



AGENDA REPORT

Meeting Date: August 7, 2012

Item Number: D-4

To: Honorable Mayor & City Council

From: Susan Healy Keene, AICP, Director of Community Development

Subject: A RESOLUTION OF THE COUNCIL OF THE CITY OF BEVERLY HILLS AMENDING THE MASTER PLAN OF STREETS, ALLEYS AND HIGHWAYS AND ORDERING THE CONDITIONAL VACATION OF A PORTION OF AN ALLEY LOCATED ADJACENT TO THE PROPERTY AT 121 SPALDING DRIVE, AND APPROVING AN ENCROACHMENT PERMIT TO ALLOW CERTAIN ABOVE- AND BELOW-GRADE IMPROVEMENTS WITHIN THE ALLEY RIGHT-OF-WAY.

Attachments:

1. City Council Resolution
2. Planning Commission Resolution
3. Categorical Exemption Report
4. Project Plans

RECOMMENDATION

Staff recommends that the City Council approve an amendment to the Master Plan of Streets, Alleys and Highways, and grant an encroachment permit for above- and below-grade encroachments within the alley right-of-way.

INTRODUCTION

On July 12, 2012 the Planning Commission reviewed and conditionally approved a request to construct a new commercial building located at 121 Spalding Drive. The proposed project consists of a 140-space parking structure with approximately 11,000 square feet of general office space. The project is associated with the existing commercial building located at 9800 Wilshire Boulevard, as the project site provides parking facilities for the 9800 Wilshire Building. The redevelopment of both properties is being performed in order to establish a new headquarters office for the Gores Group, a private equity firm. As a component to the redevelopment of the project site, the applicant has requested that the portion of east-west alley that separates 121 Spalding Drive from 9800 Wilshire Boulevard be realigned and widened, and that above- and below-grade encroachments be permitted within the alley right-of way. Accordingly, the Planning Commission adopted a resolution conditionally approving the project, and recommending that the City Council approve the alley modifications and encroachments.

ANALYSIS

Alley Vacation/Realignment

In order to accommodate ongoing remodeling of the adjacent 9800 Wilshire Boulevard office building and the installation of a stone veneer along the alley-facing building wall¹ (which would otherwise encroach into the alley), the applicant proposes to realign the alley by vacating approximately 1 foot of width from the northern side of the east-west alley. The 1 foot of width lost due to vacation would be offset by an approximately 6-foot dedication of land for alley purposes along the southern edge of the east-west alley. The net result of the vacation and dedication would be a 20-foot wide alley.

The proposed alley vacation and dedication improves existing circulation, as the existing east-west alley is 15 feet wide, and would be widened to 20 feet. The widened alley will offer improved visibility, turning movements, and the ability to accommodate two-way traffic. Moreover, these modifications are consistent with the Master Plan of Streets, Alleys and Highways, which calls for existing, 15-foot wide alleys to be widened to 20 feet whenever new development occurs on a property. Therefore, the Planning Commission has recommended realignment and widening of the alley because it would greatly improve upon existing conditions and is consistent with the goals and policies of the general plan, which incorporates the Master Plan of Streets, Alleys and Highways by reference.

¹ The remodeling of 9800 Wilshire Boulevard was reviewed and approved by the Architectural Commission, but did not require review by the Planning Commission since it is an existing building. Although the 9800 Wilshire Boulevard property was not a part of the Planning Commission's review, the building is associated with the need to realign the alley in order to accommodate façade improvements.

Alley Encroachments

As noted above, the applicant proposes certain encroachments within the alley right-of-way. The encroachments consist of a subterranean alley encroachment for parking purposes, and an above-grade encroachment for a bridge connection between the proposed project and the 9800 Wilshire Boulevard office building. The subterranean encroachment consists of two levels of parking that would extend beneath the 6-foot east-west alley dedication proposed by the applicant – the encroachment would not extend beneath any portions of the existing 15-foot alley. The above-grade encroachment consists of an enclosed bridge that would span over the alley and connect the top floor of 121 Spalding Drive with the top floor of 9800 Wilshire Boulevard. The proposed bridge provides a minimum of 30 feet of vertical clearance above the finished surface of the alley, and provides a maximum roof height of 45 feet, which is compliance with the maximum height standards for the subject property.

The existing parking structure proposed for demolition at 121 Spalding Drive is substandard with regard to parking space dimensions and drive aisle widths; however, the proposed project, with incorporation of the requested encroachments, would allow for wider, code-compliant aisles within the parking garage, and results in additional parking spaces and improved circulation. The subterranean encroachment will not interfere with alley operations, nor with existing utilities within the alley. With regard to the above-grade bridge connection proposed over the alley, the bridge will provide for connectivity between the buildings, be located 30 feet above the alley and be located approximately 30 feet from Spalding Drive in order to minimize its visibility from the street. The location and elevated nature of the bridge allows for existing alley access to be maintained without impeding the movement of large vehicles and trucks. The Planning Commission has recommended approval of the encroachments because they result in an improved project, and do not interfere with existing or future use of the alley right-of-way.

ENVIRONMENTAL ASSESSMENT

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. The project qualifies for a categorical exemption pursuant to Section 15332 (Class 32) of the Guidelines. Specifically, the proposed project qualifies as an in-fill development project that is not anticipated to result in any significant environmental impacts. Additional detail regarding the applicable exemption for in-fill development projects can be found in Attachment 4.

FINDINGS

Based on the analysis outlined above and the findings adopted by the Planning Commission, staff recommends that the following findings be made in support of the requested alley realignment and alley encroachments:

1. *The proposed alley vacation is consistent with the General Plan;*

The alley vacation furthers the goals and policies of the City by allowing the City to attract an important commercial business while providing improved access and circulation in and around existing and future developments. Specifically, vacation of 1-foot of width from the north side of the existing 15-foot wide alley and offsetting the

vacation with a new 6-foot wide dedication to create a 20-foot wide alley is consistent with the requirements of the Master Plan of Streets, Alleys and Highways (a component of the General Plan), and with General Plan Policy LU 5.6, which states:

“Alleys. Maintain existing neighborhood alleys as alternate, safe, well maintained access points to homes that also reduce curb cuts, driveways, and associated pedestrian-automobile conflicts.”

The Project results in a wider alley as compared to the existing alley, and thus maintains the City’s alley system as an alternate, safe, well maintained access point to properties. Additionally, the proposed vacation is consistent with General Plan Policy CIR 11.2c, which states:

“In commercial areas, however, there is the additional concern for alley relocation and/or closure, which may be desirable in conjunction with specific development proposals. As important as they are, the existence of the alleys should not preclude consideration of proposals which would alter them if satisfactory alternate services would be provided. In certain instances, development proposals which would utilize the alley may provide a type or quality of development or access which better serves the City’s objectives and as such, should be considered. Such development proposals might include alley closure which would permit unified development across an entire block or permit safer street access, or use of the alley as part of a landscaped pedestrian plaza or mall, or relocation of an alley of a more functional arrangement of structures or possible consideration of the space above or below the alley for parking purposes.”

The proposed improvements to the site and alley will result in a high-level commercial office space that is appropriate for corporate headquarters (the Gores Group is the current owner and proposed occupant of the project), which have been identified by the City as being very desirable because they provide high-paying jobs and help to support the economic vitality of the City. Furthermore, realignment and widening of the alley to allow a more functional arrangement of the proposed Project is being provided. The realigned and widened alley ties into the City’s existing alley system and provides improved circulation for larger vehicle turning movements.

2. *The alley proposed to be vacated is unnecessary for present or prospective public use;*

The 1 foot of alley width proposed to be vacated would be offset by a 6-foot alley dedication to be provided on the side of the alley opposite the vacated segment. Vacation of the alley segment would not occur until such time as the new alley dedication is constructed and opened to public circulation. At such time as the widened alley is opened for public circulation, the 1 foot of alley width proposed for vacation will become unnecessary for present or prospective public use, as all existing and future circulation can be accommodated through the realigned alley segment.

3. *The right-of-way proposed to be vacated is not useful as a non-motorized transportation facility;*

The 1 foot of alley width proposed to be vacated would be offset by a 6-foot alley dedication to be provided on the side of the alley opposite the vacated segment.

Vacation of the alley segment would not occur until such time as the new alley dedication is constructed and opened to public circulation. At such time as the widened alley is opened for public circulation, the 1 foot of alley width proposed for vacation will no longer be useful as a non-motorized transportation facility, as all existing and future non-motorized transportation can be accommodated through the realigned alley segment.

4. *The encroachment permit for above- and below-grade alley encroachments is necessary or desirable;*

The proposed subterranean encroachment beneath the alley would allow for development of the project with wider, code-compliant aisles within the parking garage, and results in additional parking spaces and improved circulation. The subterranean encroachment will not interfere with alley operations, nor with existing utilities within the alley. The above-grade bridge connection proposed over the alley will provide for an improved project with connectivity between the buildings located at 121 Spalding Drive and 9800 Wilshire Boulevard. In addition to providing for improved connectivity, the bridge will be located 30 feet above the alley and will allow for existing alley access to be maintained without impeding the movement of large vehicles and trucks.

5. *The encroachment permit does not create a substantial adverse impact on persons or property; and*

Allowing the proposed encroachments results in a wider alley that improves upon existing conditions. Furthermore, the encroachments are located in areas that will not impact or interfere with existing or future use of the alley. Therefore, the encroachment permit will not create a substantial adverse impact on persons or property.

6. *The encroachment permit does not adversely affect the public health, welfare, and safety.*

Allowing the proposed encroachments results in a wider alley that improves upon existing conditions. Furthermore, the encroachments are located in areas that will not impact or interfere with existing or future use of the alley. Therefore, the encroachment permit will not adversely affect the public health, welfare, and safety.

FISCAL IMPACT

Approval of the project is anticipated to result in a positive fiscal impact due to increased revenue generated by redevelopment of the site.

August 7, 2012
121 Spalding Drive

PUBLIC NOTICE

A public hearing notice was mailed on July 27, 2011 to all owners and residential occupants of property located within 300 feet of the project site, and notice of the hearing was published in the Beverly Hills Courier and the Beverly Hills Weekly, two newspapers of local circulation, for two consecutive weeks prior to the hearing. Additionally, three posters providing notice of the hearing were posted adjacent to the alley segment proposed for vacation.

RECOMMENDED ACTION

Based on the forgoing information, staff recommends that the City Council move to approve a resolution amending the Master Plan of Streets, Alleys and Highways and granting an encroachment permit for above- and below-grade encroachments within the alley right-of-way.

Susan Healy Keene, AICP
Director of Community Development


Approved By

~~for~~ David Gustavson
Director of Public Works


Approved By

ATTACHMENT 1
CITY COUNCIL RESOLUTION

RESOLUTION NO. 12-R-

A RESOLUTION OF THE COUNCIL OF THE CITY OF BEVERLY HILLS AMENDING THE MASTER PLAN OF STREETS, ALLEYS AND HIGHWAYS AND ORDERING THE CONDITIONAL VACATION OF A PORTION OF AN ALLEY LOCATED ADJACENT TO THE PROPERTY AT 121 SPALDING DRIVE, AND APPROVING AN ENCROACHMENT PERMIT TO ALLOW CERTAIN ABOVE- AND BELOW-GRADE IMPROVEMENTS WITHIN THE ALLEY RIGHT-OF-WAY.

The City Council of the City of Beverly Hills hereby finds, resolves, and determines as follows:

Section 1. In accordance with the provisions of Section 8320 of the Streets and Highways Code of the State of California (the "Streets and Highways Code"), the City published notice of its intent to vacate a portion of the alley located to the north of property located at 121 Spalding Drive in the *Beverly Hills Courier* on July 27 and August 3, 2012 and in the *Beverly Hills Weekly* on August 2, 2012. Notice was also posted on the project site.

Section 2. The proceedings to vacate the alley were conducted pursuant to Chapter 3 of Part 3 of Division 9 of the Streets and Highways Code, Section 8320 et. seq. Notices of the proposed alley vacation were duly published and posted in the manner and form-and at the times required by Sections 8322 and 8323 of the Streets and Highways Code.

Section 3. On July 12, 2012, the Planning Commission considered, among other things, the alley vacation and encroachment permit, and found that the alley vacation and

encroachment permit are consistent with the General Plan and recommended that the City Council approve the vacation and encroachment permit.

Section 4. The City Council held a duly noticed public hearing regarding the vacation and encroachments on August 7, 2012.

Section 5. The project, consisting of the street vacation, encroachment, and related entitlements, (the “Project”) has been environmentally reviewed pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000, et seq. (“CEQA”), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 *et seq.*), and the City’s environmental guidelines. A Class 32 Categorical Exemption has been issued pursuant to CEQA Guidelines Section 15332 (infill development) because the Project meets the following environmental criteria:

- (a) The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations;
- (b) The proposed development occurs within city limits on a Project site of no more than 5 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 Project complies with the above-referenced criteria, based on the following information:

- (a) The Project has been found to be consistent with the applicable general plan land use designation and all applicable general plan policies. Additionally, the Project has been reviewed for conformance with the applicable zoning designation and all zoning regulations and development standards.
- (b) The Project is located at 121 Spalding Drive, which is located within the City of Beverly Hills city limits. Additionally, the Project site is substantially surrounded by urban uses on all sides, and the Project site is approximately 0.28 acres in size, which is well within the 5-acre limit for application of the exemption.
- (c) The Project site was previously developed with a three-level parking structure, and has remained as such until present day. Because the Project site is already developed with a commercial building, the site does not hold any value as habitat for endangered, rare, or threatened species.
- (d) A traffic study was prepared in conjunction with review of the Project, which found that based on the anticipated trip generation of the office uses, the Project will not generate any significant impacts related to traffic. Additionally, a study was prepared to analyze potential impacts related to noise, air quality, and water quality. The study found that minor, short-term impacts may be generated during construction of the Project, but that

once complete, the Project would not generate any significant impacts related to noise, air quality, or water quality.

- (e) Because the Project site has been previously developed, and is consistent with the requirements of the general plan, it can be adequately served by all required utilities and public services.

Section 6. Based on the foregoing, and evidence presented through the hearing process, the City Council hereby finds and determines as follows regarding the alley vacation:

1. The alley vacation furthers the goals and policies of the City by allowing the City to attract a significant business while providing improved access and circulation in and around existing and future developments. Specifically, vacation of 1-foot of width from the north side of the existing 15-foot wide alley and offsetting the vacation with a new 6-foot wide dedication to create a 20-foot wide alley is consistent with the requirements of the Master Plan of Streets, Alleys and Highways (a component of the General Plan), and with General Plan Policy LU 5.6, which states:

“Alleys. Maintain existing neighborhood alleys as alternate, safe, well maintained access points to homes that also reduce curb cuts, driveways, and associated pedestrian-automobile conflicts.”

The Project results in a wider alley as compared to the existing alley, and thus maintains the City’s alley system as an alternate, safe, and well maintained access point to properties. Additionally, the proposed vacation is consistent with General Plan Policy CIR 11.2c, which states:

“In commercial areas, however, there is the additional concern for alley relocation and/or closure, which may be desirable in conjunction with

specific development proposals. As important as they are, the existence of the alleys should not preclude consideration of proposals which would alter them if satisfactory alternate services would be provided. In certain instances, development proposals which would utilize the alley may provide a type or quality of development or access which better serves the City's objectives and as such, should be considered. Such development proposals might include alley closure which would permit unified development across an entire block or permit safer street access, or use of the alley as part of a landscaped pedestrian plaza or mall, or relocation of an alley of a more functional arrangement of structures or possible consideration of the space above or below the alley for parking purposes."

The proposed improvements to the site and alley will result in a high-level commercial office space that is appropriate for corporate headquarters (the Gores Group is the current owner and proposed occupant of the project), which have been identified by the City as being very desirable because they provide high-paying jobs and help to support the economic vitality of the City. Furthermore, realignment and widening of the alley to allow a more functional arrangement of the proposed Project is being provided. The realigned and widened alley ties into the City's existing alley system and provides improved circulation for larger vehicle turning movements.

