place consisting of restaurants and retail. Properties to the east and south abutting the subject property and to the west across Oxford Avenue, are zoned R4-2 are developed with two to seven-story multi-family residential buildings. In addition, the proposed project will comply with all LAMC requirements for parking, yards, and open space. Therefore, the construction, use and maintenance of a seven-story residential condominium building would be a compatible use.

Based on the density calculation and land uses in the vicinity, this subdivision involves a project with a density consistent with the General Plan and Zoning affecting the site. There are no known physical impediments or hazards that would be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located as a result of the project's proposed density. Therefore, the site is physically suitable for the proposed density of development.

(e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The project site, as well as the surrounding area are presently developed with structures and do not provide a natural habitat for either fish or wildlife. Therefore, the project would have no impact on sensitive biological species or habitat.

(f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

The proposed subdivision, and subsequent improvements, are subject to the provisions of the Los Angeles Municipal Code (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the Building Code. Other health and

safety related requirements, as mandated by law, would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management).

The project is not located on a hazardous materials site, flood hazard area, nor is it located on a site having unsuitable soil conditions. The project would not place any occupants or residents near a hazardous materials site or involve the use or transport of hazardous materials or substances.

The area surrounding the property is fully developed with similar uses indicating that sewers and other services are available. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

(g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

There are no recorded instruments identifying easements encumbering the project site for the purpose of providing public access. The project site contains legally recorded lots identified by the Assessor Parcel Record and Assessor Parcel Map: 5503-020-026. The site is surrounded by private properties that adjoin improved public streets and sidewalks designed and improved to the specific requirements of the Los Angeles Municipal Code for providing public access throughout the area. The project site does not adjoin or provide access to a public resource, natural habitat, public park, or any officially recognized public recreation area. Needed public access for roads and utilities will be acquired by the City prior to the recordation of the proposed tract map. Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at-large for access through or use of the property within the proposed subdivision.

(h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcels to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Vesting Tentative Tract Map No. 75032-CN.

Vincent P. Bertoni, AICP
Advisory Agency

NICHOLAS HENDRICKS
Deputy Advisory Agency

NH:HB:JL:bk

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the South Valley Area Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

Downtown	**San Fernando Valley**	**West Los Angeles**
Figueroa Plaza 201 North Figueroa Street, 4th Floor Los Angeles, CA 90012 (213) 482-7077	Marvin Braude San Fernando Valley Constituent Service Center 6262 Van Nuys Boulevard, Room 251 Van Nuys, CA 91401 (818) 374-5050	West Los Angeles Development Services Center 1828 Sawtelle Boulevard, 2nd Floor Los Angeles, CA 90025 (310) 231-2598

Forms are also available on-line at http://cityplanning.lacity.org/.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

If you have any questions, please call Development Services Center staff at (213) 482-7077, (818) 374-5050, or (310) 231-2598.

VESTING TENTATIVE TRACT MAP No. 75032
FOR CONDOMINIUM PURPOSES
500 S OXFORD AVENUE, LOS ANGELES, CA 90020

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS 120, 121, 122 AND 123 OF KENSINGTON PLACE EXTENSION, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 9 PAGE 48 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXISTING EASEMENTS

PER THE TITLE REPORT PREPARED BY CHICAGO TITLE COMPANY, ORDER NO. 00070717-994-X49-DB, THERE ARE NO EXISTING EASEMENTS OR RIGHT-OF-WAY DEDICATIONS OF RECORD.

PROJECT NARATIVE

THE PROPOSED SUBDIVISION IS A VESTING TENTATIVE TRACT MAP FOR CONDOMINIUM PURPOSES, AND IS FILED PURSUANT TO THE SUBDIVISION MAP ACT.

THE PROPOSED SUBDIVISION IS A CONDOMINIUM PROJECT AS DEFINED IN SECTION 1350 ET. EQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND IS FILED PURSUANT TO THE SUBDIVISION MAP ACT. THE NUMBER OF PROPOSED CONDOMINIUMS IS 89 UNITS.

SITE INFORMATION

SITE ADDRESS:	500 S OXFORD AVENUE LOS ANGELES, CA 90020
APN:	5503-020-026
THOMAS BROS. GRID:	MAP 633-H2
GROSS SITE AREA TO CENTERLINE OF ADJACENT STREETS:	51,583 SQ. FEET
NET SITE AREA:	35,670 SQ. FEET
NUMBER OF EXISTING LOTS:	4
NUMBER OF PROPOSED LOTS:	1
NUMBER OF PROPOSED CONDOMINIUM UNITS:	89

ZONING DATA

ZONING: R4-2

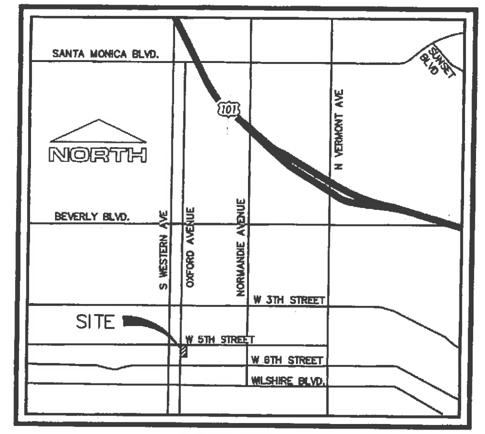
ZONING INFORMATION: ZI-2452 TRANSIT PRORITY AREA IN THE CITY OF LOS ANGELES
ZI-1940 WILSHIRE CENTER/ KOREATOWN REDEVELOPMENT PROJECT
ZI-2374 LOS ANGELES STATE ENTERPRISE ZONE

GENERAL PLAN LAND USE: HIGH MEDIUM RESIDENTIAL

SITE DOES NOT LIE WITHIN THE HILLSIDE AREA

FLOOD NOTE

THE SUBJECT PROPERTY LIES WITHIN FLOOD ZONE "X" – NO FLOOD HAZARD AS SHOWN ON THE FLOOD INSURANCE RATE MAP PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, COMMUNITY/ PANEL NUMBER 06037C1610F, WHICH BEARS AN EFFECTIVE DATE SEPTEMBER 26, 2008. AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN.



VICINITY
NOT TO SCALE

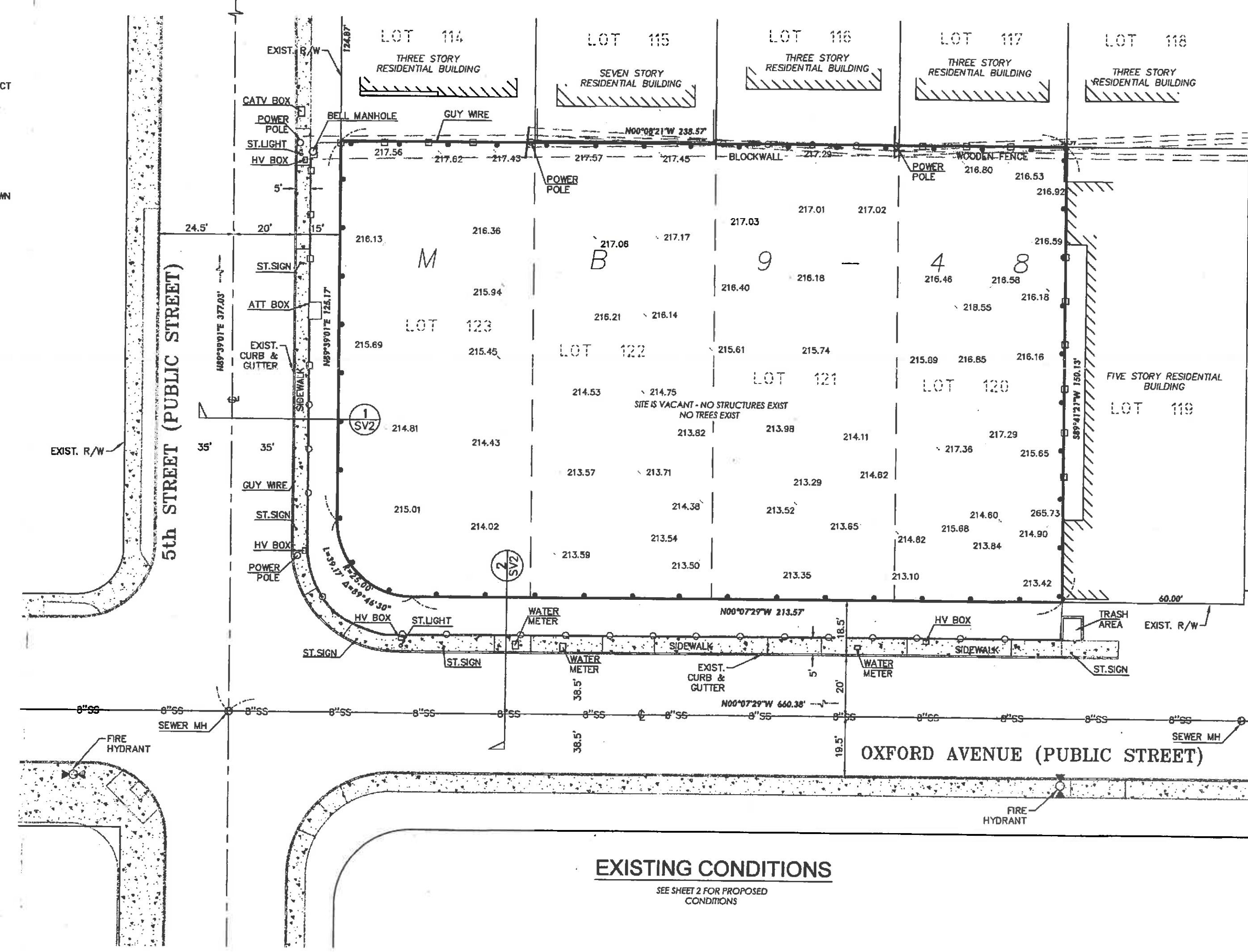
GRAPHIC SCALE IN FEET
0 10 20 40

LEGEND

- SUBDIVISION BOUNDARY
- EXISTING LOT LINE
- EXISTING RIGHT OF WAY
- CENTERLINE
- EXISTING LOT LINE TO BE REMOVED
- CHAIN LINK FENCE
- WROUGHT IRON FENCE
- SANITARY SEWER LINE
- MANHOLE
- STREET SIGN
- POWER POLE
- WATER METER
- FIRE HYDRANT

ABBREVIATIONS

R/W	RIGHT OF WAY
PROP.	PROPOSED
EXIST.	EXISTING
AC	ACRE
℄	CENTERLINE



EXISTING CONDITIONS
SEE SHEET 2 FOR PROPOSED CONDITIONS

SOURCE OF TOPOGRAPHY

BASED UPON A FIELD SURVEY CONDUCTED BY TALA ASSOCIATES, DATED 4/29/2015

BASIS OF ELEVATIONS

ASSUMED ELEVATION OF 215.00' ON THE MANHOLE RIM AT THE INTERSECTION OF 5TH AND OXFORD STREET, AS PROVIDED BY TALA ASSOCIATES.

BASIS OF BEARINGS

THE BEARING NORTH 00°07'29" WEST ON THE EASTERLY LINE OF OXFORD STREET, AS SHOWN ON THE MAP OF KENSINGTON PLACE EXTENSION, IN BOOK 9, PAGE 48, OF MAPS, RECORDS OF LOS ANGELES COUNTY, STATE OF CALIFORNIA, WAS USED AS THE BASIS OF BEARINGS FOR THIS DRAWING.