2. Pursuant to Section 8324 of the Streets and Highways Code, the 1 foot of alley width proposed to be vacated would be offset by a 6-foot alley dedication to be provided on the side of the alley opposite the vacated segment. Vacation of the alley segment would not occur until such time as the new alley dedication is constructed and opened to public circulation. At such time as the widened alley is opened for public circulation, the 1 foot of alley width proposed for vacation will become unnecessary for present or prospective public use, as all existing and future circulation can be accommodated through the realigned alley segment.

3. The 1 foot of alley width proposed to be vacated would be offset by a 6-foot alley dedication to be provided on the side of the alley opposite the vacated segment. Vacation of the alley segment would not occur until such time as the new alley dedication is constructed, dedicated to the City, and opened to public circulation. At such time as the widened alley is opened for public circulation, the 1 foot of alley width proposed for vacation will no longer be useful as a non-motorized transportation facility, as all existing and future non-motorized transportation can be accommodated through the realigned alley segment.

Section 7. Based on the foregoing, and evidence presented through the hearing process, the City Council hereby finds and determines as follows regarding the encroachment permit:

1. The proposed subterranean encroachment beneath the alley would allow for development of the project with wider, code-compliant aisles within the parking garage, and results in additional parking spaces and improved circulation. The subterranean encroachment will not interfere with alley operations, nor with existing utilities within the alley. The above-grade bridge connection proposed over the alley will provide for an improved project with connectivity between the buildings located at 121 Spalding Drive and 9800 Wilshire Boulevard. In addition to providing for improved connectivity, the bridge will be located 30 feet above the alley and will allow for existing alley access to be maintained without impeding the movement of large vehicles and trucks.

2. Allowing the proposed encroachments results in a wider alley that improves upon existing conditions. Furthermore, the encroachments are located in areas that will not impact or interfere with existing or future use of the alley. Therefore, the encroachment permit will not create a substantial adverse impact on persons or property.
3. Allowing the proposed encroachments results in a wider alley that improves upon existing conditions. Furthermore, the encroachments are located in areas that will not impact or interfere with existing or future use of the alley. Therefore, the encroachment permit will not adversely affect the public health, welfare, and safety.

Section 8. The City Council hereby approves the requested alley encroachments, and orders that the portion of the alley as described and shown on Exhibit A, attached hereto and incorporated by reference, shall be and is hereby ordered to be vacated subject to all of the following conditions and only after the conditions are satisfied:

1. No portion of any existing alley shall be vacated or closed to vehicular circulation unless and until a new alley, in a location substantially as shown in Exhibit A attached hereto and incorporated by reference, and in an exact location satisfactory to the Director of Public Works, has been constructed to City standards, is dedicated to the City, and is operational.
2. Final legal descriptions for the portions of alley to be vacated and dedicated shall be subject to review and approval by the Director of Public Works.

3. The pavement and center drainage gutter on the east-west alley adjacent to the Project site shall be removed and replaced according to City standards. Any deviations from City standards with respect to paving materials shall be subject to review and approval by the Director of Public Works.
4. All above-grade alley encroachments shall provide a minimum vertical clearance of 30 feet above the finished surface of the alley.
5. All below-grade alley encroachments shall comply with applicable City standards, and shall be subject to review and approval by the Director of Public Works.

Section 9. Page 35 of the City's Master Plan of Streets, Alleys and Highways, is hereby amended to reflect the vacation and dedication shown on Exhibit A.

Section 10. The documents and other material which constitute the record on which this decision is based are located in the Department of Community Development and are in the custody of the Director of Community Development.

Section 11. The City Manager or his designee shall administer the terms of this Resolution on behalf of the City.

Section 12. The City Clerk is directed to cause a certified copy of this resolution and order to be recorded in the office of the Recorder of the County of Los Angeles at such time as the conditions of approval set forth in Section 8 of this Resolution, have been satisfied.

Section 13. The City Clerk shall certify to the passage, approval, and adoption of this resolution, and shall cause this resolution and his Certification to be entered in the Book of Resolutions of the City of Beverly Hills.

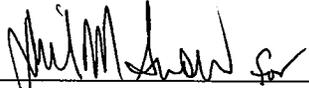
Adopted:

WILLIAM W. BRIEN, MD
Mayor of the City of
Beverly Hills, California

ATTEST:

BYRON POPE (SEAL)
Clerk

APPROVED AS TO FORM



LAURENCE S. WIENER
City Attorney

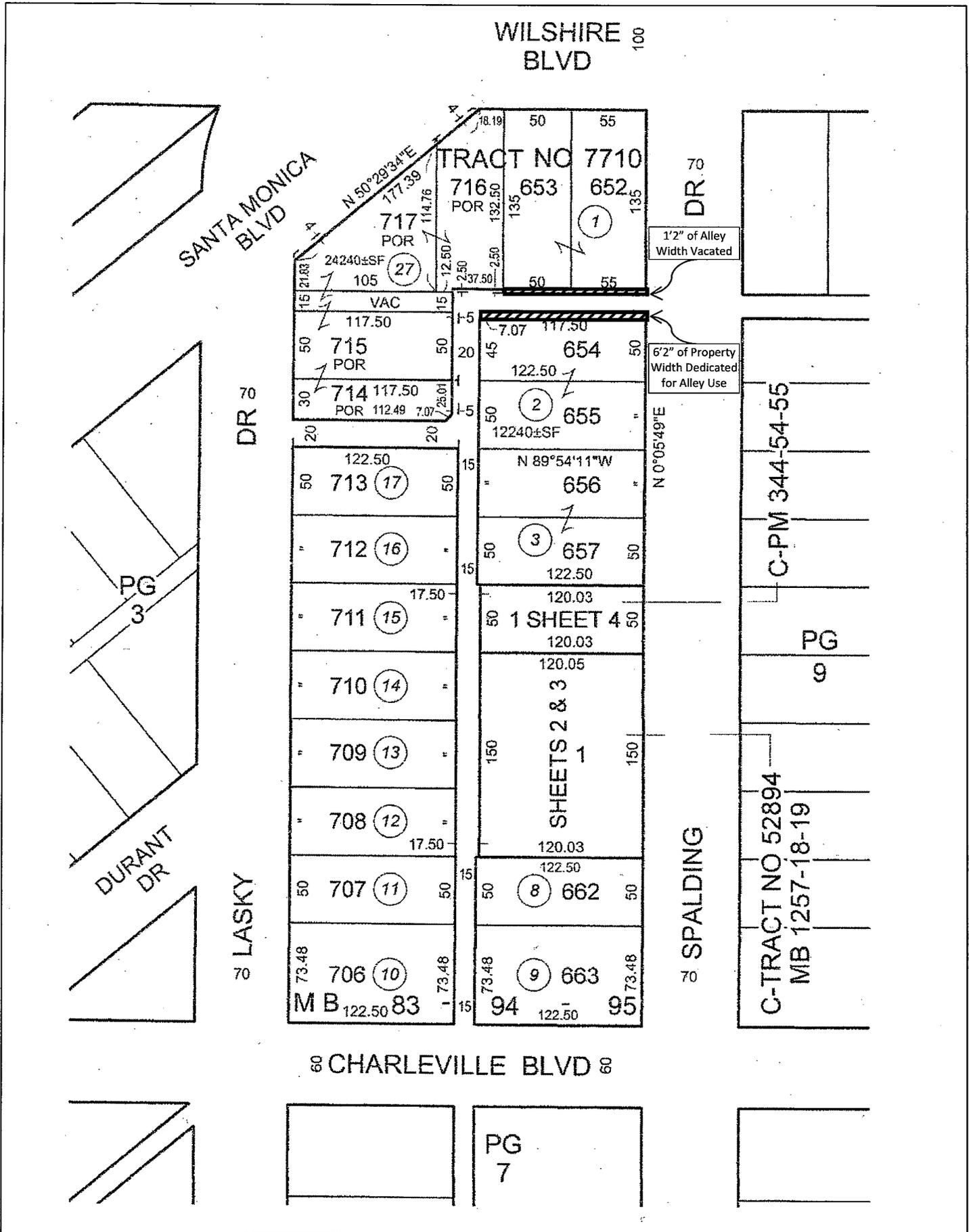
APPROVED AS TO CONTENT

JEFFREY KOLIN
City Manager



SUSAN HEALY KEENE, AICP
Director of Community Development

EXHIBIT A



WILSHIRE BLVD 100

SANTA MONICA BLVD

TRACT NO 7710

DR 70

1'2" of Alley Width Vacated

DR 70

6'2" of Property Width Dedicated for Alley Use

N 0°05'49"E

C-PM 344-54-55

PG 3

PG 9

DURANT DR

DR 70 LASKY

DR 70 SPALDING

C-TRACT NO 52894
MB 1257-18-19

CHARLEVILLE BLVD

PG 7

ATTACHMENT 2

PLANNING COMMISSION RESOLUTION

RESOLUTION NO. 1647

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BEVERLY HILLS CONDITIONALLY APPROVING A DEVELOPMENT PLAN REVIEW, AND RECOMMENDING APPROVAL OF AN ENCROACHMENT PERMIT AND PARTIAL ALLEY VACATION TO ALLOW THE DEMOLITION OF AN EXISTING PARKING STRUCTURE AND CONSTRUCTION OF A NEW OFFICE BUILDING ON THE PROPERTY LOCATED AT 121 SPALDING DRIVE.

The Planning Commission of the City of Beverly Hills hereby finds, resolves and determines as follows:

Section 1. The Gores Group, through its agent Tom Levyn, has submitted an application to allow the demolition of an existing parking structure, with subsequent construction of a new office building with parking facilities (the "Project"). The proposed Project consists of the demolition of an existing 3-level parking structure, and the construction of a new 4-level (above-grade) commercial building containing a mix of parking and general office uses. The existing parking structure that is proposed for demolition provides parking for the adjacent office building located at 9800 Wilshire Boulevard, which requires replacement parking to be provided within the proposed Project. Therefore, the proposed Project includes a total of 5 levels of parking (2 subterranean and 3 above-grade). The portion of the Project's ground floor that fronts on Spalding Drive contains general office space, and the entire fourth floor is made up of general office space. The total floor area of proposed office uses is approximately 9,000 square feet. The proposed Project is a code-compliant 45 feet in height (not including allowable rooftop elements), and includes a proposal to realign and widen the existing 15-foot-wide east-west alley to 20 feet. In addition to the proposal to realign and widen the alley, the Applicant has proposed

specific encroachments within the alley right-of-way. The encroachments include a subterranean encroachment under the alley for parking purposes, and an above-grade encroachment to allow a bridge connection between the top floor of the proposed Project and the top floor of the existing 9800 Wilshire Boulevard office building.

Section 2. The request to demolish the existing parking structure and construct a new office building results in the need for specific entitlements as follows:

1. Development Plan Review. A Development Plan Review is required for the construction of any new structure that has a floor area of 2,500 square feet or more. Accordingly, the Applicant seeks a Development Plan Review in order to construct the proposed Project;
2. Alley Vacation. In order to accommodate remodeling of the adjacent 9800 Wilshire Boulevard office building and the installation of a stone veneer along the alley-facing building wall (which would otherwise encroach into the alley), the Applicant proposes that the City realign the alley by vacating approximately 1 foot of width along the northern edge of the east-west alley. The 1 foot of width lost due to vacation would be offset by an approximately 6-foot dedication of land for alley purposes along the southern edge of the east-west alley. The result would be a 20-foot wide alley; and
3. Encroachment Permit. The Applicant proposes a subterranean alley encroachment for parking purposes, and an above-grade encroachment

for a bridge connection between the proposed Project and the 9800 Wilshire Boulevard office building.

Section 3. The Project has been environmentally reviewed pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000, *et seq.* (“CEQA”), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 *et seq.*), and the City’s environmental guidelines. A Class 32 Categorical Exemption has been issued pursuant to CEQA Guidelines Section 15332 (infill development) because the Project meets the following environmental criteria:

- (a) The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations;
- (b) The proposed development occurs within city limits on a Project site of no more than 5 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 Project complies with the above-referenced criteria, based on the following information:

- (a) The Project has been found to be consistent with the applicable general plan land use designation and all applicable general plan policies. Additionally, the Project has been reviewed for conformance with the applicable zoning designation and all zoning regulations and development standards.
- (b) The Project is located at 121 Spalding Drive, which is located within the City of Beverly Hills city limits. Additionally, the Project site is substantially surrounded by urban uses on all sides, and the Project site is approximately 0.28 acres in size, which is well within the required 5-acre limit.
- (c) The Project site was previously developed with a three-level parking structure, and has remained as such until present day. Because the Project site is already developed with a commercial building, the site does not hold any value as habitat for endangered, rare, or threatened species.
- (d) A traffic study was prepared in conjunction with the Project, which found that based on the anticipated trip generation of the office uses, the Project will not generate any significant impacts related to traffic. Additionally, a study was prepared to analyze potential impacts related to noise, air quality, and water quality. The study found that minor, short-term impacts may be generated during construction of the Project, but that once complete, the Project would not generate any significant impacts related to noise, air quality, or water quality.

- (e) Because the Project site has been previously developed, and is consistent with the requirements of the general plan, it can be adequately served by all required utilities and public services.

Section 4. Notice of the Project and the public hearing held concerning the Project was mailed on July 2, 2012 to all property owners and residential tenants within a 300-foot radius of the property. On July 12, 2012, the Planning Commission considered the application at a duly noticed public meeting. Evidence, both written and oral, was presented at said meeting.

Section 5. In considering the request for a Development Plan Review, the Planning Commission may approve the Development Plan Review if the Commission finds as follows:

1. The proposed plan is consistent with the general plan and any specific plans adopted for the area;
2. The proposed plan will not adversely affect existing and anticipated development in the vicinity and will promote harmonious development of the area;
3. The nature, configuration, location, density, height and manner of operation of any commercial development proposed by the plan will not significantly and adversely interfere with the use and enjoyment of residential properties in the vicinity of the subject property;
4. The proposed plan will not create any significantly adverse traffic impacts, traffic safety hazards, pedestrian-vehicle conflicts, or pedestrian safety hazards; and
5. The proposed plan will not be detrimental to the public health, safety or general welfare.

Section 6. Based on the foregoing, the Planning Commission hereby finds and determines as follows regarding the Development Plan Review:

1. The proposed plan complies with all applicable goals and policies set forth in the general plan, and allows for the establishment of a new office and parking facility that will contain desirable uses and generate additional jobs and revenue in the area. The proposed plan is not located within a specific plan area;
2. The proposed plan replaces an aging parking structure with a modern office building and parking facility. The Project utilizes high quality design and materials, and meets all applicable development standards. Therefore, the Project will be a harmonious addition to the area that will generate high quality jobs without adversely affecting existing and anticipated development in the vicinity of the Project site;
3. Residential properties are located a minimum of 100 feet away from the Project site. The Project will contain general office and parking uses consistent with the applicable zoning and general plan designations. Because the Project is separated from residential uses and is compliant with all applicable City standards, the Project is not anticipated to significantly and adversely interfere with the use and enjoyment of residential properties in the vicinity of the subject property;
4. A traffic analysis has been prepared for the Project, and the analysis demonstrates that the Project will not result in any significant traffic or safety hazards. Furthermore, the Project eliminates an existing driveway on Spalding Drive,

which will reduce interference and potential pedestrian conflicts with the sidewalk; and

5. The proposed plan is consistent with all applicable City standards, and serves to update an existing commercial property with new, high quality development. Therefore, the Project is anticipated to be a benefit to the public health, safety, and general welfare.

Section 7. In considering the request for alley vacation and alley encroachments, the Planning Commission may recommend that the City Council approve the vacation if the Commission finds as follows:

1. The proposed alley vacation and alley encroachments are consistent with the General Plan.

Section 8. Based on the foregoing, the Planning Commission hereby finds and determines as follows regarding the alley vacation and alley encroachments:

1. The alley vacation and alley encroachments further the goals and policies of the City by allowing the City to enhance an existing commercial property and attract an important commercial asset while continuing to provide sufficient access and circulation in and around existing and future developments. Specifically, vacation of a portion of the existing 15-foot wide alley and establishment of a realigned 20-foot wide alley is consistent with General Plan Policy LU 5.6, which states:

“Alleys. Maintain existing neighborhood alleys as alternate, safe, well maintained access points to homes that also reduce curb cuts, driveways, and associated pedestrian-automobile conflicts.”