LOS ANGELES DEPT. of CITY PLANNING
SUBMITTED FOR FILING
☒ TENTATIVE MAP
JUN 19 2017
☐ REVISED MAP ☐ FINAL MAP UNIT
☐ TIME EXTENSION
FILING FEE: ________ DEPUTY ADVISORY AGEN… DIVISION OF LAND

OWNER / SUBDIVIDER

FRED&JAMISON LLC
2600 MICHELSON DRIVE, SUITE 930
IRVINE, CA 92612

CONTACT: MR. DANIEL OH
KYEONG AH JEONG, MANAGING MEMBER
TEL (213) 257-0469

TENTATIVE APPROVAL
NO: VTT 75032
Approved without conditions
BY: [signature]
Department of Building & Safety
Grading Division

SURVEYOR OF RESPONSIBLE CHARGE

KIMLEY-HORN AND ASSOCIATES, INC.
660 SOUTH FIGUEROA, SUITE 2050
LOS ANGELES, CA 90017
TELEPHONE: (213) 261-4040
EMAIL: MICHAEL.KNAPTON@KIMLEY-HORN.COM

LICENSED LAND SURVEYOR MICHAEL J. KNAPTON No. 8012 STATE OF CALIFORNIA

[signature] 5/8/2017
MICHAEL KNAPTON, PE, P.L.S. DATE
R.C.E. 65627 P.L.S. 8012

ISSUE	DATE	DESCRIPTION
	4/21/2017	FIRST SUBMITTAL
	5/8/2017	ADJ. R/W, FIRST SUBMITTAL

811 DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG. Know what's below. Call before you dig.

500 S OXFORD AVENUE
LOS ANGELES, CA 90020

DRAWN BY: MK
CHECKED BY: MC
APPROVED BY: AD

Kimley»Horn
660 SOUTH FIGUEROA, SUITE 2050
LOS ANGELES, CA 90017
(213) 261-4040

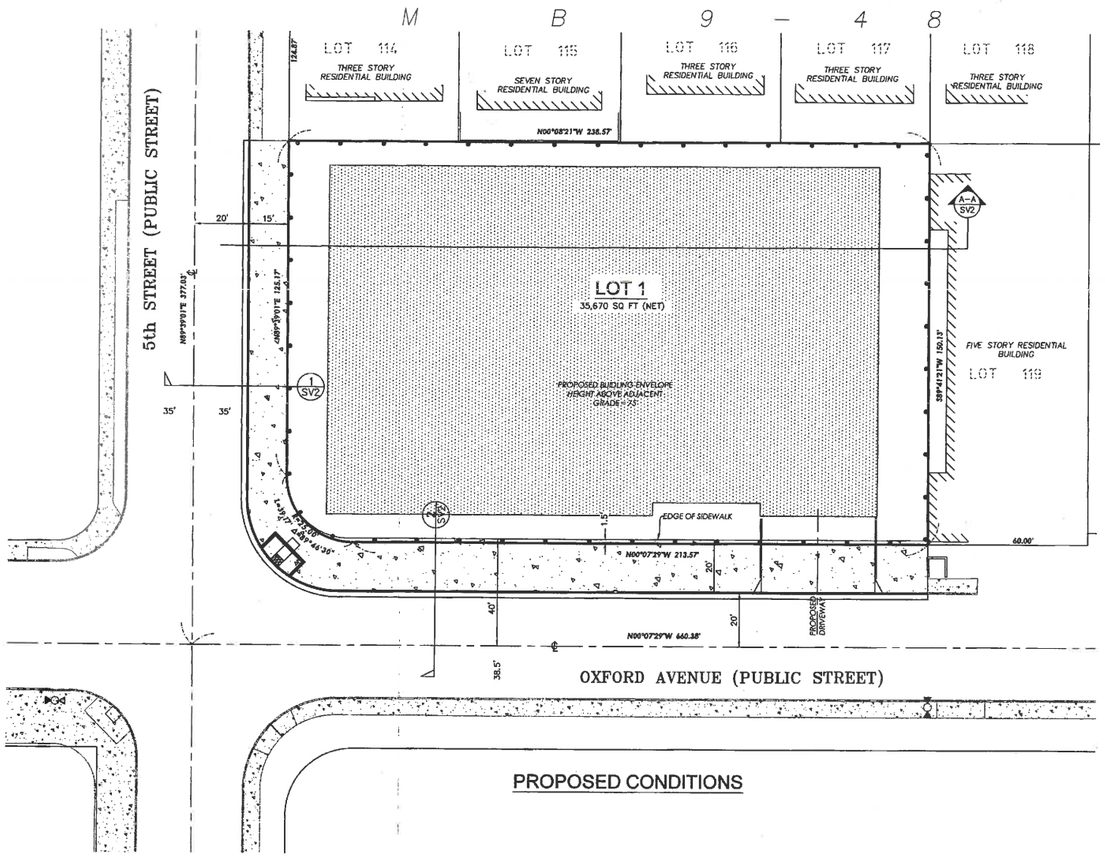
CITY OF LOS ANGELES PLANNING DEPARTMENT
APPROVED BY:
CITY OF LOS ANGELES DATE
REVIEWED AND RECOMMENDED BY: DATE

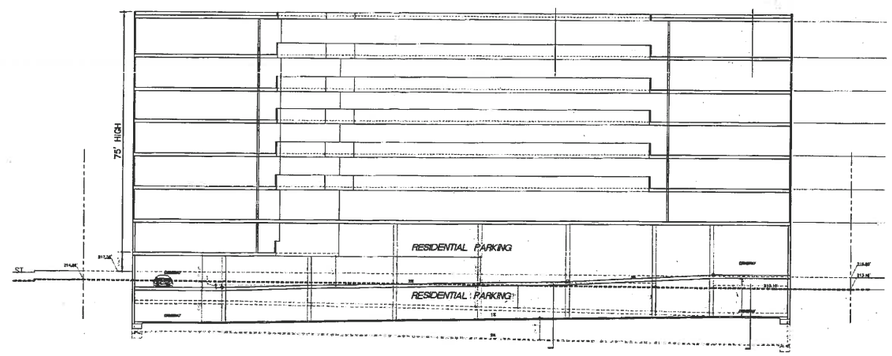
CITY OF LOS ANGELES
VESTING TENTATIVE TRACT NO. 75032
FOR CONDOMINIUM PURPOSES

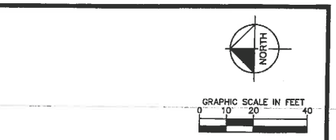
SHEET 1 OF 2 SHEETS
SV1
CITY PROJECT NO.

Drawing name: C:\Users\michael.knapton\appdata\local\temp\AcPublish_11316\VTM Sheets.dwg SHEET 1 May 09, 2017 9:23am by: michael.knapton

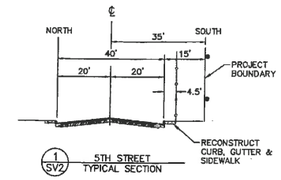
VESTING TENTATIVE TRACT MAP No. 75032
FOR CONDOMINIUM PURPOSES
500 S OXFORD AVENUE, LOS ANGELES, CA 90020

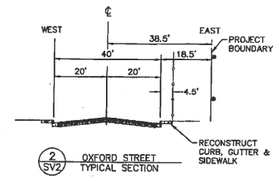






CROSS SECTIONS





811 Know what's below. Call before you dig. DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

ISSUE	DATE	DESCRIPTION
	4/21/2017	FIRST SUBMITTAL
	5/8/2017	ADJ. R/W, FIRST SUBMITTAL

500 S OXFORD AVENUE
LOS ANGELES, CA 90020

DRAWN BY: AD
CHECKED BY: MK
APPROVED BY: MC

SURVEYOR'S SEAL: LICENSED LAND SURVEYOR SIGNAL J. KINGSTON No. 8012 STATE OF CALIFORNIA

Kimley»Horn
660 SOUTH FIGUEROA, SUITE 2050
LOS ANGELES, CA 90017
(213) 261-4040

CITY OF LOS ANGELES
PLANNING DEPARTMENT
APPROVED BY:
CITY OF LOS ANGELES DATE
REVIEWED AND RECOMMENDED BY: DATE

CITY OF LOS ANGELES
VESTING TENTATIVE TRACT NO. 75032
FOR CONDOMINIUM PURPOSES

SHEET 2 OF 2 SHEETS
SV2
CITY PROJECT NO.

Exhibit D

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012

CITY CLERK'S USE

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY	COUNCIL DISTRICT
City of Los Angeles Department of City Planning	10

PROJECT TITLE	LOG REFERENCE
	ENV-2017-2441-CE

PROJECT LOCATION
500 South Oxford Avenue

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
Merger and resubdivision of four (4) lots into one (1) lot in conjunction with the construction, use and maintenance of a proposed 89-unit seven-story residential building and a haul route approval for the removal of 27,562 cubic yards of soil from the project site.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:
N/A

CONTACT PERSON	AREA CODE	TELEPHONE NUMBER	EXT.
Joann Lim	213	978-1341	

EXEMPT STATUS: (Check One)

		STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
9	MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
9	DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)
9	EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)
Y	CATEGORICAL EXEMPTION	Sec. 15300 *et seq.*	Art. III, Sec. 1

Class 32 Category _____ (City CEQA Guidelines)
Class 4 Category 1 (City CEQA Guidelines)

9 OTHER (See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.

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

Grading on land with a slope of less then ten percent (10%), except where it is to be located in a waterway, in any wetland, in an officially designated (by federal, State, or local government action) scenic area or in an officially mapped area of severe geologic hazard.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE	TITLE	DATE
	City Planning Associate	July 14, 2017

FEE:	RECEIPT NO.	REC'D. BY	DATE
$2,280.00	0201425734	Daniel Skolnick	6/19/2017

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record
Rev. 11-1-03 Rev. 1-31-06 Word
IF FILED BY THE APPLICANT:

Heather Lee
NAME (PRINTED)

Ω
SIGNATURE

July 14, 2017
DATE

ENV-2017-2441-CE (Class 32 and Class 4, Category 1)
DIR-2017-2442-SPR/ VTT-75032
500 S Oxford Avenue

On July 14, 2017, the Department of City Planning determined that the proposed project qualifies for Categorical Exemptions and as such, the project was issued a Notice of Exemption (Article III, Section 1, City CEQA Guidelines), log reference ENV-2017-2441-CE for Categorical Exemptions – Class 32 and Class 4, Category 1, City CEQA Guidelines, Article III, Section 1, State EIR Guidelines, Section 15300.

Project Description:

The proposed project includes the merger and resubdivision of four (4) lots into one (1) lot in conjunction with the construction, use and maintenance of a proposed seven-story building with a maximum height of 89 feet containing 89 residential condominium units and an application for a haul route for the export of 27,562 cubic yards of earth. The project would include 178 residential automobile parking spaces, 23 guest automobile parking spaces, and nine bicycle parking spaces.

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the conditions described herein. An infill site is defined as a site that has previously been developed with qualified urban uses, or has not been previously developed but is adjacent to lots developed with qualified urban uses. A qualified urban use is defined as any residential, commercial, public institutional, transit, transportation passenger, or retail use.

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

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

The proposed project will result in the construction, use and maintenance of a seven-story building with a maximum height of 89 feet containing 89 residential condominium units and for the hauling of 27,562 cubic yards of earth off of the project site. Construction is anticipated to occur over a six month timeframe.