The Project provides a new, wider alley as a replacement to the existing alley, and thus maintains the City’s alley system as an alternate, safe, well maintained access point to properties. Additionally, the proposed alley encroachments do not interfere with the safe operation of the alley, and are therefore consistent with the goals and policies of the general plan.

Section 9. Based on the foregoing, the Planning Commission hereby grants the requested Development Plan Review and recommends approval of the alley vacation and alley encroachments, subject to the following conditions:

Project-Specific Conditions

1. The approvals to construct a new office building and parking garage shall not become effective unless and until the proposed alley vacation, alley dedication, and encroachment permit for above- and below-grade alley encroachments have been reviewed and approved by the City Council.
2. The portion of existing alley to be vacated shall not be abandoned or closed to vehicular circulation unless and until the proposed new alley has been constructed and is operational.
3. Vacation of the northern strip of the east-west alley shall be conducted in accordance with the Streets and Highways Code Section 8300 *et seq.*

4. The parking and drive aisle configuration within the Project shall be subject to final review and approval by the City's Transportation Engineer prior to the issuance of building permits.
5. Free on-site parking shall be provided to all employees of the Project.
6. The Applicant has agreed to construct a temporary wall along the north side of the pool area at the adjacent Mosaic Hotel to assist in addressing noise and dust from construction activities. The temporary wall would be constructed in advance of demolition activities on the project site, and would incorporate sound insulation materials.
7. The Applicant shall submit a construction management plan to the City for review and approval prior to the issuance of any building permits. To the maximum extent feasible, the construction management plan shall identify Project timelines and staging, and shall identify methods for reducing noise impacts. At a minimum, the construction management plan shall schedule higher impact construction activities (those that generate the most noise) to occur between the hours of 9:30 AM and 4:30 PM, unless otherwise approved by the Director of Community Development.
8. The Applicant shall establish a construction coordinator. The construction coordinator shall be responsible for ensuring satisfactory compliance with all construction conditions set forth in this resolution. Contact information for the construction coordinator shall be posted at the Project site, and the construction coordinator shall be available to answer questions regarding the Project and respond to any complaints generated by the Project's construction.

9. The Applicant shall submit a worker parking management plan to the City for review and approval prior to the issuance of any building permits. To the maximum extent feasible, all worker parking shall be accommodated on the Project site. During any demolition and construction activities when construction worker parking cannot be accommodated on the Project site, the plan shall identify alternate parking locations for construction workers and method of transportation to and from the Project site.
10. All diesel equipment shall be operated with closed engine doors, and shall be equipped with factory-recommended mufflers.
11. Electrical power shall be used to run air compressors and similar power tools, and to power any temporary structures such as construction trailers or caretaker facilities.
12. Not more than two pieces of diesel equipment shall be operated at the Project site at any one time.
13. Water trucks shall be used during demolition and construction to keep all areas of vehicle movements damp enough to prevent dust from leaving the site. At a minimum, this will require three daily applications (once in the morning, once at midday, and once at the end of the workday). Increased watering shall be required whenever wind speed exceeds 15 mph. Grading shall be suspended if wind gusts exceed 25 mph.

Standard Conditions

14. APPEAL. Decisions of the Planning Commission may be appealed to the City Council within fourteen (14) days of the Planning Commission action by filing a written appeal with the City Clerk. Appeal forms are available in the City Clerk's

office. Decisions involving subdivision maps must be appealed within ten (10) days of the Planning Commission Action. An appeal fee is required.

15. RECORDATION. The resolution approving the Development Plan Review shall not become effective until the owner of the Project site records a covenant, satisfactory in form and content to the City Attorney, accepting the conditions of approval set forth in this resolution. The covenant shall include a copy of the resolution as an exhibit. The Applicant shall deliver the executed covenant to the Department of Community Development within 60 days of the Planning Commission decision. At the time that the Applicant delivers the covenant to the City, the Applicant shall also provide the City with all fees necessary to record the document with the County Recorder. If the Applicant fails to deliver the executed covenant within the required 60 days, this resolution approving the Project shall be null and void and of no further effect. Notwithstanding the foregoing, the Director of Community Development may, upon a request by the Applicant, grant a waiver from the 60 day time limit if, at the time of the request, the Director determines that there have been no substantial changes to any federal, state, or local law that would affect the Project.
16. EXPIRATION. Development Plan Review: The exercise of rights granted in such approval shall be commenced within three (3) years after the adoption of such resolution.
17. VIOLATION OF CONDITIONS. A violation of any of these conditions of approval may result in a termination of the entitlements granted herein.
18. This approval is for those plans submitted to the Planning Commission on July 12, 2012, a copy of which shall be maintained in the files of the City Planning Division.

Project development shall be consistent with such plans, except as otherwise specified in these conditions of approval.

19. Project Plans are subject to compliance with all applicable zoning regulations, except as may be expressly modified herein. Project plans shall be subject to a complete Code Compliance review when building plans are submitted for plan check. Compliance with all applicable Municipal Code and General Plan Policies is required prior to the issuance of a building permit.
20. APPROVAL RUNS WITH THE LAND. These conditions shall run with the land, and shall remain in full force for the duration of the life of the Project.
21. Prior to the issuance of a building permit, all applicable Park and Recreation Facilities Taxes required by the Municipal Code shall be paid.
22. The Project shall operate at all times in a manner not detrimental to surrounding properties or residents by reason of lights, noise, activities, parking, or other actions.
23. The Project shall operate at all times in compliance with Municipal requirements for Noise Regulation.
24. The Applicant shall remove and replace all public sidewalks surrounding the Project site that are rendered defective as a result of Project construction.
25. The Applicant shall remove and replace all curbs and gutters surrounding the Project site that are rendered defective as a result of Project construction.
26. The Applicant shall protect all existing street trees adjacent to the subject site during construction of the Project. Every effort shall be made to retain mature street trees. No street trees, including those street trees designated on the preliminary plans, shall

be removed and/or relocated unless written approval from the Recreation and Parks Department and the City Engineer is obtained.

27. Removal and/or replacement of any street trees shall not commence until the Applicant has provided the City with an improvement security to ensure the establishment of any relocated or replaced street trees. The security amount shall be determined by the Director of Recreation and Parks, and shall be in a form approved by the City Engineer and the City Attorney.
28. The Applicant shall provide that all roof and/or surface drains discharge to the street. All curb drains installed shall be angled at 45 degrees to the curb face in the direction of the normal street drainage flow. The Applicant shall provide that all groundwater discharges to a storm drain. All ground water discharges must have a permit (NPDES) from the Regional Water Quality Control Board. Connection to a storm drain shall be accomplished in the manner approved by the City Engineer and the Los Angeles County Department of Public Works. No concentrated discharges onto the alley surfaces will be permitted.
29. The Applicant shall provide for all utility facilities, including electrical transformers required for service to the proposed structure(s), to be installed on the subject site. No such installations will be allowed in any City right-of-way.
30. The Applicant shall underground, if necessary, the utilities in adjacent streets and alleys per requirements of the Utility Company and the City.
31. The Applicant shall make connection to the City's sanitary sewer system through the existing connections available to the subject site unless otherwise approved by the City Engineer, and shall pay the applicable sewer connection fee.

32. The Applicant shall make connection to the City's water system through the existing water service connection unless otherwise approved by the City Engineer. The size, type, and location of the water service meter installation will also require approval from the City Engineer.
33. The Applicant shall provide to the Engineering Office the proposed demolition/construction staging for the Project to determine the amount, appropriate routes, and time of day of heavy hauling truck traffic necessary for demolition, deliveries, etc., to the subject site.
34. The Applicant shall obtain the appropriate permits from the Civil Engineering Department for the placement of construction canopies, fences, etc., and the construction of any improvements in the public right-of-way, and for use of the public right-of-way for staging and/or hauling certain equipment and materials related to the Project.
35. The Applicant shall remove and reconstruct any existing improvements in the public right-of-way damaged during construction operations.
36. During construction, all items in the Erosion, Sediment, Chemical and Waste Control section of the general construction notes shall be followed.
37. Condensation from HVAC and refrigeration equipment shall drain to the sanitary sewer, not curb drains.
38. All ground water discharges must have a permit (NPDES) from the Regional Water Quality Control Board. Ground water discharges include, but are not limited to, rising ground water and water from garage sumps.

Section 10. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this resolution, and shall cause this resolution and his/her Certification to be entered in the Book of Resolutions of the Planning Commission of the City.

Adopted: 07/12/2012



Craig Cornman, Chair of the Planning
Commission of the City of Beverly Hills,
California

Attest:



Secretary

Approved as to form:



David M. Snow
Assistant City Attorney

Approved as to content:



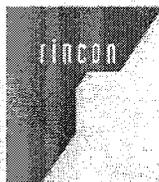
Michele McGrath
Acting City Planner

ATTACHMENT 3
CATEGORICAL EXEMPTION REPORT

City of Beverly Hills

**121 South Spalding Drive
Parking Structure and Office
Project**

**CEQA Class 32
Categorical
Exemption
Report**



June 2012

121 South Spalding Drive Parking Structure and Office Project

CEQA Class 32 Categorical Exemption Report

Prepared by:

City of Beverly Hills
Planning Division, Department of Community Development
455 North Rexford Drive
Beverly Hills, California 90210
Contact: Ryan Gohlich, Senior Planner

Prepared with the assistance of:

Rincon Consultants, Inc.
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June 2012

121 South Spalding Parking Structure and Office Project

CEQA Class 32 Categorical Exemption Report

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CATEGORICAL EXEMPTION REPORT

This report serves as the technical documentation of environmental analysis performed by Rincon Consultants, Inc., for the 121 South Spalding Drive Parking Structure and Office Project in the City of Beverly Hills. The intent of the analysis is to confirm that the project is eligible for a Class 32 Categorical Exemption (CE). The following report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 32 exemption. This includes an analysis of the project's potential impacts in the areas of traffic, air quality, noise, and water quality. The report concludes that the project is eligible for the Class 32 Categorical Exemption.

1. INTRODUCTION

The City of Beverly Hills proposes to adopt a Class 32 CE for a proposed project at 121 South Spalding Drive. The State CEQA Guidelines Section 15332 state that a CE is allowed when:

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

Rincon Consultants, Inc., evaluated the project's consistency with the above requirements, including its potential impacts in the areas of traffic, noise, air quality, and water quality to confirm the project's eligibility for the Class 32 exemption.

2. PROJECT DESCRIPTION

Project Overview. The project would involve demolition of an existing three-level (including rooftop) parking structure and construction of a new four-story structure including the following elements:

- Two underground parking levels;
- Three above-ground parking levels, with 2,412 square feet of office space on the ground floor fronting Spalding Drive;
- Approximately 8,779 square feet of office space on the fourth floor; and
- A slight adjustment of the right-of-way for the existing adjacent alley that outlets on South Lasky Drive and Charleville Boulevard.

Table 1 shows the levels within the proposed building and the square footage of each level.



Table 1
Proposed Floor Area Distribution

Level	Proposed Floor Area (square feet)
Basement Level B2	10,765
Basement Level B1	10,766
Ground Level	10,089
Parking Level P1	10,303
Parking Level P2	10,275
Office Level 3	8,793
Roof Deck	3,500
Total	60,992 square feet

The existing parking garage to be demolished is currently dedicated to parking demand from the adjacent commercial building to the north. The adjacent building served by the existing structure is currently closed for renovations, and the proposed project would be completed prior to the completion of the adjacent renovations. Therefore, the temporary loss of parking spaces during demolition and construction would not affect parking demand. One loading space is proposed consistent with the City's code requirements (Municipal Code Table 10-3-2741.2).

3. EXISTING SITE CONDITIONS

The site is located on the west side of Spalding Drive just south of Wilshire Boulevard in the City of Beverly Hills. The project site's location is shown in Figure 1. The approximately 0.28-acre, generally rectangular and relatively flat project site is surrounded by office buildings to the north and west, the Mosaic Hotel to the south, and Spalding Drive to the east. The existing parking garage is three levels in height and is dedicated to parking uses serving the adjacent commercial building to the north. The building is entirely surrounded by urban uses. The structure is a light colored concrete structure with horizontal openings and panels on each of the levels and an open rooftop for parking. Metal stair cases are present on the northeast and northwest portions of the structure. The structure is connected to the Mosaic Hotel on the southern portion and is adjacent to an alley on the northern and western portion of the building.

4. CONSISTENCY ANALYSIS

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

The project site is designated for commercial uses in the City of Beverly Hills General Plan and is zoned C-3 Commercial. Pursuant to Section 10-3-1601 of the Beverly Hills Municipal Code, office uses (excluding medical uses) and parking garages are permitted uses in the C-3 District. The proposed office and parking structure project is thus consistent with the commercial zoning and land use designations of the project site. The C-3 Zone District requires that buildings have a maximum Floor-to-Area Ratio (FAR) of 2.0 and a maximum height of 45 feet.



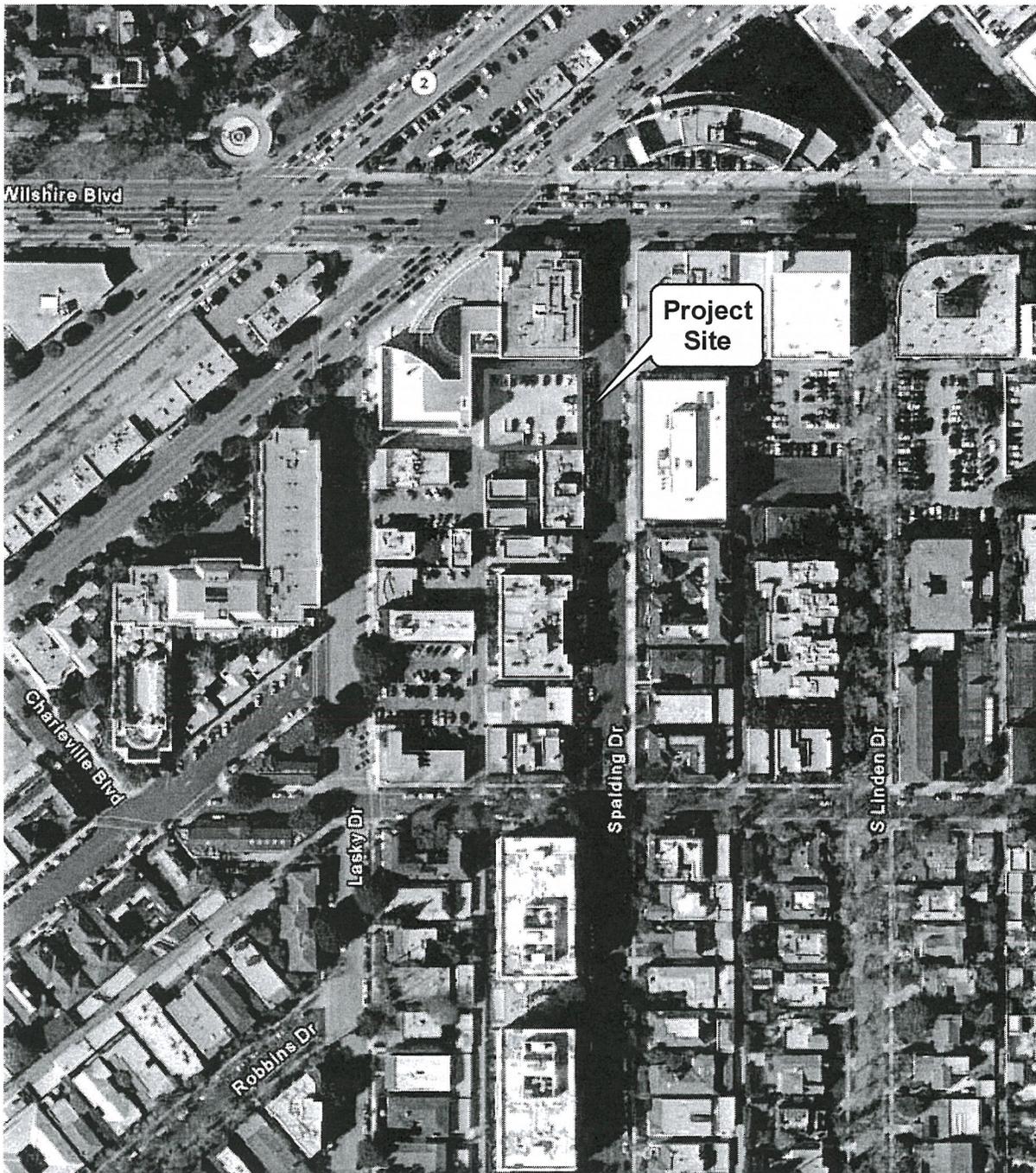
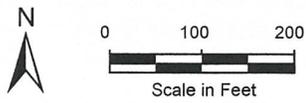


Image: Google Earth 2010 SketchUp-Pro.