The haul route will involve the use of a truck and trailer. The duration of the proposed export will be approximately 92 days in which 10 trucks will be used to execute up to 30 trips per day, for a total

maximum trip count of up to 2,506. Trucks will relocated dirt from the subject project site to 7221 North Figueroa Street in the City of Los Angeles, located approximately 12 miles southwest of the project site. Trucks will exit the project site on Oxford Street towards 6th Street, turn left onto South Rampart Boulevard, turn right onto Beverly Boulevard, and turn left onto North Alvarado Street, keeping right onto CA-2 North (Glendale Freeway). Trucks will then take the ramp toward Pasadena onto CA-134 East, and then take Exit 11 towards Figueroa Street, continuing onto Scholl Canyon Road. After continuing on North Figueroa Street, trucks will arrive at 7721 North Figueroa Street.

As a seven-story, 89-unit residential condominium building, and a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations as the site is zoned R4-2 and has a General Plan Land Use Designation of High Medium Residential. The project is consistent with the applicable Wilshire Community Plan designation and policies and all applicable zoning designations and regulations. The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.82 acres in size. Lots adjacent to the subject site are developed with the following urban uses: multi-family residential uses, single-family residential uses, restaurants, and retail. The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. In addition, there are no protected trees on the site.

The traffic study, prepared by Linscott, Law & Greenspan, Engineers, dated May 4, 2017, concluded the project will result in 439 net new daily trips, 33 net new trips in the a.m. peak hour, and 39 new trips in the p.m. peak hour. On July 27, 2017, the Department of Transportation issued a memo stating that the traffic study prepared for the project adequately evaluated the project's traffic impacts on the surrounding community and that no significant traffic impacts would occur at any of the five intersections analyzed.

The air quality analysis prepared for the project by Rincon Consultants, Inc., dated September 27, 2017 conforms to the methodologies recommended in the SCAQMD's CEQA Air Quality Handbook (1993). The handbook includes significance thresholds for emissions, including reactive organic gases (ROGs), nitrogen oxides (NOX), carbon monoxide (CO), sulfur oxides (SOX), particular matter up to ten microns (PM10), and particulate matter up to 2.5 microns (PM2.5), associated with both construction and operation of the project. Project construction would generate diesel emissions and dust. Construction equipment that would generate criteria air pollutants includes excavators, graders, dump trucks, and loaders. Some of this equipment would be used during grading activities as well as when structures are constructed. It is assumed that all construction equipment used would be diesel-powered. The project's construction emissions were calculated using the California Emissions Estimator Model (CalEEMod) software version 2016.3.1. The construction schedule was based on CalEEMod defaults for all phases excluding architectural coating. The architectural coating phase was modified to overlap with building construction, consistent with standard construction schedules. CalEEMod defaults were also used for the number of pieces of equipment that would be used onsite during each phase of construction. Operational emissions associated with the project were also estimated using CalEEMod. Operational emissions include mobile source emissions, energy emissions, and area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project site associated with operation of onsite development. Emissions attributed to energy use include natural gas consumption for space and water

heating, in addition to emissions generated from electricity use. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coating. The analysis studied both construction and operational functions of the project and concluded the following:

Construction Emissions

Construction would consist of grading (approximately 27,562 cubic yards of soil export), site preparation, building construction, paving, and architectural coating and would last approximately 6 months. These activities would generate temporary air pollutant emissions, including fugitive dust (PM10 and PM2.5) and exhaust emissions from heavy construction vehicles and soil hauling trucks and ROGs from architectural coatings. Emissions of ROG, NOX, CO, PM10, and PM2.5 would not exceed SCAQMD regional or local significance thresholds during project construction.

Operational Impacts

The project involves the construction of an apartment building and associated vehicle parking. The addition of 89 units in the proposed apartment complex would cause a direct increase in the City's population. Based on the 2016 average household size of 2.9 people per household in the City of Los Angeles, the population would increase by 258 people (SCAG 2017). Data from the California Department of Finance estimated that 4,041,707 people resided in the City of Los Angeles in January 2017 (DOF 2017). SCAG forecasts that the population in the City of Los Angeles will increase to 4,609,400 by 2040, an increase of 567,693 residents (SCAG 2016). The project would constitute about 0.05 percent of projected citywide growth. Therefore, the level of population growth associated with the project was anticipated in SCAG's long-term population forecasts and would not exceed regional population forecasts. The project would be consistent with the AQMP.

The project would have to comply with SCAQMD Rule 402, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance, or annoyance to the public. Therefore, the project would not generate objectionable odors that would harm adjacent residences or other sensitive receptors near the project site. As such, the proposed project would not result in any significant air quality impacts based on SCAQMD threshold.

The project site will be adequately served by all public utilities and services given that the construction of a seven-story, 89-unit residential condominium building will be on a site which has been previously developed and is consistent with the General Plan. In addition, the project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. Therefore, the project meets all of the Criteria for the Class 32 Categorical Exemption.

CLASS 4, CATEGORY 1 JUSTIFICATION FOR PROJECT EXEMPTION

The proposed project includes the merger and resubdivision of four (4) lots into one (1) lot in conjunction with the construction, use and maintenance of a proposed seven-story building with a maximum height of 89 feet containing 89 residential condominium units and an application for a haul route for the export of 27,562 cubic yards of earth.

There are six (6) Exceptions which the City is required to consider before finding a project exempt under Class 15303 and 15332: (1) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

The proposed project qualifies for a Class 4, Category 1 Exemption as described below:

There is not a succession of known projects of the same type and in same place as the subject project. As mentioned, the project proposes construction, use and maintenance of a proposed seven-story building with a maximum height of 89 feet containing 89 residential condominium units and an application for a haul route for the export of 27,562 cubic yards of earth. All adjacent lots are developed with multi-family residential uses, single-family residential uses, restaurants, and retail uses, and the subject site is of a similar size and slope to nearby properties. The project proposes a Floor Area Ratio (FAR) of 3:1 on a site that is permitted to have a maximum FAR of 6:1. The project size, height, and use is not unusual for the vicinity of the subject site, and is similar in scope to other existing multi-family residential uses in the area. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State park. The project site is located within the Wilshire Community Plan Area and is not located in close proximity to the Topanga Canyon State Scenic Highway, State Route 27. Therefore the subject site will not create any impacts within a designated state scenic highway.

Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity is identified as a hazardous waste site. The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register or Historic Places, California Register of Historical Resources, the Los Angles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Based on this, the project will not result in a substantial adverse change to the significant of a historic resource and this exception does not apply.

REGULATORY COMPLIANCE MEASURES

- **Regulatory Compliance Measure RC-AE-3 (Vandalism)**: **Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:

    - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
    - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.

- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:

    - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
    - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
    - The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

    - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
    - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
    - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
    - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
    - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
    - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
    - Trucks having no current hauling activity shall not idle but be turned off.

- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** 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.

    - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
    - Deteriorated historic features shall be repaired rather than replaced. Where the severity if deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
    - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
    - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
    - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
    - New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** 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.

- **Regulatory Compliance Measure CR-4 (Human Remains):** 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. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

    - Stop immediately and contact the County Coroner:
      1104 N. Mission Road

      Los Angeles, CA 90033

      323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or

      323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

    If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

    The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

    - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
    - If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
    - (**Asbestos**) Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.

- (**Lead Paint**) Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
- (**Polychlorinated Biphenyl – Commercial and Industrial Buildings**) Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed

civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

PUBLIC SERVICES

Schools

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
    - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
    - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

PUBLIC UTILITIES AND SERVICE SYSTEMS

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.

- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

- **Regulatory Compliance Measure RC-SW-2** (**Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

As part of the Haul Route approval, the Building and Safety Department will require the Applicant to comply with various measures, including but not limited to the following:

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

- All haul route hours shall be limited to off-peak hours as determined by Board of Building and Safety Commissioners.

- Haul trucks shall be staggered based upon a specific area's capacity and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.

- There shall be no staging of hauling trucks on any street adjacent to the project unless specifically approved as a condition of an approved haul route.

- Trucks shall be spaced so as to discourage a convoy effect.

- There shall be no hauling on weekends and City Holidays.

- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at then next intersection along the haul route.

- Truck crossing sings are required within 300 feet of the exit of the project site in each direction.

- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.

- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.

- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.

- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.

- The applicant shall identify a construction manager and provide a telephone number to any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

500 S Orchard St
DOT Case No. CEN 17-45928

Date: July 27, 2017

To: Nicholas Hendricks, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED REVISED MIXED-USE DEVELOPMENT AT 500 SOUTH OXFORD STREET (4074 WEST 5TH STREET) (ENV-2017-2441-EAF/DIR-2017-2442-SPR/ VTT-75032-CN)**

A transportation impact study for a mixed-use development at 4074 West 5th Street dated February 4, 2016 was submitted to the Department of Transportation (DOT) and a corresponding DOT assessment report was issued to the Department of City Planning (DCP) on May 16, 2016. Since then, the project description, project site access, project trip distribution, and project address (now 500 South Oxford Street) have been modified and a supplemental transportation analysis, dated May 4, 2017, has been prepared and submitted to DOT by Linscott, Law & Greenspan, Engineers.

Land Use	Original Project	Revised Project
Residential	119 apartments	89 condominiums
Retail	13,000 Square Feet	0 Square Feet

The original project was estimated to generate 908 net new daily trips, 57 net new trips in the a.m. peak hour, and 83 net new trips in the p.m. peak hour. The revised project is expected to generate fewer trips overall with 439 net new daily trips, 33 net new trips in the a.m. peak hour, and 39 net new trips in the p.m. peak hour. The previous traffic analysis determined that none of the five analyzed intersections would be significantly impacted by project related traffic. The revised project is also not expected to result in any significant traffic impacts (**Attachment A**).

Unlike the original project which had two driveways - one on Oxford Avenue and one on 5th Street, the revised project will provide vehicular access via one full-access driveway on Oxford Avenue. The conceptual site plan (as illustrated in **Attachment B**) for the revised project is acceptable to DOT.

DOT concurs with the results of the supplemental analysis that the revised project is not expected to result in any significant traffic impacts at the five intersections that were identified for detailed analysis. The results of the supplemental analysis (summarized in **Attachment C**), which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community. All of the project requirements that are identified in DOT's May 16, 2016 letter (**Attachment D**) shall remain in effect.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

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c: Deron Williams, Council District No.10
Carl Mills, BOE Development Services
Jeannie Shen, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Clare Look-Jaeger/Francesca Bravo, Linscott, Law & Greenspan Engineers

Table 1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Condominium [3]	89 DU	517	7	32	39	31	15	46
- Less Transit Adjustment (15%) [4]		(78)	(1)	(5)	(6)	(5)	(2)	(7)
TOTAL		**439**	**6**	**27**	**33**	**26**	**13**	**39**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.