Project Location

Figure 1

The site would have allowable FAR of 2.0 (24,480 square feet) since it is in the C-3 zone. The proposed structure would have an overall gross floor area of 60,992 square feet and a maximum height of 45 feet at the roof deck. The FAR of the proposed building, excluding the basement levels, parking levels, and roof deck, would be well within the allowed 2.0. Therefore, the project would be consistent with the site's land use and zoning designations and applicable zoning regulations.

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

The project site is located on an approximately 0.28-acre parcel within a developed urban neighborhood. It is immediately surrounded by urban uses on all sides.

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

The project site is located within a highly developed urban area generally lacking in habitat that would be suitable for sensitive animal and plant species. In addition, the project site itself is currently developed with asphalt and structures and does not contain any vegetation or other features that could function as habitat for sensitive species.

Criterion (d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

The following discussion provides an analysis of the project's potential effects with respect to traffic, noise, air quality, and water quality.

A. TRAFFIC

This discussion summarizes selected information from and key conclusions of a Transportation Assessment memorandum prepared for the project by Fehr and Peers, dated June 6, 2012. This memorandum is included in its entirety as Appendix A to this report.

Trip Generation. The proposed project consists of five levels of parking and 11,191 square feet of office space. Since the parking component of the project is intended to solely serve the existing user base at 9800 Wilshire and the 11,191 square feet of new office space, it would not be classified as a trip generator. Thus, trip generation estimates were solely developed for the office land use component of the project. Trip rates were based on estimates from Trip Generation, 8th Edition (Institute of Transportation Engineers [ITE], 2008), which are based on a compilation of empirical trip generation surveys at locations throughout the country to forecasts the number of trips that would be generated by the project. As shown in Table 2, the project is expected to generate 124 daily trips, including 18 during the AM peak hour, and 17 during the PM peak hour.



**Table 2
 Trip Generation**

Land Use	ksf	Daily Trip Rate	Daily Trips	AM Trip Rate	AM Peak Hour Trips	PM Trip Rate	PM Peak Hour Trips
Office							
Floor 1	2.412	11.01	27	1.55	4	1.49	4
Floor 2	8.779	11.01	97	1.55	14	1.49	13
Total Trips			124		18		17

ksf = thousand square feet Source: Fehr and Peers, 2012 Table 1.

Traffic Impact Assessment. Although the City of Beverly Hills does not identify a trip generation threshold that requires a traffic study, the number of peak hour trips that the proposed project would generate is substantially below thresholds identified by the City of Los Angeles (43) and the Los Angeles Congestion Management Plan (50). For a project with as few project trips as the proposed project, it is highly unlikely that a significant traffic effect could occur.

To further confirm that traffic from the project would not result in significant impacts at nearby intersections, Fehr and Peers conducted a high-level impact assessment (Fehr and Peer’s memorandum is included in its entirety as Appendix A to this report) at the two closest signalized intersections – South Santa Monica Boulevard & Wilshire Boulevard and North Santa Monica Boulevard & Wilshire Boulevard. Fehr and Peers applied project trips using a similar trip distribution pattern to other recent traffic studies in the vicinity of the proposed project with approximately 30% of project trips originating west of the site, 35% east of the site, and 35% south of the site. With this distribution pattern, there are no more than 5 project trips traveling through the nearby signalized intersections of South Santa Monica Boulevard & Wilshire Boulevard and North Santa Monica Boulevard & Wilshire Boulevard during either the AM or PM peak hours. At the intersection of Spalding Drive & Wilshire Boulevard, there would be fewer than 15 trips at the intersection during either peak hour, as shown in Table 2 below.

**Table 3
 Spalding Drive and Wilshire Boulevard
 Trip Assignment**

Scenario	Northbound Right Turn	Westbound Left Turn	Eastbound Right Turn
AM Peak Hour	1	6	4
PM Peak Hour	5	1	1

Source: Fehr and Peers, 2012 Table 2.

The project is not anticipated to result in a significant impact at any of the nearby intersections, as the project does not generate enough traffic at any intersection to trigger an impact.

The City of Beverly Hills also has impact criteria for residential streets. The maximum allowable increase for residential streets ranges from 6.25% for streets with daily vehicular volumes (ADT) exceeding 6,750 to 16% for vehicles with ADT below 2,000. For a roadway segment with an ADT of 2,000, the roadway could have an increase of 320 trips without



triggering an impact. The project would generate approximately 124 daily trips; based on the application of the aforementioned trip distribution, it would be anticipated that no more than 64 trips would be added to a given roadway segment. Thus, project impacts at residential streets are not anticipated.

Parking Supply and Demand. The existing project site has 108 marked parking stalls located in a three-level structure. The parking supply in the proposed building would accommodate both users of the proposed project's office land use and the 9800 Wilshire Boulevard office building. This office building is 35,558 square feet. The peak parking demand generated by an office, according to Parking Generation, 4th Edition (Institute of Transportation Engineers [ITE], 2010), ranges from 1.46 to 3.43 vehicles per 1,000 square feet of space. By applying this range of rates to the proposed office space, the parking demand generated by the project would range from 16-38 spaces during the peak period, with 33 parking spaces representing the 85th percentile of parking generation. When added to the 108 existing spaces, the parking demand for the project would range from 124-146 spaces.

The City of Beverly Hills requires one parking space for every 350 square feet of commercial land use (Municipal Code §10-3-2730). Thus, the existing 35,558 square foot office building at 9800 Wilshire Boulevard requires 102 parking spaces. Based on the proposed 11,191 square feet of proposed office space, the project would require 32 parking spaces for that land use to be parked to code. The existing office building at 9800 Wilshire Boulevard has 35,558 square feet of office space. To conform to the City's parking code, it would require 102 parking spaces. Since the office space in the proposed project requires 32 parking spaces, the complete project would require 134 parking spaces. The proposed parking supply would be 134 spaces. The Municipal Code also requires one truck loading space for between 7,500 and 15,000 square feet of office space. The applicant has proposed two potential locations for the loading space, and City staff has indicated that the space can be accommodated within one of the proposed locations (Ryan Gohlich, pers. comm. 5/30/12). Therefore, the parking supply would be sufficient and appropriate to accommodate the existing users and the proposed office space.

The adjacent building served by the existing structure is currently closed for renovations, and the proposed project would be completed prior to the completion of the adjacent renovations. Therefore, the temporary loss of parking spaces during demolition and construction would not affect parking demand.

Site Access. The existing parking structure has three access points. Parking on the ground level is used for single-day visitors and is available to the public. Ground level access is primarily provided on Spalding Drive, but drivers can also enter and exit this level from an alley that runs along the west side of the existing parking structure. This alley provides access to Charleville Boulevard to the south, Lasky Drive to the west, and Spalding Drive to the east. The second and third levels of the existing structure are used for monthly parking users, with sole access to/from Spalding Drive, just south of the ground floor parking entrance. There would be one ingress point and one egress point for the proposed structure as follows:

- Ingress: Users would enter the parking structure on the north side of the garage using the existing east-west alley. Spalding Drive provides the most direct access to this alley and the structure's entrance, and would likely be the primary roadway for users parking at this location. Additional ingress is provided along



the west side of the garage via the existing north-south alley, although it is anticipated that this driveway would serve as a secondary access point.

- Egress: The egress point is located on the west side of the parking structure and exits to the existing north-south alley. This access point is at the same location as the existing western ground floor access driveway. This access point is most proximate to Spalding Drive, but drivers could also utilize the alley to exit onto Charleville Boulevard or Lasky Drive (similar to current conditions).

Although the existing 15-foot-wide alley is wide enough to support two-way traffic, the project would reduce the footprint of the structure to provide a right-of-way dedication to the city for the purpose of widening the alley and increasing the total alley right-of-way. Ultimately, most users would likely utilize the east-west portion of the alley that directly connects the driveway access points to and from Spalding Drive, similar to how the existing parking structure operates. Furthermore, the widening of this alley would not disrupt other users of the alley as no other access points would be removed or relocated due to the project. Therefore, new issues with regard to site access are not anticipated.

Construction Traffic. Construction traffic impacts are identified as significant on roadway facilities if the construction of a project creates a prolonged impact due to lane closure, emergency vehicle access, traffic hazards to bicycles and/or pedestrians, damage to the roadbed, truck traffic on roadways not assigned as truck routes, and other similar impediments to circulation.

Based on standard estimates for construction workers and equipment, construction traffic and activity is anticipated to include a maximum of approximately:

- 21 workers/day
- 9 vendor trips/day
- 5 pieces of equipment/day (maximum of 100 daily hauling trips)

Based on the following assumptions, it is not anticipated that project construction would cause significant traffic impacts:

- It is anticipated that the construction vehicles and construction workers would be accessing the site from Wilshire Boulevard. This roadway is a major thoroughfare in the area and is a designated truck route within the City limits. It is unlikely that the influx of construction vehicles at the levels that would be generated by the project would significantly disrupt traffic along this roadway.
- The project's construction traffic is not anticipated to affect emergency vehicle access or create hazards to bicycles and pedestrians, as the project would have relatively few construction trips, which will be distributed over the course of the day.
- The total number of construction trips would be staggered throughout the day, with most trips occurring during off-peak hours. Worker trips would generally occur during the peak hours and truck trips would generally occur during off-peak hours.

To reduce temporary disruptions on the adjacent roadway network due to construction activities, the project would be expected to comply with the standard City of Beverly Hills condition of approval requiring preparation and approval of a Construction Management Plan prior to the initiation of construction activities. The plan would address the following items:



- Maintain existing access for land uses in proximity of the project site during project construction.
- Identify locations for construction worker parking.
- Schedule deliveries and hauling of construction materials to non-peak travel periods, to the maximum extent feasible.
- Coordinate deliveries and hauling to reduce the potential of trucks waiting to load or unload for extended periods of time.
- Minimize obstruction of through traffic lanes on Spalding Drive.
- Control construction equipment traffic with flagmen and traffic control devices.
- Identify designated transport routes for heavy trucks to be used over the duration of the construction activities.
- Establish requirements for loading/unloading and storage on the project site, where parking spaces would be encumbered, length of time traffic lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure safety and access to local businesses.
- Coordinate with adjacent businesses and emergency service providers to ensure adequate access exists to the project site and neighboring businesses.

Finally, it should be noted that construction traffic impacts are temporary by their nature, and would have no effect on traffic and circulation beyond the construction period.

Conclusion. The assessment of traffic impacts, parking supply and demand, and site access determined that there would be no significant impacts.

B. NOISE

Noise Characteristics and Measurement. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

One of the most frequently used noise metrics that considers duration as well as sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual time-varying levels over a period of time (essentially, L_{eq} is the average sound level).

Noise Standards. The City of Beverly Hills' General Plan incorporates comprehensive goals, policies, and implementing actions related to noise and acceptable noise levels. These policies address unnecessary, excessive, and annoying noise levels and sources, such as vehicles, construction, special sources (e.g., radios, musical instrument, animals, etc.) and stationary sources (e.g., heating and cooling systems, mechanical rooms, etc.). For traffic-related noise, impacts would be significant if project-generated traffic results in exposure of sensitive receptors to unacceptable noise levels. The May 2006 Transit Noise and Vibration Impact Assessment created by the Federal Transit Administration (FTA) recommendations were used to determine whether or not increases in roadway noise would be considered significant. The allowable noise exposure increase changes with increasing noise exposure, such that lower ambient noise levels have a higher allowable noise exposure increase.



Table 3 shows the significance thresholds for increases in traffic related noise levels caused by the project.

Table 3
Significance of Changes in
Operational Roadway Noise Exposure

Ldn or Leq in dBA	
Existing Noise Exposure	Allowable Noise Exposure Increase
45-50	7
50-55	5
55-60	3
60-65	2
65-70	1
75+	0

Source: Federal Transit Administration (FTA), May 2006

If residential development or other sensitive receptors would be exposed to traffic noise increases exceeding the above criteria, impacts would be significant. Impacts relating to onsite activities would be significant when project-related activities create noise exceeding the standards as identified by the applicable noise zone for the project site. The project is located in an area zoned for commercial use (C-3). The nearest sensitive receptors to the project site are hotel patrons immediately south of the site.

Construction Noise. The grading phase of project construction tends to create the highest construction noise levels because of the operation of heavy equipment. The project would result in temporary noise level increases during site preparation, demolition, paving, and building. As shown in Table 4, noise levels associated with heavy equipment typically range from about 76 to 89 dBA at 50 feet from the source.



Table 4
Typical Noise Levels at Construction Sites

Equipment Onsite	Average Noise Level at 50 Feet
Air Compressor	81 dBA
Concrete Mixer	85 dBA
Saw	76 dBA
Scraper	89 dBA

Source: Transit Noise and Vibration Impact Assessment, Harris Miller Miller & Hanson Inc., May 2006.

Note: Pile drivers are not permitted onsite pursuant to the City of Beverly Hills Building and Safety Department (Ryan Gohlich, personal communication, April 2012).

Pursuant to the City's noise ordinance (Municipal Code Section 5-1-202), a significant impact would occur if construction activities occurring on the project site would result in an increase of 5 dB(A) above the ambient level outside the hours permitted by the City's noise ordinance (i.e., between the hours of 6:00 PM and 8:00 AM on weekdays, or at any time on Saturday, Sunday or a public holiday). Ambient noise levels onsite were measured on April 20, 2012, at 12:50 PM, during the weekday mid-day peak traffic hour. Noise levels were measured to be 63.8 dBA and 62.2 dBA. Therefore, based on the noise levels shown in Table 4 above, noise levels would be anticipated to exceed ambient noise levels by more than 5 dBA during construction. However, these noise levels would occur during the daytime in accordance with the permitted hours stipulated in the Municipal Code, and would be temporary, occurring only during certain construction phases. As noted above, the nearest sensitive receptors to the project site are hotel patrons immediately south of the site. Hotel uses are less noise-sensitive during the daytime, particularly weekdays, than certain other sensitive uses such as hospitals and residences. Construction noise would occur only during the daytime, and only on weekdays. Therefore, construction of the project would not result in any significant noise impacts to area sensitive receptors.

Construction Vibration. Vibration is a unique form of noise. It is unique because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases and vibration rapidly diminishes in amplitude with distance from the source. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by



sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Significant impacts occur when vibration or groundborne noise levels exceed the Federal Railroad Administration (FRA) maximum acceptable level threshold of 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools).

Construction activities that would occur on the project site have the potential to generate groundborne vibration. Table 5 identifies various vibration velocity levels for the types of construction equipment that are likely to operate at the project site during construction.

Based on the information presented in Table 5, vibration levels could be approximately 87 VdB at the existing hotel located immediately south of the project site. As noted above, impacts would be significant if vibration levels exceeded 72 VdB during recognized sleep hours (as established by the Federal Railway Administration for places where people normally sleep). Therefore, although the project would exceed the groundborne velocity threshold level of 72 VdB, construction would not occur during hours of recognized sleep in accordance with requirements of the City's Municipal Code. In addition, the project would not exceed vibration levels that could potentially damage nearby buildings.

Table 5
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration, 1998

Construction activity would be temporary, and the use of heavy equipment would be primarily limited to the demolition, excavation, site preparation and exterior construction phases. As construction of the outer shell of the building progresses, the building itself would contain much of the construction activity, and the likelihood of utilizing bulldozers and jackhammers decreases. Trucks would still be anticipated to bring construction materials to the site, which may periodically generate vibrations that would be felt by nearby receptors; however, the vibrations would not be likely to persist for long periods.



Construction activities and associated vibration levels would be limited to daytime hours between 8:00 AM to 6:00 PM Monday through Friday per Section 5-1-206 of Article 2 of the Municipal Code. Therefore, vibration levels would be unlikely to affect sensitive receptors at the hotel and residential uses south of the hotel that are usually sensitive to vibration levels when sleep is disturbed. As noted above, hotel uses are less noise-sensitive during the daytime, particularly weekdays, than certain other sensitive uses such as hospitals and residences. Construction noise would occur only during the daytime, and only on weekdays. Because vibration would be a temporary impact during construction, impacts would be less than significant. Although impacts would be less than significant, measures to reduce vibration to the hotel patrons are suggested as part of the conditions of approval. Examples of such measures are as follows:

- *The applicant shall develop a vibration-reducing construction schedule and techniques that shall be submitted to the Building and Safety Division for review and approval. It shall include:*
 - *Two signs, legible at a distance of 50 feet, shall be posted in a prominent and visible location at the construction site, and shall be maintained throughout the construction process. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.*
- *Demolition, earth-moving and ground-impacting operations shall be phased so as not to occur in the same time period to the extent feasible.*
- *Heavy equipment over 40 tons (such as large bulldozers or loaded trucks) shall not operate adjacent to nearby sensitive receptor locations to the extent feasible.*
- *Vibration dampening devices shall be used to the extent feasible.*
- *Construction equipment with rubber tires shall be used to the extent feasible.*
- *Speed limits for construction equipment shall be minimized to the extent feasible.*

Operational Noise. The most common sources of noise in the project vicinity are transportation-related, such as automobiles, trucks, and motorcycles. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. The primary sources of roadway noise near the project site are Wilshire Boulevard, Spalding Drive, and Santa Monica Boulevard. Noise levels associated with future traffic along area roadways would not be substantially increased compared to existing conditions since the project would add incremental trips to area intersections and roadways (124 average daily trips, 18 AM peak hour trips, and 17 PM peak hour trips). As discussed in the Traffic section above, under a maximum impact scenario, the increase in V/C would be less than 0.010. Therefore, noise levels would not substantially increase compared to existing conditions.

Conclusion. The proposed project is not expected to result in a significant long-term increase in traffic noise levels, and temporary construction noise would be less than significant. The project does not propose any operational changes that would be expected to have an effect on daily onsite operational noise generated by the existing building. Therefore, noise-related impacts resulting from implementation of the proposed project would be less than significant.



C. AIR QUALITY

A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by releasing emissions that equal or exceed the established long term quantitative thresholds for pollutants, or causes an exceedance of a state or federal ambient air quality standard for any criteria pollutant. The project site is located within the South Coast Air Basin and falls under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). This air quality analysis conforms to the methodologies recommended in the South Coast Air Quality Management District CEQA Air Quality Handbook (1993). The following significance thresholds have been recommended by the SCAQMD for project operations within the South Coast Air Basin:

- 55 pounds per day of ROG
- 55 pounds per day of NO_x
- 550 pounds per day of CO
- 150 pounds per day of PM₁₀

Construction-related air quality impacts are considered significant if emissions associated with construction activity would exceed adopted SCAQMD thresholds. Temporary construction emission thresholds have been recommended by the SCAQMD on a daily basis as follows:

- 75 pounds per day of ROG
- 100 pounds per day of NO_x
- 550 pounds per day of CO
- 150 pounds per day of PM₁₀

In addition to the regional air quality thresholds shown above, SCAQMD has also developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD's CEQA Air Quality Handbook. LSTs were devised in response to concern regarding 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), project size, distance to the sensitive receptor, etc. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO_x, CO, PM₁₀ and PM_{2.5}. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). As such, LSTs for operational emissions would not apply to the proposed project as the majority of emissions would be generated by cars on the roadways.

Operational Emissions. Long-term operational emissions associated with the proposed project are those associated with vehicle trips (mobile emission) and the use of natural gas and landscaping maintenance equipment (area source emissions) upon buildout of the project. Pollutant emissions associated with the proposed project were quantified using the CalEEMod air quality model based on the proposed use and the number of associated vehicle trips generated by the project as discussed above. The estimate of operational emissions includes



both emissions from vehicle trips and from electricity and natural gas consumption. The vehicle trip assumptions are based on traffic data from the traffic study (see Appendix A).

Table 6 provides the estimated net increase in operational emissions that would result from implementation of the proposed project. Please refer to Appendix B for complete modeling results. Emissions from existing operations that would be replaced were quantified, and then subtracted from the estimated emissions that would result from the proposed new development.

**Table 6
 Unmitigated Operational Emissions**

	Emissions (lbs/day)			
	ROG	NO _x	CO	PM ₁₀
Emissions	2.13	1.86	7.52	1.35
SCAQMD Thresholds	55	55	550	150
Exceed Thresholds?	No	No	No	No

Source: CalEEMod 2012.

Note: Please see Appendix B for complete modeling results. Summer construction and operational emissions were modeled and reported for a conservative estimate of project emissions, since emission estimates are typically higher in the summer months compared to the winter months. Summer emission estimates report the most conservative pounds-per-day of emissions associated with the project, which are then compared to the SCAQMD thresholds measured in pounds-per-day. The CalEEMod emissions model shows the maximum day in the summer months, which results in a conservative estimate of project emissions. The annual emissions listed in the tables in Appendix B show the average annual emissions over the year. These estimates are used for analysis of greenhouse gas emissions impacts, since the greenhouse gas emission thresholds are based on metric tons per year.

As shown, the emissions generated by the proposed project would not exceed the SCAQMD's daily operational thresholds for any pollutant and would not significantly affect regional air quality. Therefore, the impact is less than significant for the proposed project.

Construction Emissions. Development of the proposed project would involve demolition, site grading, excavation, new building construction, and other construction-related activities that have the potential to generate substantial air pollutant emissions. Temporary construction emissions from these activities were estimated using the CalEEMod air quality model. Table 7 shows the maximum daily construction emissions.

As indicated in Table 7, emissions from construction activities would not exceed SCAQMD daily significance thresholds. Therefore, construction activities would not result in any significant construction-related air quality impacts.



**Table 7
 Estimated Maximum Daily Emissions
 During Construction (pounds per day)**

	ROG	NO _x	CO	PM ₁₀
Emissions	56.35	73.02	45.53	13.12
Threshold (peak day)	75	100	550	150
Exceed Thresholds?	No	No	No	No

Source: CalEEMod 2012.

Note: Please see Appendix B for complete modeling results. Summer construction and operational emissions were modeled and reported for a conservative estimate of project emissions, since emission estimates are typically higher in the summer months compared to the winter months. Summer emission estimates report the most conservative pounds-per-day of emissions associated with the project, which are then compared to the SCAQMD thresholds measured in pounds-per-day. The CalEEMod emissions calculator model shows the maximum day in the summer months, which results in a conservative estimate of project emissions. The annual emissions listed in the tables in Appendix B show the average annual emissions over the year. These estimates are used for analysis of greenhouse gas emissions impacts, since the greenhouse gas emission thresholds are based on metric tons per year.

Conclusion. The proposed project would not generate significant air quality impacts. Additionally, as discussed in the Traffic section, this project would not result in significant traffic impacts at signalized intersections, causing the level of service (LOS) to change to E or F. Thus, the project would not require analysis for CO hotspots, based on the recommendations contained in Caltrans' Transportation Project CO Protocol Manual.

D. GREENHOUSE GAS EMISSIONS

Climate Change and Greenhouse Gases. Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. The term "climate change" is often used interchangeably with the term "global warming," but "climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising temperatures. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change (IPCC, 2007), the understanding of anthropogenic warming and cooling influences on climate has led to a high confidence (90% or greater chance) that the global average net effect of human activities since 1750 has been one of warming. The prevailing scientific opinion on climate change is that most of the observed increase in global average temperatures, since the mid-20th century, is likely due to the observed increase in anthropogenic GHG concentrations (IPCC, 2007).



Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and sulfur hexafluoride (SF₆) (California Environmental Protection Agency [CalEPA], 2006). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as “carbon dioxide equivalent” (CO₂E), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a GWP of one. By contrast, methane (CH₄) has a GWP of 21, meaning its global warming effect is 21 times greater than carbon dioxide on a molecule per molecule basis (IPCC, 1997).

The accumulation of GHGs in the atmosphere regulates the earth’s temperature. Without the natural heat trapping effect of GHG, Earth’s surface would be about 34° C cooler (CalEPA, 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Based upon the California Air Resources Board (ARB) *California Greenhouse Gas Inventory for 2000-2008* (<http://www.arb.ca.gov/cc/inventory/data/data.htm>), California produced 478 MMT CO₂E in 2008. The major source of GHG in California is transportation, contributing 36% of the state’s total GHG emissions. Electricity generation is the second largest source, contributing 24% of the state’s GHG emissions (ARB, June 2010). California emissions are due in part to its large size and large population compared to other states. Another factor that reduces California’s per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. ARB has projected statewide unregulated GHG emissions for the year 2020, which represent the emissions that would be expected to occur in the absence of any GHG reduction actions, will be 596 MMT CO₂E (ARB, 2007).

Regulatory Setting. Assembly Bill (AB) 1493 (2002), referred to as “Pavley,” requires ARB to develop and adopt regulations to achieve “the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles.” On June 30, 2009, EPA granted the waiver of Clean Air Act preemption to California for its greenhouse gas emission standards for motor vehicles beginning with the 2009 model year. Pavley I took effect for model years starting in 2009 to 2016 and Pavley II, which is now referred to as “LEV (Low Emission Vehicle) III GHG”



will cover 2017 to 2025. Fleet average emission standards would reach 22 per cent reduction by 2012 and 30 per cent by 2016.

In 2005, Governor Schwarzenegger issued Executive Order S-3-05, establishing statewide GHG emissions reduction targets. Executive Order (EO) S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80% of 1990 levels (CalEPA, 2006). In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report") (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc.

California Regulations. California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the "California Global Warming Solutions Act of 2006," signed into law in 2006. AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15% reduction below 2005 emission levels; the same requirement as under S-3-05), and requires ARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires ARB to adopt regulations to require reporting and verification of statewide GHG emissions.

After completing a comprehensive review and update process, the ARB approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO₂E. The Scoping Plan was approved by ARB on December 11, 2008, and includes measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms.

Executive Order S-01-07 was enacted on January 18, 2007. The order mandates that a Low Carbon Fuel Standard ("LCFS") for transportation fuels be established for California to reduce the carbon intensity of California's transportation fuels by at least 10% by 2020.

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

Senate Bill (SB) 375, signed in August 2008, enhances the State's ability to reach AB 32 goals by directing ARB to develop regional greenhouse gas emission reduction targets to be achieved from vehicles for 2020 and 2035. SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPO) to prepare a "sustainable communities strategy" (SCS) that



contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On September 23, 2010 ARB adopted final regional targets for reducing greenhouse gas emissions from 2005 levels by 2020 and 2035.

ARB Resolution 07-54 establishes 25,000 metric tons of GHG emissions as the threshold for identifying the largest stationary emission sources in California for purposes of requiring the annual reporting of emissions. This threshold is just over 0.005% of California's total inventory of GHG emissions for 2004.

In April 2011, Governor Brown signed SB 2X requiring California to generate 33% of its electricity from renewable energy by 2020.

CEQA Requirements. Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted CEQA Guidelines provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, but contain no suggested thresholds of significance for GHG emissions. Instead, they give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The general approach to developing a Threshold of Significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move the state towards climate stabilization. If a project would generate GHG emissions above the threshold level, its contribution to cumulative impacts would be considered significant. To date, the Bay Area Air Quality Management District (BAAQMD), the South Coast Air Quality Management District (SCAQMD), and the San Joaquin Air Pollution Control District (SJVAPCD) have adopted quantitative significance thresholds for GHGs. The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 metric tons CO₂E /year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Note that no air district has the power to establish definitive thresholds that will completely relieve a lead agency of the obligation to determine significance on a case-by-case basis for a specific project. Currently, the recommended thresholds that would be appropriate for the proposed project include a 4.6 metric tons CO₂e per service population (defined to include both residents and employees) per year (SCAQMD, "Proposed Tier 4 Performance Thresholds," September 2010), a 1,400 metric tons CO₂e per year threshold recommended by SCAQMD for commercial projects, or a 3,000 metric tons CO₂e per year threshold recommended by SCAQMD for all land use types. For this project, it is appropriate to use the 1,400 metric tons CO₂e per year threshold or the 3,000 metric tons CO₂e per year threshold recommended by SCAQMD for commercial projects because this project is an office project that includes a substantial amount of parking space. Because the square footage of the parking structure portion of the project would serve a population much greater than the office square footage within the building would generate, a threshold using service populations would be unrealistic for this project.

In an effort to guide professional planners, land use officials, and CEQA practitioners, OPR prepared *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA)*. This document offers informal guidance regarding the steps lead agencies



should take to address climate change in CEQA documents. This guidance was developed in cooperation with the Resources Agency, Cal EPA, and the ARB.

Construction Emissions. Based on the CalEEMod model results, construction activity for the project would generate an estimated 289.6 metric tons CO₂E (as shown in Table 8) during construction. Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate an estimated 9.7 metric tons CO₂E per year.

Table 8
Estimated Construction Emissions of
Greenhouse Gases

	Construction Emissions (CO₂E)
Total Emissions	289.6 metric tons
Amortized over 30 years	9.7 metric tons per year

Source: CalEEMod, 2012. See Appendix B for GHG emission worksheets and assumptions.

Operational Indirect, Stationary Direct, and Mobile Emissions.

Energy Use and Area Sources. Operation of the proposed project would consume both electricity and natural gas (see Appendix B for calculations). Project operation would consume an estimated 170,945 kilowatt-hours [kWh] of electricity per year (refer to Appendix B). The generation of electricity used by the project would occur at offsite power plants, much of which would be generated by the combustion of fossil fuels that yields CO₂, and to a smaller extent N₂O and CH₄. As discussed above, annual electricity and natural gas emissions was calculated using the CalEEMod computer program, which has developed emission factors, based on the mix of fossil-fueled generation plants, hydroelectric power generation, nuclear power generation, and alternative energy sources associated with the regional grid. Other stationary direct sources include hearths, consumer products, area architectural coatings, and landscaping equipment.

Solid Waste. For the business-as-usual scenario, it is anticipated that the project would generate approximately 4.63 tons CO₂e due to generation of solid waste per year according to the CalEEMod output, which uses current waste disposal rates provided by CalRecycle.

Water Use. Based on the CalEEMod model estimate, on site development under business-as-usual conditions would generate approximately 13.01 tons CO₂e due to water use each year.

Transportation. Mobile source GHG emissions were estimated using the traffic study prepared by Fehr and Peers in 2012. Using this estimate, the CalEEMod model estimates that the proposed project would generate approximately 148.58 metric tons CO₂e emissions.

Combined Construction, Stationary and Mobile Source Emissions. Table 9 combines the construction, operational (energy use, solid waste, and water use emissions), and mobile GHG emissions associated with the proposed project, which would total approximately 231.59 metric



tons CO₂E per year. This total represents approximately 0.0000005% of California’s 2006 emissions of 480 MMT. These emission projections indicate that the majority of the project GHG emissions are associated with vehicle trips. It should be noted that mobile emissions are in part a redirection of existing travel to other locations, and so may already be a part of the total California GHG emissions.