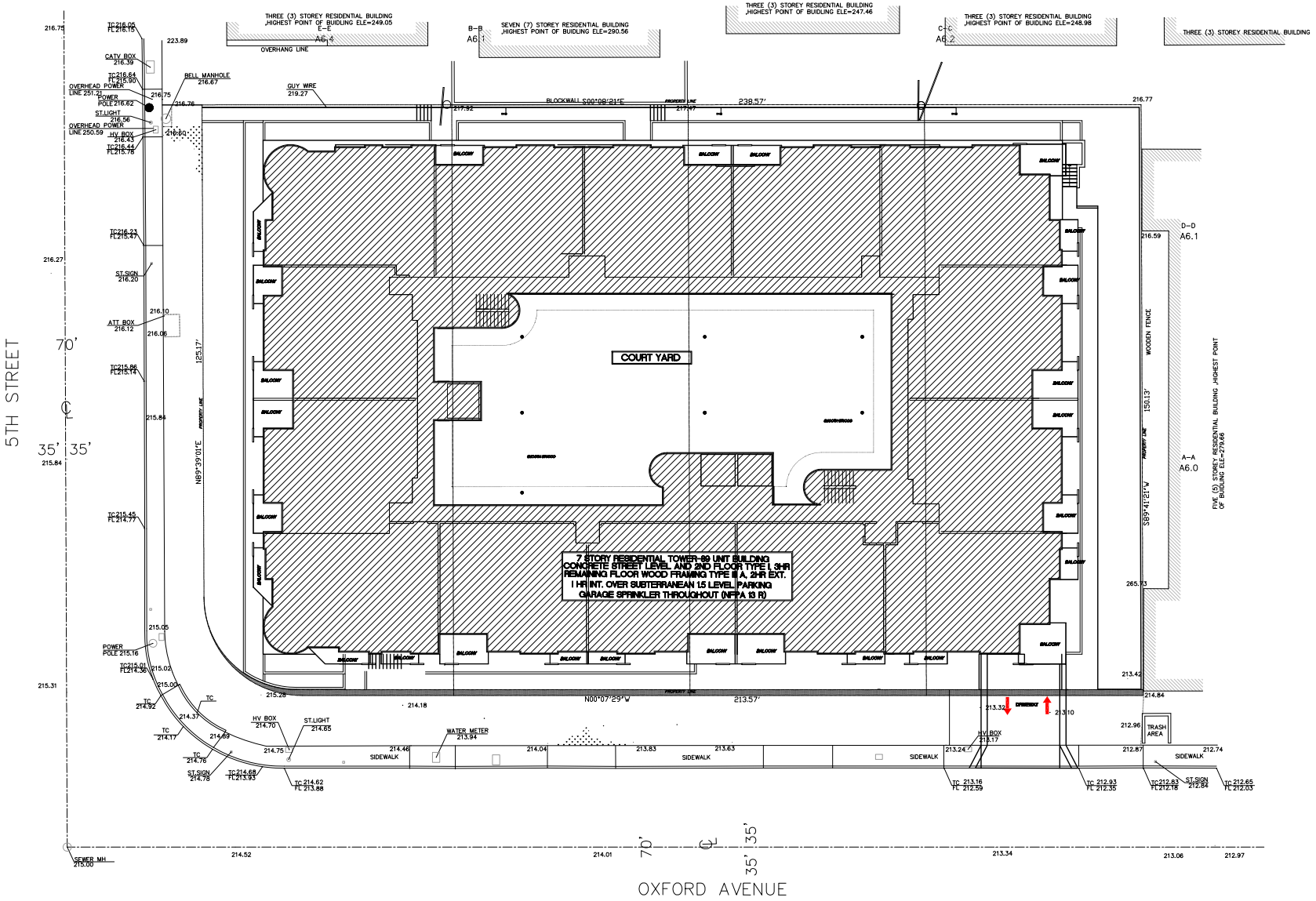
[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates.

- Daily Trip Rate: 5.81 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.44 trips/dwelling units; 17% inbound/83% outbound
- PM Peak Hour Trip Rate: 0.52 trips/dwelling units; 67% inbound/33% outbound

[4] Transit trip reductions are assumed based on the site's proximity to the Wilshire/Western Metro Purple Line Rail Station.

ATTACHMENT B
CEN17-45928_500 S Oxford



SOURCE: KETTER DESIGNS

NOT TO SCALE

FIGURE 1
SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

SIMONE PLACE PROJECT

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Table 2
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2016 EXISTING V/C	LOS	[2] YEAR 2016 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2017 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2017 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Western Avenue/	AM	0.492	A	0.499	A	0.007	NO	0.577	A	0.583	A	0.006	NO
	5th Street	PM	0.487	A	0.491	A	0.004	NO	0.569	A	0.574	A	0.005	NO
2	Western Avenue/	AM	0.627	B	0.627	B	0.000	NO	0.714	C	0.715	C	0.001	NO
	6th Street	PM	0.578	A	0.579	A	0.001	NO	0.679	B	0.681	B	0.002	NO
3	Oxford Avenue/	AM	0.740	C	0.741	C	0.001	NO	0.768	C	0.769	C	0.001	NO
	3rd Street	PM	0.703	C	0.706	C	0.003	NO	0.735	C	0.737	C	0.002	NO
4	Oxford Avenue/	AM	0.546	A	0.553	A	0.007	NO	0.567	A	0.573	A	0.006	NO
	6th Street	PM	0.574	A	0.577	A	0.003	NO	0.601	B	0.604	B	0.003	NO
5	Normandie Avenue/	AM	0.435	A	0.438	A	0.003	NO	0.593	A	0.597	A	0.004	NO
	5th Street	PM	0.588	A	0.591	A	0.003	NO	0.757	C	0.760	C	0.003	NO

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

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

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

4074 W 5th St
DOT Case No. CEN 15-43692

Date: May 16, 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 PROJECT AT LOCATED AT 4074 WEST 5th STREET**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by Linscott, Law & Greenspan, Engineers, dated February 4, 2016, for the proposed project located at 4074 West 5th Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria[1], the proposed project is not expected to result in any significant traffic impacts at the five intersections that were identified for detailed analysis. The results of the traffic impact analysis (summarized in **Attachment 1**), which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a 12-story 119-unit apartment complex with 13,000 square feet of ground floor retail space on the southeast corner of 5th Street and Oxford Avenue. Of the 119 apartments, 11 units will be allocated as low income, affordable units. The project will provide 232 parking spaces on the ground floor and in a subterranean parking garage. Vehicular access to parking would be accommodated via a two full-access driveways: one on 5th Street and one on Oxford Avenue (illustrated in **Attachment 2**). The project is expected to be completed by 2017.

B. Trip Generation

The project is estimated to generate a net increase of approximately 908 daily trips, 57 trips during the a.m. peak hour and 83 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of

[1] Per DOT's 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 Handbook, 9th Edition." A copy of the trip generation table from the traffic study can be found in **Attachment 3**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

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 represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **5th Street** and **Oxford Avenue** have been designated as Collector Streets which would both require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study indicated that the project would provide 232 vehicle parking spaces. 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 for the project (illustrated in **Attachment 2**) 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, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case 2 - designed with a recommended width of 30 feet for two-way operations. Delivery truck loading and unloading should take place on site with no vehicles having to back into the project via the proposed project driveway.

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 Eileen Hunt of my staff at (213) 972-8481.

Attachments

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c: Deron Williams, Council District No. 10
Carl Mills, BOE Development Services
Jeannie Shen, Hollywood-Wilshire District
Taimour Tanavoli, DOT Case Management
Francesca Bravo, Linscott, Law & Greenspan, Engineers

Table 10-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2016 EXISTING V/C	LOS	[2] YEAR 2016 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2017 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2017 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Western Avenue/	AM	0.492	A	0.501	A	0.009	NO	0.577	A	0.585	A	0.008	NO
	5th Street	PM	0.487	A	0.497	A	0.010	NO	0.569	A	0.580	A	0.011	NO
2	Western Avenue/	AM	0.627	B	0.629	B	0.002	NO	0.714	C	0.716	C	0.002	NO
	6th Street	PM	0.578	A	0.580	A	0.002	NO	0.679	B	0.682	B	0.003	NO
3	Oxford Avenue/	AM	0.740	C	0.743	C	0.003	NO	0.768	C	0.771	C	0.003	NO
	3rd Street	PM	0.703	C	0.708	C	0.005	NO	0.735	C	0.739	C	0.004	NO
4	Oxford Avenue/	AM	0.546	A	0.555	A	0.009	NO	0.567	A	0.575	A	0.008	NO
	6th Street	PM	0.574	A	0.579	A	0.005	NO	0.601	B	0.607	B	0.006	NO
5	Normandie Avenue/	AM	0.435	A	0.441	A	0.006	NO	0.593	A	0.599	A	0.006	NO
	5th Street	PM	0.588	A	0.597	A	0.009	NO	0.757	C	0.765	C	0.008	NO

[a] According to LADOT's "Traffic Study Policies and Procedures, " August 2014, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E,F	equal to or greater than 0.010

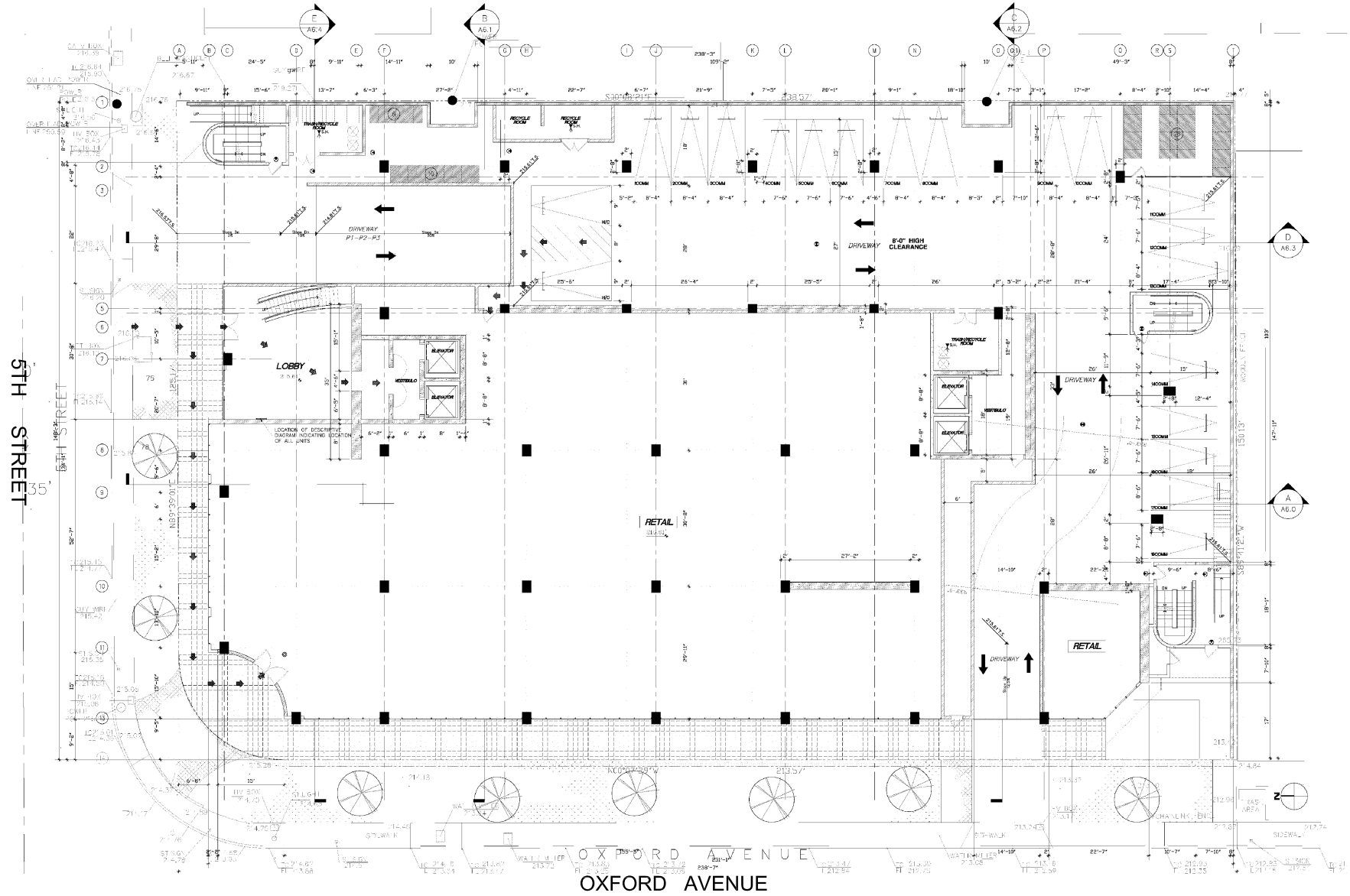

Table 8-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Apartment [3]	119 DU	791	12	49	61	48	26	74
- Less Transit Adjustment (15%) [4]		(119)	(2)	(7)	(9)	(7)	(4)	(11)
Retail [5]	13,000 GLSF	555	7	5	12	23	25	48
- Less Transit Adjustment (15%) [4]		(83)	(1)	(1)	(2)	(3)	(4)	(7)
- Less Pass-by Adjustment (50%) [6]		(236)	(3)	(2)	(5)	(10)	(11)	(21)
TOTAL		**908**	**13**	**44**	**57**	**51**	**32**	**83**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[4] Transit trip reductions are assumed based on the site's proximity to the Wilshire/Western Metro Purple Line Rail Station.