**Table 9
 Combined Annual Emissions of Greenhouse Gases**

Emission Source	Annual Emissions (CO ₂ E)
Construction	9.7 metric tons (amortized, as shown in Table 8 above)
Operational Energy Use and Area Sources Solid Waste Water	55.67 metric tons 4.63 metric tons 13.01 metric tons
Mobile Transportation	148.58 metric tons
Total	231.59 metric tons

Source: CalEEMod, 2011. See Appendix B for GHG emission worksheets and assumptions.

As shown in Table 9, combined annual emissions would be 231.59 metric tons CO₂e per year. As discussed above, the recommended thresholds that would be appropriate for the proposed project include the 1,400 metric tons CO₂e per year threshold for commercial projects and the 3,000 metric tons CO₂e per year threshold for all land use types recommended by SCAQMD. As emissions would not exceed either of these thresholds, GHG impacts would be less than significant.

Conclusion. The proposed project is not expected to generate greenhouse gas emissions that would result in a significant impact.

E. WATER QUALITY

Urban runoff can have a variety of deleterious effects. Oil and grease contain a number of hydrocarbon compounds, some of which are toxic to aquatic organisms at low concentrations. Heavy metals such as lead, cadmium, and copper are the most common metals found in urban stormwater runoff. These metals can be toxic to aquatic organisms, and have the potential to contaminate drinking water supplies. Nutrients from fertilizers, including nitrogen and phosphorous, can result in excessive or accelerated growth of vegetation or algae, resulting in oxygen depletion and additional impaired uses of water.

The project site is entirely paved and developed, with virtually no infiltration potential. Stormwater runoff currently drains to existing City drainage facilities. The proposed building would include a 435 square foot courtyard, which would slightly increase the amount of pervious material onsite. However, water would not infiltrate into a groundwater basin, since the subterranean parking component of the project would be immediately below the courtyard.



Neither the permeability nor the hydrology of the site would change with project implementation, as the project would replace a building that is almost entirely impervious with another building that is almost entirely impervious.

The applicant would be required to submit a Standard Urban Storm Water Mitigation Plan (SUSMP) to the City of Beverly Hills Utilities Division for review and approval. The proposed project would be required to comply with the current National Pollutant Discharge Elimination System (NPDES) MS4 Permit during construction and operation of the project. The applicant would be required to control pollutant discharge by utilizing Best Management Practices (BMPs) such as the Best Available Technology Economically Achievable (BAT) and the Best Conventional Pollutant Control Technology (BCT) in order to avoid discharging pollutants into waterways. BMPs would be required during general operation of the project to ensure that storm water runoff meets the established water quality standards and waste discharge requirements. Required compliance with SUSMP and NPDES requirements would reduce the potential for adverse water quality and hydrology effects. Development of the proposed project would not result in a reduction in groundwater recharge or otherwise affect the underlying groundwater basin; would not result in additional stormwater runoff; and would not degrade the quality of stormwater runoff from the site.

Conclusion. The proposed project would not adversely affect underground aquifers, drainage patterns, or surface water quality. All impacts related to water quality would be less than significant.

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

The project would be located in an existing highly urban area served by existing public utilities and services. A substantial increase in demand for services or utilities would not be anticipated with implementation of the proposed project. The City of Beverly Hills provides water, sewer, and solid waste collection services to the existing building and would continue to provide these services to the proposed project. Other services, including gas and electricity, would also continue to be provided to the proposed project by existing service providers. Thus, the project meets this criterion for exemption.

5. SUMMARY

Based on this analysis, the proposed 121 South Spalding Drive Parking Structure and Office Project meets all five criteria for a Class 32 Categorical Exemption pursuant to Section 15332 of the *State CEQA Guidelines*.



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Appendix A

Transportation Assessment Memorandum





MEMORANDUM

Date: June 4, 2012

To: Abe Leider, Rincon Consultants

From: Tamar Fuhrer, AICP & Sarah Brandenburg, PE

Subject: *Transportation Assessment of 121 Spalding Drive Project*

SM12-2525.00

This memorandum documents a high-level transportation assessment for the proposed parking structure and office building at 121 Spalding Drive in Beverly Hills. The proposed project's trip generation, on-site parking supply and demand, site access, and construction traffic plans are reviewed to assess potential impacts.

PROJECT DESCRIPTION

The proposed project is located at 121 Spalding Drive in Beverly Hills. The project will replace an existing three-level, 108-space parking structure that is currently utilized for users of the 9800 Wilshire Boulevard office building. The new project would be a combination of parking and office space as follows:

- Two levels of subterranean parking
- Three levels of above-ground parking
- 2,412 square feet of office space on the ground floor fronting Spalding Drive
- 8,779 square feet of office space on the fourth floor

The parking proposed for this project will be developed for users of the 9800 Wilshire Boulevard office building and the office space on the project site. The project will also change the building footprint to widen the alley that provides access to South Lasky Drive and Charleville Boulevard.

TRAFFIC ASSESSMENT

Trip Generation

The proposed project consists of five levels of parking and 11,191 square feet of office space. Since the parking component of the project is intended to solely serve the existing user base at 9800 Wilshire and the 11,191 square feet of office space, it would not be classified as a trip generator. Thus, trip generation estimates were solely developed for the office land use component of the project. We used rates from Trip Generation, 8th Edition (Institute of Transportation Engineers [ITE], 2008), which are based on a compilation of empirical trip generation surveys at locations throughout the country to forecasts the number of trips that

would be generated by the project. As shown in Table 1, the project is expected to generate 124 daily trips, including 18 during the AM peak hour, and 17 during the PM peak hour.

TABLE 1 121 SPALDING DRIVE TRIP GENERATION							
Land Use	ksf	Daily Trip Rate	Daily Trips	AM Trip Rate	AM Peak Hour Trips	PM Trip Rate	PM Peak Hour Trips
Office							
Floor 1	2.412	11.01	27	1.55	4	1.49	4
Floor 2	8.779	11.01	97	1.55	14	1.49	13
Total Trips			124		18		17

Source: *Trip Generation (8th Ed.)*, Institute of Transportation Engineers (ITE), 2008.

Traffic Impact Assessment

As previously noted, the proposed project will generate 18 AM peak hour trips and 17 PM peak hour trips. Although the City of Beverly Hills does not identify a trip generation threshold for requiring a traffic study, the number of peak hour trips that the project would generate is substantially below thresholds identified by the City of Los Angeles (43) and the Los Angeles Congestion Management Plan (50). The thresholds identified by these two agencies were developed to limit traffic studies to locations where there is a true potential for traffic impacts. For a project with as few project trips as 121 Spalding, it is highly unlikely that a significant traffic impact could occur.

To further confirm that traffic from the project will not result in significant impacts at nearby intersections, we conducted a high-level impact assessment at the two closest signalized intersections – South Santa Monica Boulevard & Wilshire Boulevard and North Santa Monica Boulevard & Wilshire Boulevard. We applied project trips using a similar trip distribution pattern to other recent traffic studies in the vicinity of the proposed project, with approximately 30% of project trips originating west of the site, 35% east of the site, and 35% south of the site. With this distribution pattern, there are no more than 5 project trips traveling through the nearby signalized intersections of South Santa Monica Boulevard & Wilshire Boulevard and North Santa Monica Boulevard & Wilshire Boulevard during either the AM or PM peak hours. At the intersection of Spalding Drive & Wilshire Boulevard, there would be fewer than 15 trips at the intersection during either peak hour, as shown in Table 2, below.

TABLE 2 SPALDING DRIVE & WILSHIRE BOULEVARD PROJECT TRIP ASSIGNMENT			
Scenario	Northbound Right-Turn	Westbound Left- Turn	Eastbound Right-Turn
AM Peak Hour	1	6	4
PM Peak Hour	5	1	1

Source: *Fehr & Peers, 2012.*

The project is not anticipated to trigger a significant impact at any of the nearby intersections, as the project does not generate enough traffic at any intersection to trigger an impact.

The City of Beverly Hills also has impact criteria for residential streets. The maximum allowable increase for residential streets ranges from 6.25% for streets with daily vehicular volumes (ADT) exceeding 6,750 to 16% for vehicles with ADT below 2,000. For a roadway segment with an ADT of 2,000, the roadway could have an increase of 320 trips without triggering an impact. The project generates 124 daily trips, and based on the application of the aforementioned trip distribution, it would be anticipated that no more than 64 trips would be added to a given roadway segment. Thus, we do not anticipate any project impacts at residential streets.

PARKING SUPPLY & DEMAND

The existing project site has 108 marked parking stalls located in a three-level structure. This parking supply is used by the 9800 Wilshire Boulevard office building, which is adjacent to the project site. This office building is 35,558 square feet. The parking supply in the proposed project will accommodate both users of the proposed project's office land use and the 9800 Wilshire Boulevard office building. Thus, it is important to identify parking demand for the proposed office land uses to ensure adequate parking supply for both sets of users.

The peak parking demand generated by an office, according to *Parking Generation, 4th Edition* (Institute of Transportation Engineers [ITE], 2010), ranges from 1.46 to 3.43 vehicles per 1,000 square feet of space. This is based on a compilation of empirical trip generation studies throughout the country. By applying this range of rates to the proposed office space, the parking demand generated by the project can range from 16-38 spaces during the peak period, with 33 parking spaces representing the 85th percentile of parking generation. When added to the 108 existing spaces, the parking demand for the project would range from 124-146 spaces.

The City of Beverly Hills requires one parking space for every 350 square feet of commercial land use (Municipal Code §10-3-2730). Thus, the existing 35,558 square foot office building at 9800 Wilshire Boulevard requires 102 parking spaces. Based on the proposed 11,205 square feet of proposed office space, the project would require 32 parking spaces for that land use to be parked to code. Coupled with the existing requirement for 102 parking spaces, the complete project would require 134 parking spaces, similar to the parking demand identified in *Parking Generation*.

It is our understanding that the proposed parking supply will be 134 spaces. Therefore, the parking supply would be sufficient and appropriate to accommodate the existing users and the proposed office space.

SITE ACCESS

The existing parking structure has three access points. Parking on the ground level is used for single-day visitors and is available to the public. Ground level access is primarily provided on Spalding Drive, but drivers can also enter and exit this level from an alley that runs parallel to Spalding Drive (between Spalding Drive and Lasky Drive) and intersects with Spalding Drive and Lasky Drive just north of the existing parking structure. This alley provides access to Charleville Boulevard to the south, Lasky Drive to the west, and Spalding Drive to the east. The second and third levels of the existing structure are used for monthly parking users, with sole access to/from Spalding Drive, just south of the ground floor parking entrance.

Based on the architect's plans for the proposed parking structure, there will be one ingress point and one egress point for the proposed structure as follows:

- **Ingress:** Users will enter the parking structure on the north side of the garage using the existing alley. Spalding Drive provides the most direct access to this alley and the structure's entrance and would likely be the primary roadway for users parking at this location.
- **Egress:** The egress point is located on the west side of the parking structure and exits to the alley. This access point is at the same location as the existing western ground floor access driveway. This access point is most proximate to Spalding Drive, but drivers could also utilize the alley to exit onto Charleville Boulevard or Lasky Drive (similar to current conditions).

Although the existing alley is wide enough to support two-way traffic, the project plans to further reduce the footprint of the structure to widen the alley within its property, thus increasing the total alley right-of-way. Ultimately, most users will likely utilize the northern portion of the alley that directly connects the driveway access points to- and from- Spalding Drive, similar to how the existing parking structure operates. Furthermore, the widening of this alley would not disrupt other users of the alley as no other access points are removed or relocated due to the project. Therefore, we do not anticipate any new issues with regard to site access.

CONSTRUCTION TRAFFIC

Construction traffic impacts are identified as significant on roadway facilities if the construction of a project creates a temporary, but prolonged impact due to lane closure, emergency vehicle access, traffic hazards to bicycles and/or pedestrians, damage to the roadbed, truck traffic on roadways not assigned as truck routes, and other similar impediments to circulation.

During construction, the project intends to have the following activity at its maximum:

- 21 workers/day
- 9 vendor trips/day
- 5 pieces of equipment/day (maximum of 100 daily hauling trips)

The maximum number of daily trips generated by project construction is fairly minimal. We do not anticipate that project construction would cause significant traffic impacts, due to the following:

- We anticipate that the construction vehicles and construction workers would be accessing the site from Wilshire Boulevard. This roadway is a major thoroughfare in the area and is a designated truck route within the City limits. It is unlikely that the influx of construction vehicles would significantly disrupt traffic along this roadway.
- The project has planned for on-site parking for construction workers. As such, worker parking would not create an impact on nearby streets.
- The project's construction traffic is not anticipated to affect emergency vehicle access or create hazards to bicycles and pedestrians.
- The total number of construction trips would be staggered throughout the day, with most trips occurring during off-peak hours.

To reduce temporary disruptions on the adjacent roadway network due to construction activities, the project will develop a Construction Management Plan for approval by the City of Beverly Hills prior to the initiation of construction activities. The plan will address the following items:

- Maintain existing access for land uses in proximity of the project site during project construction.
- Schedule deliveries and hauling of construction materials to non-peak travel periods, to the maximum extent feasible.
- Coordinate deliveries and hauling to reduce the potential of trucks waiting to load or unload for extended periods of time.
- Minimize obstruction of through traffic lanes on Spalding Drive.
- Control construction equipment traffic with flagmen and traffic control devices.
- Identify designated transport routes for heavy trucks to be used over the duration of the construction activities.
- Establish requirements for loading/unloading and storage on the project site, where parking spaces would be encumbered, length of time traffic lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure safety and access to local businesses.
- Coordinate with adjacent businesses and emergency service providers to ensure adequate access exists to the project site and neighboring businesses.

For workers traveling to the site, it is our understanding that there is sufficient on-site parking for all workers. Therefore, no additional management plans for construction workers are necessary.

Mr. Abe Leider
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SUMMARY

The proposed project at 121 Spalding Drive is a combination of a parking structure and general office space. The parking structure will be constructed to serve its existing users from the office building at 9800 Wilshire Boulevard and the users of the proposed office uses at 121 Spalding Drive. The proposed project would provide 134 parking spaces, which would be sufficient and appropriate to accommodate the existing users and the proposed office space. We conducted a general assessment of traffic impacts, parking supply & demand, site access and construction impacts and found there to be no potential impacts with regard to this project.

We hope that you find this information helpful. If you have any questions, please contact Tamar Fuhrer or Sarah Brandenburg at (310) 458-9916.

Appendix B

*Air Quality and Greenhouse Gas Emissions
Modeling Results*



121 Spalding Drive
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Structure	42,109	1000sqft
General Office Building	10,944	1000sqft

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Utility Company Southern California Edison
Climate Zone 8 Precipitation Freq (Days) 33

1.3 User Entered Comments

Project Characteristics -
Land Use - Square footage pursuant to plans.
Construction Phase - Estimated construction schedule.
Demolition -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	COG	POD	CO	SO2	Digitice PM10	Exhaust PM10	PM10 Total	Digitice PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	CBio-CO2	Total CO2	CO4	CO2O	CO2a
Year	tons/yr										MCOY					
2013	1.00	2.83	1.90	0.00	0.18	0.18	0.30	0.00	0.18	0.20	0.00	288.82	288.82	0.04	0.00	289.00
Total	1.00	2.83	1.90	0.00	0.18	0.18	0.30	0.00	0.18	0.20	0.00	288.82	288.82	0.04	0.00	289.00

Mitigated Construction

	COG	POD	CO	SO2	Digitice PM10	Exhaust PM10	PM10 Total	Digitice PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	CBio-CO2	Total CO2	CO4	CO2O	CO2a
Year	tons/yr										MCOY					
2013	1.00	2.83	1.90	0.00	0.14	0.18	0.32	0.00	0.18	0.20	0.00	288.82	288.82	0.04	0.00	289.00
Total	1.00	2.83	1.90	0.00	0.14	0.18	0.32	0.00	0.18	0.20	0.00	288.82	288.82	0.04	0.00	289.00

2.2 Overall Operational

Unmitigated Operational

	COG	COB	CO	SO2	Digital Exhaust PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/d										MCO2					
Area	0.25	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	55.32	55.32	0.00	0.00	55.00
Mobile	0.10	0.20	1.03	0.00	0.10	0.01	0.11	0.01	0.01	0.02	0.00	148.43	148.43	0.01	0.00	148.58
Waste						0.00	0.00		0.00	0.00	2.00	0.00	2.00	0.12	0.00	4.08
Water						0.00	0.00		0.00	0.00	0.00	11.24	11.24	0.00	0.00	13.01
Total	0.35	0.21	1.03	0.00	0.10	0.01	0.11	0.01	0.01	0.02	2.00	210.00	210.00	0.13	0.00	221.00

2.2 Overall Operational

Mitigated Operational

	NOG	NO _x	CO	SO ₂	Light/Dust PM10	Heavy Dust PM10	PM10 Total	Light/Dust PM2.5	Heavy Dust PM2.5	PM2.5 Total	Bio-CO ₂	Non-Bio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	tons/yr										MCF/yr					
Area	0.25	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	55.32	55.32	0.00	0.00	55.32
Mobile	0.10	0.20	1.03	0.00	0.10	0.01	0.11	0.01	0.01	0.02	0.00	148.43	148.43	0.01	0.00	148.58
Waste						0.00	0.00		0.00	0.00	2.00	0.00	2.00	0.12	0.00	4.12
Water						0.00	0.00		0.00	0.00	0.00	11.24	11.24	0.00	0.00	13.01
Total	0.35	0.21	1.03	0.00	0.10	0.01	0.11	0.01	0.01	0.02	2.00	213.99	213.99	0.13	0.00	221.12

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

	COG	NO _x	CO	SO ₂	Digital PM10	Exhaust PM10	PM10 total	Digital PM2.5	Exhaust PM2.5	PM2.5 total	Bio-CO ₂	Biogenic CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	tons/yr										MTCO ₂ e					
Digital Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-load	0.05	0.38	0.24	0.00		0.02	0.02		0.02	0.02	0.00	35.19	35.19	0.00	0.00	35.88
Total	0.05	0.38	0.24	0.00	0.01	0.02	0.03	0.00	0.02	0.02	0.00	35.19	35.19	0.00	0.00	35.88

Unmitigated Construction On-Site

	COG	NO _x	CO	SO ₂	Digital PM10	Exhaust PM10	PM10 total	Digital PM2.5	Exhaust PM2.5	PM2.5 total	Bio-CO ₂	Biogenic CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	tons/yr										MTCO ₂ e					
Hauling	0.00	0.03	0.02	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	3.85	3.85	0.00	0.00	3.85
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.44	1.44	0.00	0.00	1.44
Total	0.00	0.03	0.03	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	5.29	5.29	0.00	0.00	5.29

3.2 Demolition - 2013

Mitigated Construction On-Site

	NOG	NOx	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/d										MTCF					
Digital Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.38	0.24	0.00		0.02	0.02		0.02	0.02	0.00	35.19	35.19	0.00	0.00	35.88
Total	0.05	0.38	0.24	0.00	0.01	0.02	0.03	0.00	0.02	0.02	0.00	35.19	35.19	0.00	0.00	35.88

Mitigated Construction Off-Site

	NOG	NOx	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/d										MTCF					
Cauling	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.85	3.85	0.00	0.00	3.85
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.44	1.44	0.00	0.00	1.44
Total	0.00	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.29	5.29	0.00	0.00	5.29

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

	COG	COB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	O2O	CO2e
Category	tons/d										MCFD					
Digital Dust					0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.38	0.22	0.00		0.02	0.02		0.02	0.02	0.00	35.41	35.41	0.00	0.00	35.49
Total	0.00	0.30	0.22	0.00	0.00	0.02	0.00	0.03	0.02	0.00	0.00	30.00	30.00	0.00	0.00	30.00

Unmitigated Construction On-Site

	COG	COB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	O2O	CO2e
Category	tons/d										MCFD					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tractor	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Total	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00

3.3 Site Preparation - 2013

Mitigated Construction On-Site

	NOG	NOx	CO	SO2	Lightweight PM10	Exhaust PM10	PM10 Total	Lightweight PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Biogenic CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/d										MCFD						
Lightweight Dust					0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.38	0.22	0.00		0.02	0.02		0.02	0.02	0.00	35.41	35.41	0.00	0.00	0.00	35.49
Total	0.00	0.30	0.22	0.00	0.00	0.02	0.00	0.03	0.02	0.00	0.00	30.00	30.00	0.00	0.00	0.00	30.00

Mitigated Construction Off-Site

	NOG	NOx	CO	SO2	Lightweight PM10	Exhaust PM10	PM10 Total	Lightweight PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Biogenic CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/d										MCFD						
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Total	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00

3. Grading - 2013

Unmitigated Construction On-Site

	NOG	NOB	CO	SO2	Light/Dust PM10	Exhaust PM10	PM10 Total	Light/Dust PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Net Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MCF/yr					
Light/Dust					0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.34	0.20	0.00		0.02	0.02		0.02	0.02	0.00	31.02	31.02	0.00	0.00	31.09
Total	0.00	0.30	0.20	0.00	0.00	0.02	0.00	0.03	0.02	0.00	0.00	31.02	31.02	0.00	0.00	31.00

Unmitigated Construction Off-Site

	NOG	NOB	CO	SO2	Light/Dust PM10	Exhaust PM10	PM10 Total	Light/Dust PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Net Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MCF/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.15	1.15	0.00	0.00	1.15
Total	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.10	1.10	0.00	0.00	1.10

3. Grading - 2013

Graded Construction On-Site

	COG	COB	CO	SO2	Digite PM10	Exhaust PM10	PM10 Total	Digite PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/d										MCD					
Digite Dust					0.0	0.00	0.0	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-road	0.04	0.34	0.20	0.00		0.02	0.02		0.02	0.02	0.00	31.12	31.12	0.00	0.00	31.19
Total	0.0	0.3	0.20	0.00	0.0	0.02	0.0	0.03	0.02	0.0	0.00	31.12	31.12	0.00	0.00	31.1

Graded Construction Off-Site

	COG	COB	CO	SO2	Digite PM10	Exhaust PM10	PM10 Total	Digite PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/d										MCD					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.15	1.15	0.00	0.00	1.15
Total	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.1	1.1	0.00	0.00	1.1

3. Building Construction - 2013

Unmitigated Construction On-Site

	NOG	NO _x	CO	SO ₂	Direct PM10	Exhaust PM10	PM10 Total	Direct PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e	
Category	tons/yr										MDD					
Off-road	0.21	1.08	0.00	0.00		0.08	0.08		0.08	0.08	0.00	108.03	108.03	0.02	0.00	108.39
Total	0.21	1.08	0.00	0.00		0.08	0.08		0.08	0.08	0.00	108.03	108.03	0.02	0.00	108.39

Unmitigated Construction Off-Site

	NOG	NO _x	CO	SO ₂	Direct PM10	Exhaust PM10	PM10 Total	Direct PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e	
Category	tons/yr										MDD					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	0.01	0.00	0.05	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	10.48	10.48	0.00	0.00	10.48
Worker	0.01	0.01	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	10.09	10.09	0.00	0.00	10.81
Total	0.02	0.01	0.05	0.00	0.01	0.00	0.02	0.00	0.00	0.00	0.00	21.25	21.25	0.00	0.00	21.25

3. Building Construction - 2013

Off-Site Construction On-Site

	COG	COB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										METH					
Off-Site	0.21	1.08	0.00	0.00		0.08	0.08		0.08	0.08	0.00	108.03	108.03	0.02	0.00	108.39
Total	0.21	1.08	0.00	0.00		0.08	0.08		0.08	0.08	0.00	108.03	108.03	0.02	0.00	108.39

Off-Site Construction Off-Site

	COG	COB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										METH					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.48	10.48	0.00	0.00	10.48
Worker	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.09	10.09	0.00	0.00	10.81
Total	0.02	0.01	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.65	20.65	0.00	0.00	21.20

3. Paving - 2013

Unmitigated Construction On-Site

	COG	COB	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CO4	O2O	CO2e
Category	tons/d										M/d					
Off-load	0.08	0.50	0.33	0.00		0.04	0.04		0.04	0.04	0.00	41.94	41.94	0.01	0.00	42.08
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.08	0.50	0.33	0.00		0.04	0.04		0.04	0.04	0.00	41.94	41.94	0.01	0.00	42.08

Unmitigated Construction On-Site

	COG	COB	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CO4	O2O	CO2e
Category	tons/d										M/d					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	3.88	3.88	0.00	0.00	3.88
Total	0.00	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	3.88	3.88	0.00	0.00	3.88

3. Paving - 2013

Mitigated Construction On-Site

	COG	COB	CO	SO2	Digital PM10	Equivalent PM10	PM10 Total	Digital PM2.5	Equivalent PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	O2O	CO2e
Category	tons/d										MTC					
Off-load	0.08	0.50	0.33	0.00		0.04	0.04		0.04	0.04	0.00	41.94	41.94	0.01	0.00	42.08
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.08	0.50	0.33	0.00		0.04	0.04		0.04	0.04	0.00	41.94	41.94	0.01	0.00	42.08

Mitigated Construction Off-Site

	COG	COB	CO	SO2	Digital PM10	Equivalent PM10	PM10 Total	Digital PM2.5	Equivalent PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	O2O	CO2e
Category	tons/d										MTC					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.88	3.88	0.00	0.00	3.88
Total	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.88	3.88	0.00	0.00	3.88

3. Architectural Coating - 2013

Unmitigated Construction On-Site

	NOG	NOB	CO	SO2	Digitals PM10	Exhaust PM10	PM10 Total	Digitals PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	EBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/d										MCF/d						
Archit. Coating	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-load	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.81	2.81	0.00	0.00	2.81	
Total	0.02	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.81	2.81	0.00	0.00	2.81	

Unmitigated Construction Off-Site

	NOG	NOB	CO	SO2	Digitals PM10	Exhaust PM10	PM10 Total	Digitals PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	EBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/d										MCF/d					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.49
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.49

3.0 Architectural Coating - 2013

3.1 Mitigated Construction On-Site

	COG	COB	CO	SO2	Light/Direct PM10	Exhaust PM10	PM10 Total	Light/Direct PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Non-Bio-CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MCO2						
Archit. Coating	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Load	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.81	2.81	0.00	0.00	0.00	2.81
Total	0.02	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.81	2.81	0.00	0.00	0.00	2.81

3.2 Mitigated Construction Off-Site

	COG	COB	CO	SO2	Light/Direct PM10	Exhaust PM10	PM10 Total	Light/Direct PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Non-Bio-CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MCO2						
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.49
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.49

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	COG	COB	CO	SO2	Dust/PM10	Exhaust PM10	PM10 Total	Dust/PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CO4	CO	CO2e
Category	tons/D										M/D					
Mitigated	0.10	0.20	1.03	0.00	0.10	0.01	0.10	0.01	0.01	0.02	0.00	148.43	148.43	0.01	0.00	148.58
Unmitigated	0.10	0.20	1.03	0.00	0.10	0.01	0.10	0.01	0.01	0.02	0.00	148.43	148.43	0.01	0.00	148.58
Total	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A

2 Trip Summary Information

Land Use	Average Daily Trip Data			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VM	Annual VM
General Office Building	120.49	25.94	10.03	291509	291509
Parking Structure	0.00	0.00	0.00		
Total	120.49	25.94	10.03	291509	291509

3 Trip Type Information

Land Use	Miles			Trip		
	I or C	S or C-C	O or C-O	I or C	S or C-C	O or C-O
General Office Building	8.90	13.30	40	33.00	48.00	19.00
Parking Structure	8.90	13.30	40	0.00	0.00	0.00

0 Energy Detail

1 Mitigation Measures Energy

	COG	CO2	CO	SO2	Direct PM10	Exhaust PM10	PM10 total	Direct PM2.5	Exhaust PM2.5	PM2.5 total	Bio-CO2	Non-Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/D										MCOE					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	49.02	49.02	0.00	0.00	50.03
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	49.02	49.02	0.00	0.00	50.03
Natural Gas Mitigated	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	5.00	5.00	0.00	0.00	5.03
Natural Gas Unmitigated	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	5.00	5.00	0.00	0.00	5.03
Total	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A

2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	NOG	NOx	CO	SO2	Digital Exhaust PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CO4	O2O	CO2e
Land Use	kBTU	tons/yr										MTCr					
General Office Building	104953	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	5.00	5.00	0.00	0.00	5.00
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	5.00	5.00	0.00	0.00	5.00

Mitigated

	Natural Gas Use	NOG	NOx	CO	SO2	Digital Exhaust PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CO4	O2O	CO2e
Land Use	kBTU	tons/yr										MTCr					
General Office Building	104953	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	5.00	5.00	0.00	0.00	5.00
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	5.00	5.00	0.00	0.00	5.00

3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	CO2	CH4	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MTCO2e			
General Office Building	10945					49.12	0.00	0.00	50.03
Parking Structure	0					0.00	0.00	0.00	0.00
Total						49.12	0.00	0.00	50.03

Mitigated

	Electricity Use	CO2	CH4	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MTCO2e			
General Office Building	10945					49.12	0.00	0.00	50.03
Parking Structure	0					0.00	0.00	0.00	0.00
Total						49.12	0.00	0.00	50.03

0 Area Detail

1 Mitigation Measures Area

	COG	COB	CO	SO2	LightE-PM10	Exhaust-PM10	PM10 Total	LightE-PM2.5	Exhaust-PM2.5	PM2.5 Total	Bio-CO2	BiO-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/d										MEG					
Mitigated	0.25	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.25	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A

2 Area by SubCategory

Unmitigated

	COG	COB	CO	SO2	LightE-PM10	Exhaust-PM10	PM10 Total	LightE-PM2.5	Exhaust-PM2.5	PM2.5 Total	Bio-CO2	BiO-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/d										MEG					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.19					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.20	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2 Area by SubCategory

itigated

	COG	COB	CO	SO2	Exhaust PM10	Exhaust PM10	PM10 Total	Exhaust PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MCDY					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.19					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.20	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

0 Water Detail

1 Mitigation Measures Water

	COG	CO	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/D				M/D			
Mitigated					11.24	0.00	0.00	13.01
Unmitigated					11.24	0.00	0.00	13.01
Total	A	A	A	A	A	A	A	A

2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	COG	CO	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/D				M/D			
General Office Building	1.94441 / 1.19113					11.24	0.00	0.00	13.01
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
Total						11.24	0.00	0.00	13.01

2 Water by Land Use

2.1 Mitigated

	Indoor/Outdoor Use	COG	COI	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MTCY			
General Office Building	1.94441 / 1.19113					11.24	0.00	0.00	13.01
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
Total						11.24	0.00	0.00	13.01

3 Waste Detail

3.1 Mitigation Measures Waste

Category/Year

	COG	COI	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MTCY			
Mitigated					2.00	0.12	0.00	4.13
Unmitigated					2.00	0.12	0.00	4.13
Total	0A							

2 Waste by Land Use

Unmitigated

	Waste Disposed	COG	CO	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MTC/yr			
General Office Building	10.1					2.0	0.12	0.00	4.13
Parking Structure	0					0.00	0.00	0.00	0.00
Total						2.0	0.12	0.00	4.13

Mitigated

	Waste Disposed	COG	CO	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MTC/yr			
General Office Building	10.1					2.0	0.12	0.00	4.13
Parking Structure	0					0.00	0.00	0.00	0.00
Total						2.0	0.12	0.00	4.13

0 Vegetation

121 Spalding Drive
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Structure	42.109	1000sqft
General Office Building	10.944	1000sqft

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.2 **Utility Company** Southern California Edison
Climate Zone 8 **Precipitation Freq (Days)** 33

1.3 User Entered Comments

Project Characteristics -
 Land Use - Square footage pursuant to plans.
 Construction Phase - Estimated construction schedule.
 Demolition -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	COG	NO _x	CO	SO ₂	Dust/E _{PM10}	Exhaust PM10	PM10 Total	Dust/E _{PM2.5}	Exhaust PM2.5	PM2.5 Total	Bio-CO ₂	Bio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Year	lb/day										lb/day					
2013	50.35	3.02	45.53	0.08	9.09	4.02	13.12	2.92	4.02	6.95	0.00	1894.18	0.00	0.84	0.00	1912.34
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

	COG	NO _x	CO	SO ₂	Dust/E _{PM10}	Exhaust PM10	PM10 Total	Dust/E _{PM2.5}	Exhaust PM2.5	PM2.5 Total	Bio-CO ₂	Bio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Year	lb/day										lb/day					
2013	50.35	3.02	45.53	0.08	4.43	4.02	10.40	2.92	4.02	6.95	0.00	1894.18	0.00	0.84	0.00	1912.34
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.2 Overall Operational

Unmitigated Operational

	COG	CO2	CO	SO2	Dust/PM10	Exhaust PM10	PM10 Total	Dust/PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.39	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00		33.83		0.00	0.00	34.03
Mobile	0.04	1.83	0.50	0.01	1.20	0.08	1.35	0.04	0.08	0.13		1239.40		0.00		1240.80
Total	2.13	1.00	0.52	0.01	1.20	0.00	1.30	0.00	0.00	0.13		1239.30		0.00	0.00	1240.80

Mitigated Operational

	COG	CO2	CO	SO2	Dust/PM10	Exhaust PM10	PM10 Total	Dust/PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.39	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00		33.83		0.00	0.00	34.03
Mobile	0.04	1.83	0.50	0.01	1.20	0.08	1.35	0.04	0.08	0.13		1239.40		0.00		1240.80
Total	2.13	1.00	0.52	0.01	1.20	0.00	1.30	0.00	0.00	0.13		1239.30		0.00	0.00	1240.80

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

	NOG	NO	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Digital Dust					1.09	0.00	1.09	0.00	0.00	0.00						0.00
Off-load	5.00	38.45	23.00	0.04		2.29	2.29		2.29	2.29		394.40		0.40		395.03
Total	5.00	38.45	23.00	0.04	1.09	2.29	3.38	0.00	2.29	2.29		394.40		0.40		395.03

Unmitigated Construction Off-Site

	NOG	NO	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.29	2.00	1.00	0.00	2.30	0.12	2.49	0.01	0.12	0.14		425.00		0.01		425.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.09	1.01	0.00	0.20	0.01	0.21	0.01	0.01	0.01		1.00		0.01		1.01
Total	0.38	2.09	2.01	0.00	2.50	0.13	2.63	0.02	0.13	0.15		426.00		0.02		426.31

3.2 Demolition - 2013

Regulated Construction On-Site

	COG	COB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Non-Bio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Digital Dust					1.09	0.00	1.09	0.00	0.00	0.00							0.00
Off-load	5.00	38.45	23.00	0.04		2.29	2.29		2.29	2.29	0.00	394.40		0.40			395.03
Total	5.00	38.45	23.00	0.04	1.09	2.29	3.38	0.00	2.29	2.29	0.00	394.40		0.40			395.03

Regulated Construction Off-Site

	COG	COB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Non-Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.29	2.00	1.00	0.00	0.01	0.12	0.14	0.01	0.12	0.14		425.00		0.01		425.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.09	1.01	0.00	0.01	0.01	0.01	0.01	0.01	0.01		1.00		0.01		1.01
Total	0.38	2.09	2.01	0.00	0.02	0.13	0.15	0.02	0.13	0.15		426.00		0.02		427.01

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

	NOG	NO2	CO	SO2	Light/Direct PM10	Exhaust PM10	PM10 Total	Light/Direct PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Other CO2	Total CO2	CO4	O2O	CO2e	
Category	lb/day										lb/day						
Light/Direct Dust					5.31	0.00	5.31	2.90	0.00	2.90							0.00
Off-road	3.90	31.00	18.02	0.03		1.00	1.00		1.00	1.00			3,253.39	0.30			3,200.80
Total	3.90	31.00	18.02	0.03	5.31	1.00	6.31	2.90	1.00	3.90			3,253.39	0.30			3,200.80

Unmitigated Construction Off-Site

	NOG	NO2	CO	SO2	Light/Direct PM10	Exhaust PM10	PM10 Total	Light/Direct PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Other CO2	Total CO2	CO4	O2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00		0.00
Worker	0.05	0.05	0.02	0.00	0.12	0.00	0.13	0.00	0.00	0.01			102.09	0.01		102.92
Total	0.05	0.05	0.02	0.00	0.12	0.00	0.13	0.00	0.00	0.01			102.09	0.01		102.92

3.3 Site Preparation - 2013

Mitigated Construction On-Site

	COG	NOx	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	B2O	CO2e
Category	lb/day										lb/day					
Digital Dust					5.31	0.00	5.31	2.90	0.00	2.90						0.00
Off-Load	3.9	31.0	18.2	0.03		1.0	1.0		1.0	1.0	0.00	3253.39		0.3		320.8
Total	3.9	31.0	18.2	0.03	5.31	1.0	6.31	2.90	1.0	3.90	0.00	3253.39		0.3		320.8

Mitigated Construction Off-Site

	COG	NOx	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	B2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.05	0.2	0.00	0.00	0.00	0.01	0.00	0.00	0.01		102.9		0.01		102.92
Total	0.05	0.05	0.2	0.00	0.00	0.00	0.01	0.00	0.00	0.01		102.9		0.01		102.92

3. Grading - 2013

Unmitigated Construction On-Site

	NOx	CO	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	H2O	CO2e
Category	lb/day										lb/day					
Digital Dust					4.58	0.00	4.58	2.48	0.00	2.48						0.00
Off-Road	3.28	20.25	15.38	0.03		1.32	1.32		1.32	1.32		2089.90		0.29		2091.15
Total	3.28	20.25	15.38	0.03	4.58	1.32	5.90	2.48	1.32	3.80		2,090.10		0.29		2,091.45

Unmitigated Construction Off-Site

	NOx	CO	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	H2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.05	0.12	0.00	0.12	0.00	0.13	0.00	0.00	0.01		102.09		0.01		102.92
Total	0.05	0.05	0.12	0.00	0.12	0.00	0.13	0.00	0.00	0.01		102.09		0.01		102.92

3. Grading - 2013

Graded Construction On-Site

	COG	COB	CO	SO2	Digitize PM10	Exhaust PM10	PM10 Total	Digitize PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Digitize Dust					4.58	0.00	4.58	2.48	0.00	2.48						0.00
Off-Road	3.28	2.25	15.38	0.03		1.32	1.32		1.32	1.32	0.00	2.00	2.00	0.29		2.00
Total	3.28	2.25	15.38	0.03	4.58	1.32	5.90	2.48	1.32	3.80	0.00	2.00	2.00	0.29		2.00

Graded Construction Off-Site

	COG	COB	CO	SO2	Digitize PM10	Exhaust PM10	PM10 Total	Digitize PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.05	0.02	0.00	0.00	0.00	0.01	0.00	0.00	0.01		102.00		0.01		102.02
Total	0.05	0.05	0.02	0.00	0.00	0.00	0.01	0.00	0.00	0.01		102.00		0.01		102.02

3. Building Construction - 2013

Unmitigated Construction On-Site

	NOG	NOB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-road	4.54	23.20	10.29	0.03		1.01	1.01		1.01	1.01		2501.58		0.41		2500.13
Total		23.20	10.29	0.03		1.01	1.01		1.01	1.01		2,001.00		0.01		2,000.13

Unmitigated Construction Off-Site

	NOG	NOB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.15	1.52	0.99	0.00	0.08	0.00	0.14	0.01	0.00	0.00		249.08		0.01		249.23
Worker	0.14	0.14	1.03	0.00	0.32	0.01	0.33	0.01	0.01	0.02		209.82		0.02		200.10
Total	0.29	1.66	2.02	0.00	0.40	0.00	0.47	0.02	0.00	0.00		458.90		0.03		458.33

3. Building Construction - 2013

Off-Site Construction On-Site

	COG	COB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Geo-CO2	Total CO2	CO4	CO	CO2e
Category	lb/day										lb/day					
Off-Site	4.54	23.20	10.29	0.03		1.01	1.01		1.01	1.01	0.00	2501.58		0.41		2500.13
Total	4.54	23.20	10.29	0.03		1.01	1.01		1.01	1.01	0.00	2501.58		0.41		2500.13

Off-Site Construction Off-Site

	COG	COB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Geo-CO2	Total CO2	CO4	CO	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.15	1.52	0.99	0.00	0.01	0.00	0.01	0.01	0.00	0.01		249.08		0.01		249.23
Worker	0.14	0.14	1.03	0.00	0.01	0.01	0.02	0.01	0.01	0.02		209.82		0.02		209.10
Total	0.29	1.66	2.02	0.00	0.02	0.01	0.03	0.02	0.01	0.03		458.90		0.03		458.33

3. Paving - 2013

Unmitigated Construction On-Site

	NOG	NOB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Geo-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-load	2.99	18.54	12.08	0.02		1.58	1.58		1.58	1.58	1,012.02			0.20			1,018.34
Paving	0.00					0.00	0.00		0.00	0.00							0.00
Total	2.99	18.54	12.08	0.02		1.58	1.58		1.58	1.58	1,012.02			0.20			1,018.34

Unmitigated Construction Off-Site

	NOG	NOB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Geo-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				0.00			0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				0.00			0.00
Worker	0.09	0.09	1.01	0.00	0.20	0.01	0.21	0.01	0.01	0.01	1,003			0.01			1,004
Total	0.09	0.09	1.01	0.00	0.20	0.01	0.21	0.01	0.01	0.01	1,003			0.01			1,004

3. Paving - 2013

Mitigated Construction On-Site

	COG	COB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio- CO2	Total CO2	CH4	O2O	CO2e	
Category	lb/day										lb/day						
Off-Road	2.99	18.54	12.08	0.02		1.58	1.58		1.58	1.58	0.00	1.01	2.02	0.20			1.01
Paving	0.00					0.00	0.00		0.00	0.00							0.00
Total	2.99	18.54	12.08	0.02		1.58	1.58		1.58	1.58	0.00	1.01	2.02	0.20			1.01

Mitigated Construction Off-Site

	COG	COB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio- CO2	Total CO2	CH4	O2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.09	1.01	0.00	0.01	0.01	0.01	0.01	0.01	0.01		1.03		0.01		1.03
Total	0.09	0.09	1.01	0.00	0.01	0.01	0.01	0.01	0.01	0.01		1.03		0.01		1.03

3. Architectural Coating - 2013

Unmitigated Construction On-Site

	NOx	CO	SO2	Direct PM10	Exhaust PM10	PM10 Total	Direct PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	O2O	CO2e
Category	lb/day										lb/day				
Archit. Coating	55.84				0.00	0.00		0.00	0.00						0.00
Off-road	0.49	2.90	1.94	0.00	0.20	0.20		0.20	0.20		281.19		0.04		282.10
Total	56.33	2.90	1.94	0.00	0.20	0.20		0.20	0.20		281.19		0.04		282.10

Unmitigated Construction Off-Site

	NOx	CO	SO2	Direct PM10	Exhaust PM10	PM10 Total	Direct PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	O2O	CO2e
Category	lb/day										lb/day				
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.31	0.00	0.00	0.00	0.00	0.00	0.00		51.39		0.00		51.40
Total	0.03	0.03	0.31	0.00	0.00	0.00	0.00	0.00	0.00		51.39		0.00		51.40

3. Architectural Coating - 2013

Mitigated Construction On-Site

	COG	COB	CO	SO2	Light-D PM10	Exhaust PM10	PM10 Total	Light-D PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	55.84					0.00	0.00		0.00	0.00						0.00
Off-load	0.49	2.90	1.94	0.00		0.20	0.20		0.20	0.20	0.00	281.19		0.04		282.10
Total	56.33	2.90	1.94	0.00		0.20	0.20		0.20	0.20	0.00	281.19		0.04		282.10

Mitigated Construction Off-Site

	COG	COB	CO	SO2	Light-D PM10	Exhaust PM10	PM10 Total	Light-D PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00		51.39		0.00		51.40
Total	0.03	0.03	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00		51.39		0.00		51.40

0 Mobile Detail

1 Mitigation Measures Mobile

	COG	COB	CO	SO2	Digital PM10	Exhaust PM10	PM10 Total	Digital PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CO4	CO	CO2e
Category	lb/day										lb/day					
Mitigated	0.04	1.83	0.50	0.01	1.20	0.08	1.35	0.04	0.08	0.13			1239.40	0.00		1240.80
Unmitigated	0.04	1.83	0.50	0.01	1.20	0.08	1.35	0.04	0.08	0.13			1239.40	0.00		1240.80
Total	0.04	1.83	0.50	0.01	1.20	0.08	1.35	0.04	0.08	0.13			1239.40	0.00		1240.80

2 Trip Summary Information

Land Use	Average Daily Trip Date			Unmitigated Annual VMD	Mitigated Annual VMD
	Weekday	Saturday	Sunday		
General Office Building	120.49	25.94	10.03	2915.09	2915.09
Parking Structure	0.00	0.00	0.00		
Total	120.49	25.94	10.03	2915.09	2915.09

3 Trip Type Information

Land Use	Miles			Trip		
	H or C	S or C-C	O or C-C	H or C	S or C-C	O or C-C
General Office Building	8.90	13.30	0.40	33.00	48.00	19.00
Parking Structure	8.90	13.30	0.40	0.00	0.00	0.00

0 Energy Detail

1 Mitigation Measures Energy

	COG	CO	CO	SO2	Digitize PM10	Exhaust PM10	PM10 Total	Digitize PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Natural Gas Mitigated	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00			33.83	0.00	0.00	34.03
Natural Gas Unmitigated	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00			33.83	0.00	0.00	34.03
Total	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A	0A

2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	COG	CO	CO	SO2	Digitize PM10	Exhaust PM10	PM10 Total	Digitize PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	28,542	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00			33.83	0.00	0.00	34.03
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00			0.00	0.00	0.00	0.00
Total		0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00			33.83	0.00	0.00	34.03

2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	COG	CO	SO2	Digitals PM10	Exhaust PM10	PM10 Total	Digitals PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CO4	CO2e	CO2e
Land Use	kBTU	lb/day										lb/day				
General Office Building	0.286542	0.00	0.03	0.02	0.00		0.00	0.00		0.00			33.83	0.00	0.00	34.03
Parking Structure	0	0.00	0.00	0.00	0.00		0.00			0.00			0.00	0.00	0.00	0.00
Total		0.00	0.03	0.02	0.00		0.00	0.00		0.00			33.83	0.00	0.00	34.03

0 Area Detail

1 Mitigation Measures Area

	COG	CO	SO2	Digitals PM10	Exhaust PM10	PM10 Total	Digitals PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CO4	CO2e	CO2e
Category	lb/day										lb/day				
Mitigated	1.39	0.00	0.00	0.00		0.00	0.00		0.00			0.00	0.00	0.00	
Unmitigated	1.39	0.00	0.00	0.00		0.00	0.00		0.00			0.00	0.00	0.00	
Total	2.78	0.00	0.00	0.00		0.00	0.00		0.00			0.00	0.00	0.00	

2 Area by SubCategory

Unmitigated

	COG	COB	CO	SO2	Digital PM10	Enfust PM10	PM10 Total	Digital PM2.5	Enfust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.34					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.05					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	1.39	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

Mitigated

	COG	COB	CO	SO2	Digital PM10	Enfust PM10	PM10 Total	Digital PM2.5	Enfust PM2.5	PM2.5 Total	Bio-CO2	Bio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.34					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.05					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	1.39	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

0 Water Detail

1 itigation easures Water

0 Waste Detail

1 itigation easures Waste

0 egetation

ATTACHMENT 4

PROJECT PLANS

(PROVIDED AS A SEPARATE DOCUMENT)