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[6] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.

Rincon Consultants, Inc.
250 East 1st Street, Suite 301
Los Angeles, California 90012
213 788 4842
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September 25, 2017
Project No: 17-03785

Heather Lee
Ketter Design
14541 Delano Street
Van Nuys, CA 91411

Subject: **Air Quality Memorandum for the Fifth-Oxford Residential Project**

Dear Ms. Lee:

This memorandum evaluates potential air quality impacts associated with the construction and operation of a proposed residential development in the City of Los Angeles, California. The project involves construction of a 7-story, 107,795 square foot (sf) apartment building, and associated 70,515 sf subterranean and ground level vehicle parking on an existing vacant lot located at 510 S. Oxford Avenue in Los Angeles, California. The purpose of this memorandum is to provide technical review of the project's air quality impacts against applicable thresholds.

The project site is bordered by apartment buildings across West 5th Street to the north, across Oxford Avenue to the west, and directly adjacent to the south and east. The project includes 89 units and 201 resident and guest parking stalls. A majority of parking (148 stalls) would be located in the proposed 2-level subterranean parking garage and the remaining 53 stalls would be located at street level.

Air Quality

Setting

Federal and state ambient air quality standards for several criteria pollutants have been established to protect human health. The project site is in the South Coast Air Basin (SCAB), which is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. Air quality within the SCAB is primarily influenced by meteorology and a wide range of emissions sources, such as dense population centers, substantial vehicular traffic, and industrial facilities. The South Coast Air Quality Management District (SCAQMD) is the designated air quality control agency for the SCAB.

This air quality analysis conforms to the methodologies recommended in the SCAQMD's *CEQA Air Quality Handbook* (1993). The handbook includes significance thresholds for emissions, including reactive organic gases (ROGs), nitrogen oxides (NO_X), carbon monoxide (CO), sulfur oxides (SO_X), particular matter up to ten microns (PM_{10}), and particulate matter up to 2.5 microns ($PM_{2.5}$), associated with both construction and operation of the project.

Project construction would generate diesel emissions and dust. Construction equipment that would generate criteria air pollutants includes excavators, graders, dump trucks, and loaders. Some of this

equipment would be used during grading activities as well as when structures are constructed. It is assumed that all construction equipment used would be diesel-powered. The project's construction emissions were calculated using the California Emissions Estimator Model (CalEEMod) software version 2016.3.1. The construction schedule was based on CalEEMod defaults for all phases excluding architectural coating. The architectural coating phase was modified to overlap with building construction, consistent with standard construction schedules. CalEEMod defaults were also used for the number of pieces of equipment that would be used onsite during each phase of construction.

Operational emissions associated with the project were also estimated using CalEEMod. Operational emissions include mobile source emissions, energy emissions, and area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project site associated with operation of onsite development. Emissions attributed to energy use include natural gas consumption for space and water heating, in addition to emissions generated from electricity use. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coating.

The SCAQMD recommends the following quantitative regional significance thresholds for temporary construction activities and long-term project operation within the SCAB:

Table 1 SCAQMD Thresholds

Construction Thresholds	Operational Thresholds
75 pounds per day of ROG	55 pounds per day of ROG
100 pounds per day of NO_X	55 pounds per day of NO_X
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of PM_{10}	150 pounds per day of SO_X
55 pounds per day of $PM_{2.5}$	150 pounds per day of PM_{10}
	55 pounds per day of $PM_{2.5}$

Source: SCAQMD. March 2015. Accessed September 2017 at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.

In addition to the above thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were developed for NO_X, CO, PM_{10}, and $PM_{2.5}$ and were devised in response to concern about exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions within construction areas for one-, two-, and five-acre parcels. However, LSTs only apply to emissions within a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008). As such, LSTs are typically applied only to construction emissions because the majority of operational emissions are associated with project-generated vehicle trips.

The project site is located in Source Receptor Area 1 (SRA-1), designated by the SCAQMD as Central LA, and is approximately 0.80 acres (SCAQMD 2008). LSTs for construction on a one-acre site in SRA-1 are shown in Table 2. LSTs are provided for receptors at a distance of 82 to 1,640 feet (25 to 500 meters) from the project site boundary. The sensitive receptors closest to the project are residential apartment buildings located directly adjacent to the project site 20 feet (6 meters) to the east and south. According to the LST methodology document, project boundaries located closer than 82 feet to the nearest

receptor should use the LSTs located at 82 feet. Therefore, for the purposes of this analysis, it is assumed that the receptors are located at a distance of 82 feet.

Table 2 SCAQMD LSTs for Construction (SRA-1)

Pollutant	Allowable emissions (lbs/day) from a one-acre site in SRA-1 for a receptor 25 meters (82 feet) away
Gradual conversion of NO_X to NO_2	74
CO	680
PM_{10}	5
$PM_{2.5}$	3

Source: SCAQMD. 2009. Accessed May 2017 at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2.

Construction Emissions

Construction would consist of grading (approximately 27,562 cubic yards of soil export), site preparation, building construction, paving, and architectural coating and would last approximately 6 months. These activities would generate temporary air pollutant emissions, including fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles and soil hauling trucks and ROGs from architectural coatings.

Table 3 summarizes the maximum daily emissions of pollutants during the entire construction period as estimated in CalEEMod. Emissions of ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$ would not exceed SCAQMD regional or local significance thresholds during project construction.

Table 3 Estimated Construction Emissions (lbs/day)

	Estimated Maximum Emissions (lbs/day)[1]				
	ROG	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum lbs/day	13.0	42.8	15.1	3.1	1.4
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**
Maximum On-site lbs/day	12.9	11.0	7.8	1.0	0.8
Local Significance Thresholds (LSTs) (On-site only)[2]	N/A[3]	*74*	*680*	*5*	*3*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**

Notes: All calculations were made using CalEEMod. See attachments for CalEEMod calculations. Grading, Paving, Building Construction, and Architectural Coating totals include worker trips, soil export hauling trips, construction vehicle emissions and fugitive dust. Numbers may not add up due to rounding. Emission data is pulled from "mitigated" results that include project design features that will be included in the project as well as project mitigation.

[1] Winter emissions were used as they reflect the most conservative estimates.

[2] LSTs are for a one-acre project in SRA-1 within a distance of 25 meters from the site boundary.

[3] N/A = Not Applicable.

Long-Term Regional Impacts

Air Quality Management Plan (AQMP)

A project may be inconsistent with the SCAQMD AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The 2016 AQMP relies on local city general plans and the Southern California Association of Government's (SCAG) Regional Transportation Plans (RTP) forecasts of regional population, housing, and employment growth in its own projections for managing SCAB air quality.

The project involves the construction of an apartment building and associated vehicle parking. The addition of 89 units in the proposed apartment complex would cause a direct increase in the City's population. Based on the 2016 average household size of 2.9 people per household in the City of Los Angeles, the population would increase by 258 people (SCAG 2017). Data from the California Department of Finance estimated that 4,041,707 people resided in the City of Los Angeles in January 2017 (DOF 2017). SCAG forecasts that the population in the City of Los Angeles will increase to 4,609,400 by 2040, an increase of 567,693 residents (SCAG 2016). The project would constitute about 0.05 percent of projected citywide growth. Therefore, the level of population growth associated with the project was anticipated in SCAG's long-term population forecasts and would not exceed regional population forecasts. The project would be consistent with the AQMP.

Carbon Monoxide (CO) Hot Spots

A CO hotspot is a localized concentration of CO that is above the state one-hour or eight-hour CO ambient air standards. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 parts per million (ppm) or the federal and State eight-hour standard of 9.0 ppm (California Air Resources Board [California ARB] 2016).

The entire SCAB is in conformance with state and federal CO standards and most air quality monitoring stations no longer monitor CO levels. The latest available data from the closest station, Burbank West Palm Avenue, 10 miles from the project site is from 2012 and the highest 8-hour concentration reported that year was 2.35 ppm, which is below the 9 ppm standard. Based on this low background level and stricter vehicle emissions standards in newer cars such as new technology that increases fuel economy, CO concentrations are not forecast to exceed CO even with the increase in traffic associated with the project. Localized air quality impacts related to CO hotspots would not occur and CO emissions would be below the 9 ppm SCAQMD threshold.

Operational Emissions

Operation of the project would generate air pollutant emissions due to area sources such as waste disposal and cleaning/surface coating, energy use, and increased vehicle trips (mobile sources). Vehicle trips were estimated using default ITE rates from CalEEMod. As shown in Table 4, project-generated emissions would not exceed SCAQMD recommended thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$.

Table 4 Estimated Operational Emissions (lbs/day)

	Estimated Emissions (lbs/day)[1]					
Emissions Source	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area	25.9	1.9	52.7	0.1	6.8	6.8
Energy	<0.1	0.2	0.1	<0.1	<0.1	<0.1
Mobile	1.2	6.4	16.6	<0.1	4.4	1.2
Project Total	**27.1**	**8.5**	**69.4**	**0.2**	**11.2**	**8.1**
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

See attachments for CalEEMod computer model output. Note: Numbers may not add up due to rounding.

[1] Winter emissions were used as they reflect the most conservative estimates.

Odors

The California ARB *Air Quality Land Use Handbook: A Community Health Perspective* (2005) identifies land uses associated with odor complaints, which include sewage treatment plants, landfills, recycling facilities, waste transfer stations, refineries, auto body shops, and livestock operations. Apartment buildings and associated parking are not identified on this list. In addition, the project would have to comply with SCAQMD Rule 402, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance, or annoyance to the public. Therefore, the project would not generate objectionable odors that would harm adjacent residences or other sensitive receptors near the project site.

Toxic Air Contaminants (TACs)

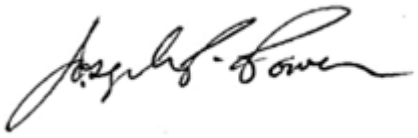
A TAC is defined by the California ARB as an air pollutant that may cause or contribute to an increase in deaths or serious illness, or which may pose a present or potential hazard to human health. While sensitive receptors would be located directly adjacent to the proposed apartment complex, the project

would not involve emissions of any substance included in the Toxic Air Contaminant Identification List (CARB 2011). Therefore, the project would not introduce sensitive receptors to any source of TACs.

*****

In summary, the proposed project would not result in any significant air quality impacts based on SCAQMD threshold. Please contact us if you have questions or need additional information.

Sincerely,
Rincon Consultants, Inc.



Jamie Power
Associate Environmental Planner

Joe Power, AICP CEP
Principal

Attachments: Reference List; California Emissions Estimator Model (CalEEMod) Winter and Summer Outputs

Reference List

California Air Resources Board (California ARB). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Accessed September 2017 at: https://www.arb.ca.gov/ch/handbook.pdf.

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Southern California Association of Governments (SCAG). 2016. Regional Transportation Plan/Sustainable Communities Strategy 2016-2040 (RTP/SCS), Demographics and Growth Forecast Appendix. 2016. Accessed September 2017 at: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf.

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Fifth-Oxford Resdiential Project

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	201.00	Space	0.00	70,515.00	0
Apartments Mid Rise	89.00	Dwelling Unit	0.80	107,795.00	255

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2019
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 - Changed to reflect site plan

Construction Phase - Two-level subterranean garage requires more time.

Grading - Based on applicant given data.

Trips and VMT - Based on applicant given data.

Construction Off-road Equipment Mitigation - Watering twice per day based on SCAQMD Rule 403.

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	55.00
tblConstructionPhase	NumDays	2.00	24.00
tblConstructionPhase	PhaseEndDate	12/31/2017	9/14/2018
tblConstructionPhase	PhaseEndDate	12/31/2017	6/22/2018
tblConstructionPhase	PhaseEndDate	12/31/2017	2/2/2018
tblConstructionPhase	PhaseEndDate	12/31/2017	6/29/2018
tblConstructionPhase	PhaseEndDate	12/31/2017	1/1/2018
tblConstructionPhase	PhaseStartDate	1/1/2018	6/30/2018
tblConstructionPhase	PhaseStartDate	1/1/2018	2/3/2018
tblConstructionPhase	PhaseStartDate	1/1/2018	1/2/2018
tblConstructionPhase	PhaseStartDate	1/1/2018	6/23/2018
tblGrading	MaterialExported	0.00	27,562.00
tblLandUse	BuildingSpaceSquareFeet	80,400.00	70,515.00
tblLandUse	BuildingSpaceSquareFeet	89,000.00	107,795.00
tblLandUse	LandUseSquareFeet	80,400.00	70,515.00
tblLandUse	LandUseSquareFeet	89,000.00	107,795.00
tblLandUse	LotAcreage	1.81	0.00
tblLandUse	LotAcreage	2.34	0.80
tblProjectCharacteristics	OperationalYear	2018	2019
tblTripsAndVMT	HaulingTripNumber	3,445.00	2,506.00

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					
2018	13.0302	42.7730	15.0753	0.0949	2.8182	0.7532	3.5714	0.9629	0.7191	1.6819	0.0000	10,127.6977	10,127.6977	0.9012	0.0000	10,150.2269
Maximum	**13.0302**	**42.7730**	**15.0753**	**0.0949**	**2.8182**	**0.7532**	**3.5714**	**0.9629**	**0.7191**	**1.6819**	**0.0000**	**10,127.6977**	**10,127.6977**	**0.9012**	**0.0000**	**10,150.2269**

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					
2018	13.0302	42.7730	15.0753	0.0949	2.3328	0.7532	3.0860	0.7245	0.7191	1.4435	0.0000	10,127.6977	10,127.6977	0.9012	0.0000	10,150.2269
Maximum	**13.0302**	**42.7730**	**15.0753**	**0.0949**	**2.3328**	**0.7532**	**3.0860**	**0.7245**	**0.7191**	**1.4435**	**0.0000**	**10,127.6977**	**10,127.6977**	**0.9012**	**0.0000**	**10,150.2269**

	ROG	NOx	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**	**17.22**	**0.00**	**13.59**	**24.76**	**0.00**	**14.17**	**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	25.8985	1.9323	52.6608	0.1159		6.8391	6.8391		6.8391	6.8391	833.6557	1,615.2652	2,448.9209	2.4992	0.0566	2,528.2630
Energy	0.0294	0.2508	0.1067	1.6000e-003		0.0203	0.0203		0.0203	0.0203		320.1392	320.1392	6.1400e-003	5.8700e-003	322.0417
Mobile	1.2472	6.4196	16.5509	0.0530	4.2986	0.0628	4.3614	1.1502	0.0591	1.2092		5,383.3999	5,383.3999	0.2932		5,390.7288
Total	**27.1751**	**8.6026**	**69.3184**	**0.1705**	**4.2986**	**6.9221**	**11.2207**	**1.1502**	**6.9184**	**8.0686**	**833.6557**	**7,318.8043**	**8,152.4601**	**2.7985**	**0.0625**	**8,241.0335**

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	25.8985	1.9323	52.6608	0.1159		6.8391	6.8391		6.8391	6.8391	833.6557	1,615.2652	2,448.9209	2.4992	0.0566	2,528.2630
Energy	0.0247	0.2110	0.0898	1.3500e-003		0.0171	0.0171		0.0171	0.0171		269.3040	269.3040	5.1600e-003	4.9400e-003	270.9043
Mobile	1.2472	6.4196	16.5509	0.0530	4.2986	0.0628	4.3614	1.1502	0.0591	1.2092		5,383.3999	5,383.3999	0.2932		5,390.7288
Total	**27.1704**	**8.5628**	**69.3014**	**0.1702**	**4.2986**	**6.9189**	**11.2175**	**1.1502**	**6.9152**	**8.0654**	**833.6557**	**7,267.9691**	**8,101.6248**	**2.7975**	**0.0615**	**8,189.8961**

	ROG	NOx	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	**0.02**	**0.46**	**0.02**	**0.15**	**0.00**	**0.05**	**0.03**	**0.00**	**0.05**	**0.04**	**0.00**	**0.69**	**0.62**	**0.04**	**1.49**	**0.62**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2018	1/1/2018	5	1	
2	Grading	Grading	1/2/2018	2/2/2018	5	24	
3	Building Construction	Building Construction	2/3/2018	6/22/2018	5	100	
4	Paving	Paving	6/23/2018	6/29/2018	5	5	
5	Architectural Coating	Architectural Coating	6/30/2018	9/14/2018	5	55	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 218,285; Residential Outdoor: 72,762; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,231 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	94.00	21.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	2,506.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 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					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7858	9.7572	4.2514	9.7600e-003		0.4180	0.4180		0.3846	0.3846		982.7113	982.7113	0.3059		990.3596
Total	**0.7858**	**9.7572**	**4.2514**	**9.7600e-003**	**0.5303**	**0.4180**	**0.9483**	**0.0573**	**0.3846**	**0.4418**		**982.7113**	**982.7113**	**0.3059**		**990.3596**

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	0.0293	0.0212	0.2280	5.7000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		57.1626	57.1626	1.9600e-003		57.2116
Total	**0.0293**	**0.0212**	**0.2280**	**5.7000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**57.1626**	**57.1626**	**1.9600e-003**		**57.2116**

3.2 Site Preparation - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.7858	9.7572	4.2514	9.7600e-003		0.4180	0.4180		0.3846	0.3846	0.0000	982.7113	982.7113	0.3059		990.3596
Total	**0.7858**	**9.7572**	**4.2514**	**9.7600e-003**	**0.2386**	**0.4180**	**0.6566**	**0.0258**	**0.3846**	**0.4103**	**0.0000**	**982.7113**	**982.7113**	**0.3059**		**990.3596**

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	0.0293	0.0212	0.2280	5.7000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		57.1626	57.1626	1.9600e-003		57.2116
Total	**0.0293**	**0.0212**	**0.2280**	**5.7000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**57.1626**	**57.1626**	**1.9600e-003**		**57.2116**

3.3 Grading - 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					
Fugitive Dust					0.8826	0.0000	0.8826	0.4335	0.0000	0.4335			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943		1,169.3502	1,169.3502	0.2254		1,174.9857
Total	**1.0643**	**9.4295**	**7.7762**	**0.0120**	**0.8826**	**0.6228**	**1.5054**	**0.4335**	**0.5943**	**1.0277**		**1,169.3502**	**1,169.3502**	**0.2254**		**1,174.9857**

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	0.9749	33.3012	6.8431	0.0818	1.8238	0.1296	1.9534	0.4998	0.1240	0.6237		8,844.0222	8,844.0222	0.6718		8,860.8181
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	0.0586	0.0423	0.4559	1.1500e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3253	114.3253	3.9200e-003		114.4231
Total	**1.0335**	**33.3435**	**7.2991**	**0.0829**	**1.9356**	**0.1305**	**2.0661**	**0.5294**	**0.1248**	**0.6542**		**8,958.3475**	**8,958.3475**	**0.6758**		**8,975.2413**

3.3 Grading - 2018

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					0.3972	0.0000	0.3972	0.1951	0.0000	0.1951			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943	0.0000	1,169.3502	1,169.3502	0.2254		1,174.9857
Total	**1.0643**	**9.4295**	**7.7762**	**0.0120**	**0.3972**	**0.6228**	**1.0199**	**0.1951**	**0.5943**	**0.7893**	**0.0000**	**1,169.3502**	**1,169.3502**	**0.2254**		**1,174.9857**

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	0.9749	33.3012	6.8431	0.0818	1.8238	0.1296	1.9534	0.4998	0.1240	0.6237		8,844.0222	8,844.0222	0.6718		8,860.8181
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	0.0586	0.0423	0.4559	1.1500e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3253	114.3253	3.9200e-003		114.4231
Total	**1.0335**	**33.3435**	**7.2991**	**0.0829**	**1.9356**	**0.1305**	**2.0661**	**0.5294**	**0.1248**	**0.6542**		**8,958.3475**	**8,958.3475**	**0.6758**		**8,975.2413**

3.4 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	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520		1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**		**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

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	0.0942	2.5568	0.7152	5.3100e-003	0.1344	0.0189	0.1533	0.0387	0.0181	0.0568		566.2468	566.2468	0.0430		567.3210
Worker	0.5507	0.3979	4.2856	0.0108	1.0507	8.4300e-003	1.0591	0.2787	7.7700e-003	0.2864		1,074.6574	1,074.6574	0.0368		1,075.5775
Total	**0.6449**	**2.9546**	**5.0007**	**0.0161**	**1.1851**	**0.0274**	**1.2124**	**0.3173**	**0.0259**	**0.3432**		**1,640.9041**	**1,640.9041**	**0.0798**		**1,642.8985**

3.4 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	0.0000	1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**	**0.0000**	**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

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	0.0942	2.5568	0.7152	5.3100e-003	0.1344	0.0189	0.1533	0.0387	0.0181	0.0568		566.2468	566.2468	0.0430		567.3210
Worker	0.5507	0.3979	4.2856	0.0108	1.0507	8.4300e-003	1.0591	0.2787	7.7700e-003	0.2864		1,074.6574	1,074.6574	0.0368		1,075.5775
Total	**0.6449**	**2.9546**	**5.0007**	**0.0161**	**1.1851**	**0.0274**	**1.2124**	**0.3173**	**0.0259**	**0.3432**		**1,640.9041**	**1,640.9041**	**0.0798**		**1,642.8985**

3.5 Paving - 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	0.9202	8.7447	7.2240	0.0113		0.5109	0.5109		0.4735	0.4735		1,070.1372	1,070.1372	0.3017		1,077.6798
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9202**	**8.7447**	**7.2240**	**0.0113**		**0.5109**	**0.5109**		**0.4735**	**0.4735**		**1,070.1372**	**1,070.1372**	**0.3017**		**1,077.6798**

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	0.1055	0.0762	0.8206	2.0700e-003	0.2012	1.6100e-003	0.2028	0.0534	1.4900e-003	0.0549		205.7855	205.7855	7.0500e-003		205.9616
Total	**0.1055**	**0.0762**	**0.8206**	**2.0700e-003**	**0.2012**	**1.6100e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**205.7855**	**205.7855**	**7.0500e-003**		**205.9616**

3.5 Paving - 2018

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	0.9202	8.7447	7.2240	0.0113		0.5109	0.5109		0.4735	0.4735	0.0000	1,070.1372	1,070.1372	0.3017		1,077.6798
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9202**	**8.7447**	**7.2240**	**0.0113**		**0.5109**	**0.5109**		**0.4735**	**0.4735**	**0.0000**	**1,070.1372**	**1,070.1372**	**0.3017**		**1,077.6798**

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	0.1055	0.0762	0.8206	2.0700e-003	0.2012	1.6100e-003	0.2028	0.0534	1.4900e-003	0.0549		205.7855	205.7855	7.0500e-003		205.9616
Total	**0.1055**	**0.0762**	**0.8206**	**2.0700e-003**	**0.2012**	**1.6100e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**205.7855**	**205.7855**	**7.0500e-003**		**205.9616**

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	12.6202					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**12.9189**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

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	0.1113	0.0804	0.8662	2.1800e-003	0.2124	1.7000e-003	0.2141	0.0563	1.5700e-003	0.0579		217.2180	217.2180	7.4400e-003		217.4040
Total	**0.1113**	**0.0804**	**0.8662**	**2.1800e-003**	**0.2124**	**1.7000e-003**	**0.2141**	**0.0563**	**1.5700e-003**	**0.0579**		**217.2180**	**217.2180**	**7.4400e-003**		**217.4040**

3.6 Architectural Coating - 2018

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	12.6202					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**12.9189**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

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	0.1113	0.0804	0.8662	2.1800e-003	0.2124	1.7000e-003	0.2141	0.0563	1.5700e-003	0.0579		217.2180	217.2180	7.4400e-003		217.4040
Total	**0.1113**	**0.0804**	**0.8662**	**2.1800e-003**	**0.2124**	**1.7000e-003**	**0.2141**	**0.0563**	**1.5700e-003**	**0.0579**		**217.2180**	**217.2180**	**7.4400e-003**		**217.4040**

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	1.2472	6.4196	16.5509	0.0530	4.2986	0.0628	4.3614	1.1502	0.0591	1.2092		5,383.3999	5,383.3999	0.2932		5,390.7288
Unmitigated	1.2472	6.4196	16.5509	0.0530	4.2986	0.0628	4.3614	1.1502	0.0591	1.2092		5,383.3999	5,383.3999	0.2932		5,390.7288

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	591.85	568.71	521.54	1,976,822	1,976,822
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	591.85	568.71	521.54	1,976,822	1,976,822

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.548893	0.044275	0.199565	0.124385	0.017503	0.005874	0.020174	0.028962	0.001990	0.002015	0.004673	0.000702	0.000989
Apartments Mid Rise	0.548893	0.044275	0.199565	0.124385	0.017503	0.005874	0.020174	0.028962	0.001990	0.002015	0.004673	0.000702	0.000989

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0247	0.2110	0.0898	1.3500e-003		0.0171	0.0171		0.0171	0.0171		269.3040	269.3040	5.1600e-003	4.9400e-003	270.9043
NaturalGas Unmitigated	0.0294	0.2508	0.1067	1.6000e-003		0.0203	0.0203		0.0203	0.0203		320.1392	320.1392	6.1400e-003	5.8700e-003	322.0417

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2721.18	0.0294	0.2508	0.1067	1.6000e-003		0.0203	0.0203		0.0203	0.0203		320.1392	320.1392	6.1400e-003	5.8700e-003	322.0417
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0294**	**0.2508**	**0.1067**	**1.6000e-003**		**0.0203**	**0.0203**		**0.0203**	**0.0203**		**320.1392**	**320.1392**	**6.1400e-003**	**5.8700e-003**	**322.0417**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2.28908	0.0247	0.2110	0.0898	1.3500e-003		0.0171	0.0171		0.0171	0.0171		269.3040	269.3040	5.1600e-003	4.9400e-003	270.9043
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0247**	**0.2110**	**0.0898**	**1.3500e-003**		**0.0171**	**0.0171**		**0.0171**	**0.0171**		**269.3040**	**269.3040**	**5.1600e-003**	**4.9400e-003**	**270.9043**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	25.8985	1.9323	52.6608	0.1159		6.8391	6.8391		6.8391	6.8391	833.6557	1,615.2652	2,448.9209	2.4992	0.0566	2,528.2630
Unmitigated	25.8985	1.9323	52.6608	0.1159		6.8391	6.8391		6.8391	6.8391	833.6557	1,615.2652	2,448.9209	2.4992	0.0566	2,528.2630

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	0.1902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1593					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	23.3212	1.8466	45.2611	0.1155		6.7986	6.7986		6.7986	6.7986	833.6557	1,602.0000	2,435.6557	2.4861	0.0566	2,514.6704
Landscaping	0.2278	0.0857	7.3997	3.9000e-004		0.0405	0.0405		0.0405	0.0405		13.2652	13.2652	0.0131		13.5926
Total	**25.8985**	**1.9323**	**52.6608**	**0.1159**		**6.8391**	**6.8391**		**6.8391**	**6.8391**	**833.6557**	**1,615.2652**	**2,448.9209**	**2.4992**	**0.0566**	**2,528.2630**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1593					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	23.3212	1.8466	45.2611	0.1155		6.7986	6.7986		6.7986	6.7986	833.6557	1,602.0000	2,435.6557	2.4861	0.0566	2,514.6704
Landscaping	0.2278	0.0857	7.3997	3.9000e-004		0.0405	0.0405		0.0405	0.0405		13.2652	13.2652	0.0131		13.5926
Total	**25.8985**	**1.9323**	**52.6608**	**0.1159**		**6.8391**	**6.8391**		**6.8391**	**6.8391**	**833.6557**	**1,615.2652**	**2,448.9209**	**2.4992**	**0.0566**	**2,528.2630**

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 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Fifth-Oxford Resdiential Project

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	201.00	Space	0.00	70,515.00	0
Apartments Mid Rise	89.00	Dwelling Unit	0.80	107,795.00	255

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2019
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 - Changed to reflect site plan

Construction Phase - Two-level subterranean garage requires more time.

Grading - Based on applicant given data.

Trips and VMT - Based on applicant given data.

Construction Off-road Equipment Mitigation - Watering twice per day based on SCAQMD Rule 403.

Area Mitigation -

Energy Mitigation -

Fifth-Oxford Resdiential Project - South Coast Air Basin, Summer

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	55.00
tblConstructionPhase	NumDays	2.00	24.00
tblConstructionPhase	PhaseEndDate	12/31/2017	9/14/2018
tblConstructionPhase	PhaseEndDate	12/31/2017	6/22/2018
tblConstructionPhase	PhaseEndDate	12/31/2017	2/2/2018
tblConstructionPhase	PhaseEndDate	12/31/2017	6/29/2018
tblConstructionPhase	PhaseEndDate	12/31/2017	1/1/2018
tblConstructionPhase	PhaseStartDate	1/1/2018	6/30/2018
tblConstructionPhase	PhaseStartDate	1/1/2018	2/3/2018
tblConstructionPhase	PhaseStartDate	1/1/2018	1/2/2018
tblConstructionPhase	PhaseStartDate	1/1/2018	6/23/2018
tblGrading	MaterialExported	0.00	27,562.00
tblLandUse	BuildingSpaceSquareFeet	80,400.00	70,515.00
tblLandUse	BuildingSpaceSquareFeet	89,000.00	107,795.00
tblLandUse	LandUseSquareFeet	80,400.00	70,515.00
tblLandUse	LandUseSquareFeet	89,000.00	107,795.00
tblLandUse	LotAcreage	1.81	0.00
tblLandUse	LotAcreage	2.34	0.80
tblProjectCharacteristics	OperationalYear	2018	2019
tblTripsAndVMT	HaulingTripNumber	3,445.00	2,506.00

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					
2018	13.0204	42.3092	14.6383	0.0963	2.8182	0.7507	3.5690	0.9629	0.7167	1.6796	0.0000	10,284.5722	10,284.5722	0.8749	0.0000	10,306.4439
Maximum	**13.0204**	**42.3092**	**14.6383**	**0.0963**	**2.8182**	**0.7507**	**3.5690**	**0.9629**	**0.7167**	**1.6796**	**0.0000**	**10,284.5722**	**10,284.5722**	**0.8749**	**0.0000**	**10,306.4439**

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					
2018	13.0204	42.3092	14.6383	0.0963	2.3328	0.7507	3.0835	0.7245	0.7167	1.4412	0.0000	10,284.5722	10,284.5722	0.8749	0.0000	10,306.4439
Maximum	**13.0204**	**42.3092**	**14.6383**	**0.0963**	**2.3328**	**0.7507**	**3.0835**	**0.7245**	**0.7167**	**1.4412**	**0.0000**	**10,284.5722**	**10,284.5722**	**0.8749**	**0.0000**	**10,306.4439**

	ROG	NOx	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**	**17.22**	**0.00**	**13.60**	**24.76**	**0.00**	**14.19**	**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	25.8985	1.9323	52.6608	0.1159		6.8391	6.8391		6.8391	6.8391	833.6557	1,615.2652	2,448.9209	2.4992	0.0566	2,528.2630
Energy	0.0294	0.2508	0.1067	1.6000e-003		0.0203	0.0203		0.0203	0.0203		320.1392	320.1392	6.1400e-003	5.8700e-003	322.0417
Mobile	1.2927	6.2482	17.5626	0.0559	4.2986	0.0624	4.3609	1.1502	0.0587	1.2088		5,675.5434	5,675.5434	0.2948		5,682.9138
Total	**27.2206**	**8.4312**	**70.3301**	**0.1734**	**4.2986**	**6.9217**	**11.2203**	**1.1502**	**6.9180**	**8.0682**	**833.6557**	**7,610.9478**	**8,444.6035**	**2.8002**	**0.0625**	**8,533.2184**

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	25.8985	1.9323	52.6608	0.1159		6.8391	6.8391		6.8391	6.8391	833.6557	1,615.2652	2,448.9209	2.4992	0.0566	2,528.2630
Energy	0.0247	0.2110	0.0898	1.3500e-003		0.0171	0.0171		0.0171	0.0171		269.3040	269.3040	5.1600e-003	4.9400e-003	270.9043
Mobile	1.2927	6.2482	17.5626	0.0559	4.2986	0.0624	4.3609	1.1502	0.0587	1.2088		5,675.5434	5,675.5434	0.2948		5,682.9138
Total	**27.2159**	**8.3914**	**70.3132**	**0.1731**	**4.2986**	**6.9185**	**11.2171**	**1.1502**	**6.9148**	**8.0650**	**833.6557**	**7,560.1125**	**8,393.7683**	**2.7992**	**0.0615**	**8,482.0811**

	ROG	NOx	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	**0.02**	**0.47**	**0.02**	**0.14**	**0.00**	**0.05**	**0.03**	**0.00**	**0.05**	**0.04**	**0.00**	**0.67**	**0.60**	**0.03**	**1.49**	**0.60**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2018	1/1/2018	5	1	
2	Grading	Grading	1/2/2018	2/2/2018	5	24	
3	Building Construction	Building Construction	2/3/2018	6/22/2018	5	100	
4	Paving	Paving	6/23/2018	6/29/2018	5	5	
5	Architectural Coating	Architectural Coating	6/30/2018	9/14/2018	5	55	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 218,285; Residential Outdoor: 72,762; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,231 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	94.00	21.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	2,506.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 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					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7858	9.7572	4.2514	9.7600e-003		0.4180	0.4180		0.3846	0.3846		982.7113	982.7113	0.3059		990.3596
Total	**0.7858**	**9.7572**	**4.2514**	**9.7600e-003**	**0.5303**	**0.4180**	**0.9483**	**0.0573**	**0.3846**	**0.4418**		**982.7113**	**982.7113**	**0.3059**		**990.3596**

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	0.0267	0.0193	0.2502	6.1000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		60.9360	60.9360	2.0800e-003		60.9881
Total	**0.0267**	**0.0193**	**0.2502**	**6.1000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**60.9360**	**60.9360**	**2.0800e-003**		**60.9881**

3.2 Site Preparation - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.7858	9.7572	4.2514	9.7600e-003		0.4180	0.4180		0.3846	0.3846	0.0000	982.7113	982.7113	0.3059		990.3596
Total	**0.7858**	**9.7572**	**4.2514**	**9.7600e-003**	**0.2386**	**0.4180**	**0.6566**	**0.0258**	**0.3846**	**0.4103**	**0.0000**	**982.7113**	**982.7113**	**0.3059**		**990.3596**

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	0.0267	0.0193	0.2502	6.1000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.1000e-004	0.0152		60.9360	60.9360	2.0800e-003		60.9881
Total	**0.0267**	**0.0193**	**0.2502**	**6.1000e-004**	**0.0559**	**4.5000e-004**	**0.0563**	**0.0148**	**4.1000e-004**	**0.0152**		**60.9360**	**60.9360**	**2.0800e-003**		**60.9881**

3.3 Grading - 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					
Fugitive Dust					0.8826	0.0000	0.8826	0.4335	0.0000	0.4335			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943		1,169.3502	1,169.3502	0.2254		1,174.9857
Total	**1.0643**	**9.4295**	**7.7762**	**0.0120**	**0.8826**	**0.6228**	**1.5054**	**0.4335**	**0.5943**	**1.0277**		**1,169.3502**	**1,169.3502**	**0.2254**		**1,174.9857**

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	0.9492	32.8412	6.3617	0.0831	1.8238	0.1271	1.9509	0.4998	0.1216	0.6213		8,993.3500	8,993.3500	0.6453		9,009.4821
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	0.0534	0.0385	0.5003	1.2200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		121.8720	121.8720	4.1700e-003		121.9761
Total	**1.0026**	**32.8797**	**6.8620**	**0.0844**	**1.9356**	**0.1280**	**2.0636**	**0.5294**	**0.1224**	**0.6518**		**9,115.2220**	**9,115.2220**	**0.6495**		**9,131.4582**

3.3 Grading - 2018

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					0.3972	0.0000	0.3972	0.1951	0.0000	0.1951			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943	0.0000	1,169.3502	1,169.3502	0.2254		1,174.9857
Total	**1.0643**	**9.4295**	**7.7762**	**0.0120**	**0.3972**	**0.6228**	**1.0199**	**0.1951**	**0.5943**	**0.7893**	**0.0000**	**1,169.3502**	**1,169.3502**	**0.2254**		**1,174.9857**

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	0.9492	32.8412	6.3617	0.0831	1.8238	0.1271	1.9509	0.4998	0.1216	0.6213		8,993.3500	8,993.3500	0.6453		9,009.4821
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	0.0534	0.0385	0.5003	1.2200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		121.8720	121.8720	4.1700e-003		121.9761
Total	**1.0026**	**32.8797**	**6.8620**	**0.0844**	**1.9356**	**0.1280**	**2.0636**	**0.5294**	**0.1224**	**0.6518**		**9,115.2220**	**9,115.2220**	**0.6495**		**9,131.4582**

3.4 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	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520		1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**		**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

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	0.0903	2.5514	0.6476	5.4500e-003	0.1344	0.0187	0.1530	0.0387	0.0178	0.0565		581.7193	581.7193	0.0402		582.7238
Worker	0.5022	0.3621	4.7029	0.0115	1.0507	8.4300e-003	1.0591	0.2787	7.7700e-003	0.2864		1,145.5969	1,145.5969	0.0392		1,146.5757
Total	**0.5925**	**2.9134**	**5.3504**	**0.0170**	**1.1851**	**0.0271**	**1.2121**	**0.3173**	**0.0256**	**0.3429**		**1,727.3162**	**1,727.3162**	**0.0793**		**1,729.2995**

3.4 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	0.0000	1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**	**0.0000**	**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

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	0.0903	2.5514	0.6476	5.4500e-003	0.1344	0.0187	0.1530	0.0387	0.0178	0.0565		581.7193	581.7193	0.0402		582.7238
Worker	0.5022	0.3621	4.7029	0.0115	1.0507	8.4300e-003	1.0591	0.2787	7.7700e-003	0.2864		1,145.5969	1,145.5969	0.0392		1,146.5757
Total	**0.5925**	**2.9134**	**5.3504**	**0.0170**	**1.1851**	**0.0271**	**1.2121**	**0.3173**	**0.0256**	**0.3429**		**1,727.3162**	**1,727.3162**	**0.0793**		**1,729.2995**

3.5 Paving - 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	0.9202	8.7447	7.2240	0.0113		0.5109	0.5109		0.4735	0.4735		1,070.1372	1,070.1372	0.3017		1,077.6798
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9202**	**8.7447**	**7.2240**	**0.0113**		**0.5109**	**0.5109**		**0.4735**	**0.4735**		**1,070.1372**	**1,070.1372**	**0.3017**		**1,077.6798**

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	0.0962	0.0693	0.9006	2.2000e-003	0.2012	1.6100e-003	0.2028	0.0534	1.4900e-003	0.0549		219.3696	219.3696	7.5000e-003		219.5571
Total	**0.0962**	**0.0693**	**0.9006**	**2.2000e-003**	**0.2012**	**1.6100e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**219.3696**	**219.3696**	**7.5000e-003**		**219.5571**

3.5 Paving - 2018

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	0.9202	8.7447	7.2240	0.0113		0.5109	0.5109		0.4735	0.4735	0.0000	1,070.1372	1,070.1372	0.3017		1,077.6798
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9202**	**8.7447**	**7.2240**	**0.0113**		**0.5109**	**0.5109**		**0.4735**	**0.4735**	**0.0000**	**1,070.1372**	**1,070.1372**	**0.3017**		**1,077.6798**

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	0.0962	0.0693	0.9006	2.2000e-003	0.2012	1.6100e-003	0.2028	0.0534	1.4900e-003	0.0549		219.3696	219.3696	7.5000e-003		219.5571
Total	**0.0962**	**0.0693**	**0.9006**	**2.2000e-003**	**0.2012**	**1.6100e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**219.3696**	**219.3696**	**7.5000e-003**		**219.5571**

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	12.6202					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**12.9189**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

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	0.1015	0.0732	0.9506	2.3300e-003	0.2124	1.7000e-003	0.2141	0.0563	1.5700e-003	0.0579		231.5568	231.5568	7.9100e-003		231.7547
Total	**0.1015**	**0.0732**	**0.9506**	**2.3300e-003**	**0.2124**	**1.7000e-003**	**0.2141**	**0.0563**	**1.5700e-003**	**0.0579**		**231.5568**	**231.5568**	**7.9100e-003**		**231.7547**

3.6 Architectural Coating - 2018

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	12.6202					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**12.9189**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

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	0.1015	0.0732	0.9506	2.3300e-003	0.2124	1.7000e-003	0.2141	0.0563	1.5700e-003	0.0579		231.5568	231.5568	7.9100e-003		231.7547
Total	**0.1015**	**0.0732**	**0.9506**	**2.3300e-003**	**0.2124**	**1.7000e-003**	**0.2141**	**0.0563**	**1.5700e-003**	**0.0579**		**231.5568**	**231.5568**	**7.9100e-003**		**231.7547**

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	1.2927	6.2482	17.5626	0.0559	4.2986	0.0624	4.3609	1.1502	0.0587	1.2088		5,675.5434	5,675.5434	0.2948		5,682.9138
Unmitigated	1.2927	6.2482	17.5626	0.0559	4.2986	0.0624	4.3609	1.1502	0.0587	1.2088		5,675.5434	5,675.5434	0.2948		5,682.9138

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	591.85	568.71	521.54	1,976,822	1,976,822
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	591.85	568.71	521.54	1,976,822	1,976,822

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.548893	0.044275	0.199565	0.124385	0.017503	0.005874	0.020174	0.028962	0.001990	0.002015	0.004673	0.000702	0.000989
Apartments Mid Rise	0.548893	0.044275	0.199565	0.124385	0.017503	0.005874	0.020174	0.028962	0.001990	0.002015	0.004673	0.000702	0.000989

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0247	0.2110	0.0898	1.3500e-003		0.0171	0.0171		0.0171	0.0171		269.3040	269.3040	5.1600e-003	4.9400e-003	270.9043
NaturalGas Unmitigated	0.0294	0.2508	0.1067	1.6000e-003		0.0203	0.0203		0.0203	0.0203		320.1392	320.1392	6.1400e-003	5.8700e-003	322.0417

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2721.18	0.0294	0.2508	0.1067	1.6000e-003		0.0203	0.0203		0.0203	0.0203		320.1392	320.1392	6.1400e-003	5.8700e-003	322.0417
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0294**	**0.2508**	**0.1067**	**1.6000e-003**		**0.0203**	**0.0203**		**0.0203**	**0.0203**		**320.1392**	**320.1392**	**6.1400e-003**	**5.8700e-003**	**322.0417**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2.28908	0.0247	0.2110	0.0898	1.3500e-003		0.0171	0.0171		0.0171	0.0171		269.3040	269.3040	5.1600e-003	4.9400e-003	270.9043
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0247**	**0.2110**	**0.0898**	**1.3500e-003**		**0.0171**	**0.0171**		**0.0171**	**0.0171**		**269.3040**	**269.3040**	**5.1600e-003**	**4.9400e-003**	**270.9043**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	25.8985	1.9323	52.6608	0.1159		6.8391	6.8391		6.8391	6.8391	833.6557	1,615.2652	2,448.9209	2.4992	0.0566	2,528.2630
Unmitigated	25.8985	1.9323	52.6608	0.1159		6.8391	6.8391		6.8391	6.8391	833.6557	1,615.2652	2,448.9209	2.4992	0.0566	2,528.2630

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	0.1902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1593					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	23.3212	1.8466	45.2611	0.1155		6.7986	6.7986		6.7986	6.7986	833.6557	1,602.0000	2,435.6557	2.4861	0.0566	2,514.6704
Landscaping	0.2278	0.0857	7.3997	3.9000e-004		0.0405	0.0405		0.0405	0.0405		13.2652	13.2652	0.0131		13.5926
Total	**25.8985**	**1.9323**	**52.6608**	**0.1159**		**6.8391**	**6.8391**		**6.8391**	**6.8391**	**833.6557**	**1,615.2652**	**2,448.9209**	**2.4992**	**0.0566**	**2,528.2630**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1902					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1593					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	23.3212	1.8466	45.2611	0.1155		6.7986	6.7986		6.7986	6.7986	833.6557	1,602.0000	2,435.6557	2.4861	0.0566	2,514.6704
Landscaping	0.2278	0.0857	7.3997	3.9000e-004		0.0405	0.0405		0.0405	0.0405		13.2652	13.2652	0.0131		13.5926
Total	**25.8985**	**1.9323**	**52.6608**	**0.1159**		**6.8391**	**6.8391**		**6.8391**	**6.8391**	**833.6557**	**1,615.2652**	**2,448.9209**	**2.4992**	**0.0566**	**2,528.2630**

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 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation