



# Planning Commission Report

**Meeting Date:** January 8, 2015

**Subject:** **425-429 North Palm Drive**

**Zone Text Amendment, Development Plan Review, and R-4 Permit**

Request for a Zone Text Amendment to allow a reviewing authority to grant an R-4 Permit to alter or waive the requirement that a minimum of 60% and a maximum of 70% of the front façade of the first two stories of large scale multiple residential developments be built to the front setback line; request for an R-4 Permit to allow two rooftop bathrooms to exceed the height limit of the building, to grant the equivalent of three, five-foot wide walkways based on the amount of frontage along the front lot line of the subject site, and to waive the requirement that a minimum of 60% of the front façade of the first two stories be built to the front setback line; and a request for a Development Plan Review to allow the construction of a new, 20-unit multi-family residential development. Pursuant to the provisions set forth in the California Environmental Quality Act (CEQA), the Planning Commission will consider a determination of exemption from CEQA.

PROJECT APPLICANT: Patrick Perry

**Recommendation:** That the Planning Commission:

1. Conduct a public hearing and receive testimony on the Project; and
2. Adopt the attached resolutions conditionally approving a Development Plan Review and R-4 Permit, and recommending that the City Council adopt a Zone Text Amendment.

## REPORT SUMMARY

A request for an R-4 Permit, Development Plan Review, and Zone Text Amendment has been made to allow the construction of a new multi-family residential development at 425-429 North Palm Drive, at the corner of North Palm Drive and Beverly Boulevard. The project would involve demolition of three existing buildings containing a total of 18 units, and construction of a single new multi-family residential building containing 20 units. The new building would be five stories with two underground levels of parking and a rooftop pool and deck. The project would have a footprint of 10,350 square feet with a total floor area of 54,915 square feet.

**Attachment(s):**

- A. Required Findings
- B. Public Notice
- C. Class 32 Categorical Exemption Report
- D. Draft Resolution – Zone Text Amendment
- E. Draft Resolution – Project-Specific Entitlements
- F. Architectural Plans

**Report Author and Contact Information:**

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The proposed project features an undulating and curvilinear design that does not conform to some development standards relating to building facade modulation. Thus, in conjunction with the other entitlements required to construct the project, the applicant has requested a Zone Text Amendment that would allow for applicants to request an R-4 Permit to allow deviations from a zoning code provision relating to front façades of large-scale multi-family residential projects. Additional entitlements are being requested to allow rooftop bathrooms, and to allow additional front yard paving based on the length of the front lot line. This report analyzes key project components including traffic, noise, and other environmental considerations, the merits of the proposed zone text amendment, and project characteristics that relate to the required findings for the requested entitlements. Based on the analysis contained in this report, the proposed project is not anticipated to result in any significantly adverse impacts, and the recommendation in this report is for project approval.

## **BACKGROUND**

File Date	7/28/2014
Application Complete	10/2/2014
Subdivision Deadline	N/A
CEQA Deadline	60 days from CEQA Determination
CEQA Determination	Class 32 categorical exemption for in-fill development projects meeting certain conditions.
Permit Streamlining	3/9/2015
Applicant(s)	K Pacific Development, LLC
Owner(s)	K Pacific Development, LLC
Representative(s)	Patrick Perry and Joe Peterson
Prior PC Action	None
Prior Council Action	None
CC/PC Liaison	None
CHC Review	None

## **PROPERTY AND NEIGHBORHOOD SETTING**

### Property Information

Address	425-429 North Palm Drive
Assessor's Parcel No.	4342-033-011 (425-427 N. Palm Drive) 4342-033-021 (429 N. Palm Drive)
Zoning District	R-4
General Plan	Multiple Residential
Existing Land Use(s)	Multi-Family Residential (apartments)
Lot Dimensions & Area	149.92' x 150.92' – approx. 22,635 square feet
Year Built	425-427 built in 1941; 429 built in 1974-75
Historic Resource	The subject property was assessed for historic significance. It was found that none of the existing buildings at 425-427 and 429 N. Palm Drive appear to be individually eligible as a historic resource.
Protected Trees/Grove	None

Adjacent Zoning and Land Uses

North	R-4 – Multiple Family Residential (21-unit apartment building)
East	R-4 – Multiple Family Residential (15-unit condominium building and 36-unit apartment building)
South (across Beverly)	R-4 – Multiple Family Residential (24-unit condominium building)
West	R-4 – Multiple Family Residential (8-unit and 23-unit apartment buildings)

Circulation and Parking

Adjacent Street(s)	North Palm Drive and Beverly Boulevard
Traffic Volume	Average Daily Trips on Beverly Boulevard: Approx. 27,500 (combined eastbound and westbound) Average Daily Trips on North Palm Drive: Approx. 2,700 (combined northbound and southbound)
Adjacent Alleys	Two-way, north-south alley at rear (west) of property
Parkways & Sidewalks	Beverly Boulevard – 20' from face of curb to property line North Palm Drive – 16' from face of curb to property line

Neighborhood Character

The project site is located at the corner of North Palm Drive and Beverly Boulevard, and is completely bordered by R-4 Multiple Family Residential zones. The project site is immediately surrounded by various types of multi-family developments, including apartments and condominiums. Nearby multi-family buildings are predominantly five-stories tall and cover multiple parcels, with some smaller 2-, 3- and 4-story developments. The north end of the 400 block of North Palm Drive abuts Civic Center Drive, and further north is Santa Monica Boulevard, a busy travel corridor. Larger-scale commercial uses exist to the south and west of the project site, including the 4-story Mercedes-Benz auto dealer, and numerous office buildings along Maple Drive. North Palm Drive is a relatively quiet, unstriped two-way residential street, while Beverly Boulevard, which is a 4-lane, two-way thoroughfare, has a mix of multi-family residential and commercial uses.



Bird's Eye View of the Project Site, Looking West



Existing project site viewed from corner of Beverly Boulevard and North Palm Drive



Existing project site viewed from North Palm Drive

### PROJECT DESCRIPTION

The proposed project consists of the demolition of three existing multi-family residential buildings totaling 18 units, and the construction of a single multi-family residential building containing a total of 20 units, located at the corner of North Palm Drive and Beverly Boulevard. The new building would have a building footprint of approximately 10,350 square feet and a total floor area of approximately 55,090 square feet. The building would be five stories with a height of 55', as well as a 10' tall rooftop canopy. Two levels of subterranean parking would be built, providing a total of 74 parking spaces for residents and guests of the building.

Setbacks will be provided as follows:

- Front property line (east; N. Palm Drive): 25'
- Rear property line (west; alley): 10'
- Side property line (north; adjacent apartment building): 10'
- Street side property line (south; Beverly Blvd.): 13'

The proposed project would provide 8,946 square feet of open space for residents (4,000 square feet is required) and have a modulation area of 7,586 square feet (4,679 square feet required). The table below demonstrates the distribution of unit types:

Unit Type	Proposed Project # of Units
3 bd + den	9
3 bd	3
2 bd + den	4
2 bd	3
1 bd + den	1

**Required Entitlements.** As proposed, the project requires the following entitlements:

- **Zone Text Amendment:** Currently, the zoning code requires that a minimum of 60% and a maximum of 70% of the front façade of the first two stories of a large scale multiple residential project to be built to the front setback line. The proposed project does not meet the minimum of 60% due to its curvilinear design, and thus the applicant has requested an amendment to the zoning code that would allow the reviewing authority to grant alterations or waivers from this provision, provided that the design is consistent with the streetscape and scale of the surrounding developments.
- **Development Plan Review:** Pursuant to BHMC §10-3-3100 et seq., a Development Plan Review is required for the construction of any new multi-family residential development project.
- **R-4 Permit:** The proposed project is requesting an R-4 Permit to allow two rooftop bathrooms associated with the rooftop swimming pool to have a height that would be 10' above the adjacent roof deck. There is also a request for the Planning Commission to grant the equivalent of three, five-foot wide walkways based on the amount of frontage along the front lot line of the subject site. Finally, conditioned on approval and implementation of a zone text amendment, the applicant is requesting an R-4 permit that would waive the requirement that a minimum of 60% of the front façade of the first two stories of a large scale multiple residential project be built to the front setback line.

## GENERAL PLAN<sup>1</sup> POLICIES

The General Plan includes numerous goals and policies intended to help guide development in the City. Some policies relevant to the Planning Commission's review of the project include:

- **Policy LU 2.1 City Places: Neighborhoods, Districts, and Corridors.** Maintain and enhance the character, distribution, built form, scale, and aesthetic qualities of the City's distinctive residential neighborhoods, business districts, corridors, and open spaces.
- **Policy LU 2.4 Architectural and Site Design.** Require that new construction and renovation of existing buildings and properties exhibit a high level of excellence in site planning, architectural design, building materials, use of sustainable design and construction practices, landscaping, and amenities that contribute to the City's distinctive image and complement existing development.
- **Policy LU 2.8 Pedestrian-Active Streets.** Require that buildings in business districts be oriented to, and actively engage the street through design features such as built-to lines, articulated and modulated facades, ground floor transparency such as large windows, and the limitation of parking entries directly on the street. Parking ingress and egress should be accessed from alleys where feasible.

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<sup>1</sup> Available online at [http://www.beverlyhills.org/services/planning\\_division/general\\_plan/genplan.asp](http://www.beverlyhills.org/services/planning_division/general_plan/genplan.asp)

- **Policy LU 5.1 Neighborhood Conservation.** Maintain the uses, densities, character, amenities, and quality of the City's residential neighborhoods, recognizing their contribution to the City's identity, economic value, and quality of life.
- **Policy LU 5.2 Infill and Replacement Housing.** Accommodate new and renovated housing within existing neighborhoods that is consistent with contextual parcel sizes, densities, built form and scale.
- **Policy LU 7.1 Character and design.** Require that multi-family dwellings and properties be designed to reflect the high level of architectural and landscape quality that distinguishes existing neighborhoods. These may provide for:
  - a) Building facades and entrances that directly address the street, including the use of stoops, porches, and recessed entries;
  - b) Modulation of building volume and masses, avoiding the effect of blank continuous walls; and
  - c) Setback of the ground floor from the sidewalk to provide privacy, a sense of security, and to leave room for landscaping while being open and contributing to a quality pedestrian environment.
- **Policy LU 7.2 Amenities.** Encourage new multi-family development to provide amenities for residents such as on-site recreational facilities, community meeting spaces, and require useable private open space, public open space, or both.
- **Policy CIR 3.1 Neighborhood Traffic Control Measures.** Incorporate traffic control measures in residential neighborhoods as part of proposed roadway improvement or development projects to mitigate traffic impacts to residents and reduce the negative impacts of motor vehicle traffic on quality of life. Require development projects to mitigate traffic impacts to residents and reduce the negative impacts of motor vehicle traffic on residential roadways.

## **ENVIRONMENTAL ASSESSMENT**

The Project has been assessed in accordance with the authority and criteria contained in 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 Local CEQA Guidelines. Projects characterized as in-fill development that meet certain criteria are categorically exempt from CEQA pursuant to Section 15332 of the State CEQA Guidelines. The project meets all five of the following criteria set forth in Section 15332 of the State CEQA Guidelines:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c) The project site has no value as habitat for endangered, rare, or threatened species.

- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e) The site can be adequately served by all required utilities and public services.

Therefore, this project has been determined to be exempt from further environmental review under CEQA.

**PUBLIC OUTREACH AND NOTIFICATION**

Type of Notice	Required Period	Required Notice Date	Actual Notice Date	Actual Period
Posted Notice	N/A	N/A	1/2/2015	6 Days
Newspaper Notice	10 Days	12/29/2014	12/26/2014	13 Days
Mailed Notice (Owners & Occupants - 300' Radius)	10 Days	12/29/2014	12/24/2014	15 Days
Property Posting	10 Days	12/29/2014	12/24/2014	15 Days
Website	N/A	N/A	12/31/2014	8 Days

Public Comment

As of the writing of this report, staff had not received any public comments regarding the project.

**ANALYSIS<sup>2</sup>**

Project approval, conditional approval or denial is based upon specific findings for each discretionary application requested by the applicant. The specific findings that must be made in order to approve the project are provided as Attachment A to this report, and may be used to guide the Planning Commission’s deliberation of the subject project.

In reviewing the requested entitlements, the Commission may wish to consider the following information as it relates to the project and required findings:

**Traffic Impacts.** The proposed project would replace 18 existing dwelling units contained within approximately 25,000 square feet of floor area with an approximately 55,000 square-foot, 20-unit building. While the amount of floor area is approximately doubling, the project represents an increase of only 2 residential units. This increase is not expected to result in a significant increase of vehicle trips. As part of the environmental study for this project, a trip generation study was conducted which yielded the following results:

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<sup>2</sup> The information provided in this section is based on analysis prepared by the report author prior to the public hearing. The Planning Commission in its review of the administrative record and based on public testimony may reach a different conclusion from that presented in this report and may choose to make alternate findings. A change to the findings may result in a final action that is different from the staff recommended action in this report.

**Trip Generation**

Land Use	Units	Daily Trip Rate	AM Trip Rate	PM Trip Rate	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
<b>Proposed Project</b>							
Condo	20	5.81	0.44	0.52	116	9	10
<b>Existing Land Use</b>							
Condo	(18)	5.81	0.44	0.52	(105)	(8)	(9)
<b>TOTAL NET TRIPS</b>					<b>11</b>	<b>1</b>	<b>1</b>

Source: Institute of Transportation Engineers (ITE), Trip Generation, 9<sup>th</sup> Edition, 2012

( ) denotes subtraction

The traffic impact assessment found that the project is expected to generate a net increase of 11 daily trips, one morning peak hour trip, and one evening peak hour trip. As a general guideline, cities in Los Angeles County prepare additional traffic impact analysis whenever projects would generate at least 50 peak-hour trips on a roadway. Furthermore, assuming in a worst case scenario that all vehicle trips associated with the project would occur on Beverly Boulevard, the estimated net gain of 11 average daily trips would represent an increase of 0.04% over the roadway's existing volume of 27,500 average daily trips. Thus, the trip impact assessment concluded that the project is not anticipated to cause a significant impact at nearby intersections or roadways.

In terms of construction traffic, the main sources of traffic impacts are hauling trucks. This project would involve approximately 1,150 round-trip hauling trips. Assuming excavation occurs over approximately 30 days, there would be approximately 39 round-trip haul trips per day. Assuming trips are spread out over the 10 hour construction day, per the Beverly Hills Municipal Code restrictions on construction hours, there would be approximately 4 hauling round-trips per hour. Since Beverly Boulevard is a designated haul route in the City of Beverly Hills, this number of construction vehicles per hour is unlikely to significantly disrupt the flow of traffic. Furthermore, the construction trips would mostly occur during off-peak hours, and due to the temporary nature of construction, these trips are not expected to result in any negative effects on traffic and circulation beyond the construction period.

**Parking.** The proposed project includes construction of a two-level subterranean parking structure that would accommodate 74 parking spaces. All of these spaces would be intended only for the new residences and guests. Based on the City’s parking standards, the proposed project would be required to provide a total of 63 parking spaces. Thus, the amount of parking provided exceeds the code-required standard by 11 spaces. The following table provides a breakdown of parking space requirements by unit type.

**BHMC Parking Requirements**

Unit Type	Proposed Project # of Units	BHMC Requirement	Spaces Required
3 bd + den*	9	3 spaces per unit	27 spaces
3 bd	3	3 spaces per unit	9 spaces
2 bd + den*	4	3 spaces per unit	12 spaces
2 bd	3	2.5 spaces per unit	7.5 spaces
1 bd + den*	1	2.5 spaces per unit	2.5 spaces
Guest	--	1 space per 4 units	5 spaces
<b>Total Required by BHMC</b>			<b>63 spaces</b>
<b>Actual Provided by Proposed Project</b>			<b>74 spaces</b>

*Bd=bedroom*

*BHMC Section 10-3-2816 requires:*

- *2 spaces per 1-bd unit*
- *2.5 spaces per 2-bd unit*
- *3 spaces per 3- or 4-bd unit*

*BHMC Section 10-3-2817 requires one guest parking space per 4 units*

*\*According to BHMC, a den or similar room capable of being used as a bedroom is considered a bedroom.*

Additionally, all parking is provided on-site and in a subterranean garage with access provided via the alley to the rear of the project. This parking circulation design eliminates the need for curb cuts along North Palm Drive and Beverly Boulevard, which contributes to a safer and more pleasant pedestrian environment.

**Mass, Scale, and Urban Design.** The proposed project is located in an area of the city that is currently developed with numerous apartment and condominium buildings ranging from two to five stories in height, with many developments spanning multiple lots. Across the street on North Palm Drive are two existing apartment buildings that are very similar in scale to the proposed project, which is also five stories in height and spans three lots. Buildings along North Palm Drive generally maintain similar setbacks with landscaping and paved walkways leading to the entrances of the buildings. Building facades are predominantly consistent in terms of being built to the front setback line, with very little deviation or modulation within individual buildings. While this creates a consistent streetscape and a predictable urban design aesthetic, there are few, if any, distinctive properties with unique design characteristics that contribute to the pedestrian experience or to the distinctive character of Beverly Hills.

Currently, the zoning code requires that a minimum of 60% and a maximum of 70% of the front façade of the first two stories of a large multi-family residential project to be built to the front

setback line. The intent of this provision was to ensure and preserve a consistent façade along residential streets. The proposed project's design includes undulating, curvilinear exterior walls such that 60 percent of the front façade is not able to be built to the front setback line while maintaining the architectural style of the building. However, the project is situated on a prominent corner of the residential neighborhood, and in addition to having frontage on North Palm Drive, the property has frontage on Beverly Boulevard, which is more of a thoroughfare, and features commercial buildings as well as residential. Additionally, the proposed project's facade does build out to the front setback line at numerous points, and the pedestrian-oriented frontage provides an appropriate transition from the primarily-residential North Palm Drive to the busier Beverly Boulevard. Due to the corner location of the site as well as the proposed building design, which is conducive to the pedestrian experience, staff believes that while the project does not meet the 60% minimum façade requirement, the spirit of the code is fulfilled with the additional benefit of a distinctive design that fits well within its context.

**Rooftop Uses.** The proposed project includes a rooftop deck that would serve as open space for the project, as well as contain a pool and rooftop restrooms. The Planning Division has observed that outdoor space has become more popular on residential buildings over the past few decades, and recently approved/constructed projects have typically contained rooftop amenities for residents. The rooftop amenities help to improve the quality of multi-family projects; however, rooftop amenities also have the possibility of impacting surrounding residential uses if not properly designed and regulated. In the case of the proposed project, the rooftop amenities are centrally located on the roof, which will limit visual impacts on adjacent properties and the street. Furthermore, the accessible portions of the rooftop deck are set in from the edge of the building, which will help to reduce privacy impacts on adjacent properties. While staff supports the general design of the rooftop amenities, conditions regarding rooftop hours, music, landscaping, and use, similar to conditions imposed on other projects with residential rooftop amenities, have been included in the draft resolution.

**Zone Text Amendment.** The proposed zone text amendment would add a provision to the zoning code that would allow for deviations from the amount of front façade that is required to be built to the front setback line from the first two stories of large scale multi-family residential projects. This amendment would allow for more innovative design approaches to multi-family residential developments, while giving the Planning Commission the discretion to determine if the proposed design fits within the context of the streetscape and is consistent with the scale of existing development. Staff supports this amendment as a reasonable way to provide flexibility to developers, encourage innovative and distinctive urban design, and improve the pedestrian experience while maintaining discretion to ensure that any deviations from code-required façade setbacks are consistent with the streetscape and scale of surrounding developments.

**Potential Pros and Cons.** A summary of the potential pros and cons identified by staff and discussed above in this report are summarized below for consideration by the Planning Commission:

Pros	Cons
<b>Zone Text Amendment</b>	
<ul style="list-style-type: none"> <li>• Provides flexibility in the design of multi-family residential developments.</li> <li>• Encourages innovative designs while maintaining discretion to ensure that designs are consistent with the streetscape and do not result in adverse impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• Additional R-4 provision may result in an increase of applications for project designs that are not compatible.</li> <li>• Possibility of disrupting the uniformity of the streetscape.</li> </ul>
<b>Development Plan Review</b>	
<ul style="list-style-type: none"> <li>• Proposed density, height, and configuration are consistent with existing development in the vicinity.</li> <li>• Improved traffic circulation and reduced traffic hazards by moving parking access to the alley and removing curb cuts on North Palm Drive.</li> <li>• Two additional housing units added to the City's housing stock.</li> </ul>	<ul style="list-style-type: none"> <li>• Increase of two units results in slightly higher density than existing development.</li> <li>• Proposed project is two to three stories taller in height than existing buildings.</li> </ul>
<b>R-4 Permit</b>	
<ul style="list-style-type: none"> <li>• Allowing two restrooms on the rooftop enhances the development's amenities and creates a more desirable community space.</li> <li>• With parking accessible only through the alley, all paving in the front setback area will be pedestrian-oriented and consistent with the streetscape.</li> <li>• Proposed façade provides a notably distinctive design on a prominent corner.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased use of the rooftop amenities may result in additional noise impacts.</li> <li>• Additional paving results in a larger area of impermeable surface and reduced landscaped areas.</li> <li>• The undulating design of the building façade is a significantly different aesthetic than other facades on the street.</li> </ul>

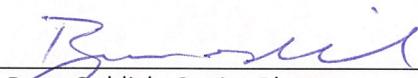
**NEXT STEPS**

It is recommended that the Planning Commission conduct the public hearing and adopt a resolution conditionally approving the proposed project and recommending City Council approval of the proposed zone text amendment.

Alternatively, the Planning Commission may consider the following actions:

1. Deny the project, or portions of the project, based on specific findings.
2. Direct staff or applicant as appropriate and continue the hearing to a date (un)certain, consistent with permit processing timelines.

Report Reviewed By:

  
\_\_\_\_\_  
Ryan Gohlich, Senior Planner

**ATTACHMENT A**  
**REQUIRED FINDINGS**

## ATTACHMENT A

### Required Findings

**Development Plan Review Findings.** The Planning Commission may approve a Development Plan Review, subject to making the following findings:

- 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.

#### **R-4 Permit Findings.**

**BHMC §10-3-2803(B): Rooftop bathrooms.** The Planning Commission may issue an R-4 Permit to allow a maximum of two (2) rooftop bathrooms associated with rooftop swimming pools or spas to exceed the height limit of a building in an R-4 zone, provided that the subject structures will not adversely affect the privacy of neighboring properties or access of neighboring properties to light, nor will the subject structures significantly increase noise to adjacent properties.

**BHMC §10-3-2813(E): Front yard walkways.** The Planning Commission may grant the equivalent of one 5-foot wide walkway in the front yard per fifty feet (50') of frontage along the front lot line of the subject site, in any configuration, pursuant to an R-4 permit if the Planning Commission finds that the proposal is compatible with the nearby streetscape and the scale of the surrounding development.

**BHMC §10-3-2806(E)3(b): Front façade.** The Planning Commission may alter or waive the requirement that a minimum of sixty percent (60%) and a maximum of seventy percent (70%) of the front façade of the first two (2) stories of a large scale multiple residential project shall be built to the front setback line, pursuant to an R-4 permit, if the Planning Commission finds that the proposal is compatible with the nearby streetscape and the scale of the surrounding development.

**Zone Text Amendment Findings.** In considering the application for a Zone Text Amendment, the Planning Commission shall consider whether the Zone Text Amendment will result in a benefit to the public interest, health, safety, morals, peace, comfort, convenience, or general welfare.

# **ATTACHMENT B**

## **PUBLIC NOTICE**



## NOTICE OF PUBLIC HEARING

**DATE:** January 8, 2015

**TIME:** 1:30 PM, or as soon thereafter as the matter may be heard

**LOCATION:** Commission Meeting Room 280A  
Beverly Hills City Hall  
455 North Rexford Drive  
Beverly Hills, CA 90210

The Planning Commission of the City of Beverly Hills, at its REGULAR meeting on Thursday, January 8, 2015, will hold a public hearing beginning at **1:30 PM**, or as soon thereafter as the matter may be heard to consider a request to allow the construction of a new 20-unit multi-family residential building located at **425-429 North Palm Drive**. Construction of the proposed project requires the following entitlements:

**Development Plan Review.** A Development Plan Review is required for all new multi-family residential projects. The subject project is located at 425-429 North Palm Drive, at the intersection of North Palm Drive and Beverly Boulevard. The proposed 5-story multi-family residential building would have a maximum height of 55' measured to the roof deck, with a 10' tall canopy covering the central area of the roof deck. The building would have a footprint of approximately 10,350 square feet with a total floor area of approximately 55,090 square feet. The building would have a setback of 25' from North Palm Drive, 13' from Beverly Boulevard, and 10' setbacks from the adjacent building to the north and from the alley to the rear.

**Zone Text Amendment.** The project includes a request to amend portions of the Beverly Hills Municipal Code. The proposed Zone Text Amendment would amend BHMC §10-3-2806E.3.b. and §10-3-2850 to allow deviations, through an R-4 Permit application, from code provisions that require a specific percentage of the front façade of the first two stories of large-scale multi-family residential projects to be built to the front setback line.

**R-4 Permit.** The proposed project includes a request for an R-4 permit to allow for the construction of two rooftop bathrooms associated with a rooftop swimming pool/spa. The R-4 Permit would allow the bathrooms to have a maximum height of 10' when measured from the adjacent roof deck. Additionally, the R-4 Permit would allow for additional paving within the front setback equivalent to one, five-foot walkway in per fifty feet of frontage along the front lot line. Finally, an R-4 Permit is being requested pursuant to the abovementioned Zone Text Amendment to allow less than 60% of the front façade of the first two stories to be built to the front setback line. This provision is contingent upon the approval and implementation of the proposed Zone Text Amendment.

This 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 Class 32 and Class 5 Categorical Exemptions. The exemptions are applicable to projects characterized as in-fill development, as well as minor changes in land use limitations such as the amendment to the zoning code to allow an R-4 Permit to alter the front façade requirements, and the project has been determined not to have a significant environmental impact and is exempt from the provisions of CEQA.

Any interested person may attend the meeting and be heard or present written comments to the Commission.

According to Government Code Section 65009, if you challenge the Commission's action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City, either at or prior to the public hearing.

If there are any questions regarding this notice, please contact **Andre Sahakian, Associate Planner** in the Planning Division at (310) 285-1127, or by email at [asahakian@beverlyhills.org](mailto:asahakian@beverlyhills.org). Copies of the project plans and associated application materials are on file in the Community Development Department, and can be reviewed by any interested person at 455 North Rexford Drive, Beverly Hills, CA 90210.

Sincerely:

  
\_\_\_\_\_  
Andre Sahakian, Associate Planner

Mailed: December 24, 2014

**ATTACHMENT C**

**DRAFT RESOLUTION**

**ZONE TEXT AMENDMENT**

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BEVERLY HILLS RECOMMENDING ADOPTION OF AN ORDINANCE OF THE CITY OF BEVERLY HILLS AMENDING BEVERLY HILLS MUNICIPAL CODE SECTIONS 10-3-2806 AND 10-3-2850 REGARDING THE PERCENTAGE OF THE FRONT FAÇADE OF THE FIRST TWO STORIES OF LARGE-SCALE MULTI-FAMILY RESIDENTIAL PROJECTS THAT IS REQUIRED TO BE BUILT TO THE FRONT SETBACK LINE.

WHEREAS, the Planning Commission has considered the proposed amendment to the City of Beverly Hills Municipal Code, as set forth and attached hereto as Exhibit A and more fully described below (the “Amendment”); and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on January 8, 2015, at which times it received oral and documentary evidence relative to the proposed Amendment; and

WHEREAS, the Planning Commission finds that the proposed Amendment is required for the public health, safety, and general welfare, and that such Amendment is consistent with the general objectives, principles, and standards of the General Plan.

NOW, THEREFORE, the Planning Commission of the City of Beverly Hills does resolve as follows:

Section 1. The Amendment has been environmentally reviewed pursuant to the provisions of 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 Local CEQA Guidelines (hereafter the “Guidelines”). The Planning Commission finds that adoption of the Amendments will not have a significant environmental impact and is exempt from CEQA pursuant to Section 15305 (Class 5) of Title 14 of the California Code of Regulations. The Class 5 exemption is applicable to the amendment because the amendment results in minor changes in land use limitations pertaining to building modulation and setbacks, and applies to properties with an average slope not exceeding 20%. Thus, the amendment is exempt from CEQA pursuant to CEQA Guidelines Sections 15305.

Section 2. The Planning Commission does hereby find that the proposed Zone Text Amendment is intended to provide flexibility for architects and developers and encourages more innovative design for multiple-residential developments that improve the pedestrian experience of residential neighborhoods while maintaining consistency with the scale and massing of the streetscape. This is accomplished by allowing a reviewing authority to issue an R-4 Permit to allow deviations from the requirement that a minimum of sixty percent (60%) and a maximum of seventy percent (70%) of the front façade of the first two (2) stories of large-scale multiple residential projects be built to the front setback line, provided that the reviewing authority finds that the proposed development would not have an adverse impact on the scale and massing of the streetscape. For these reasons, the Amendment serves to benefit the public interest, health, safety, morals, peace, comfort, convenience, and general welfare of both the business and residential communities.

Section 3. The Planning Commission does hereby recommend to the City Council the adoption of an ordinance approving and enacting the proposed Amendment substantially as set forth in Exhibit A, which is attached hereto and incorporated herein by reference.

Section 4. 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: January 8, 2015

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Howard S. Fisher  
Chair of the Planning Commission of the  
City of Beverly Hills, California

Attest:

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Secretary

Approved as to form:

Approved as to content:

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David M. Snow  
Assistant City Attorney

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Jay Trevino  
Interim City Planner

A-S

EXHIBIT A

[DRAFT]

[DRAFT] ORDINANCE NO. 14-O-\_\_\_\_\_

AN ORDINANCE OF THE CITY OF BEVERLY HILLS AMENDING BEVERLY HILLS MUNICIPAL CODE SECTIONS 10-3-2806 AND 10-3-2850 REGARDING THE PERCENTAGE OF THE FRONT FAÇADE OF THE FIRST TWO STORIES OF LARGE-SCALE MULTI-FAMILY RESIDENTIAL PROJECTS THAT IS REQUIRED TO BE BUILT TO THE FRONT SETBACK LINE.

THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS HEREBY ORDAINS AS FOLLOWS:

**Section 1.** On \_\_\_\_\_, the Planning Commission held a duly noticed public hearing after which it adopted Resolution No. \_\_\_\_\_, recommending that the City Council amend portions of Title 10 (Planning and Zoning) of the Beverly Hills Municipal Code to allow the Planning Commission to issue an R-4 Permit that would allow deviations from the requirement that a minimum of 60% and a maximum of 70% of the front façade of the first two stories of a large-scale multiple residential project be built to the front setback line (collectively, the “Amendments”). On \_\_\_\_\_, 2015, the City Council held a duly noticed public hearing, received public testimony, and thereafter introduced this Ordinance.

**Section 2.** This Ordinance and the Amendments were 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 City Council finds that adoption of the Amendments will not have a significant environmental impact and is exempt from CEQA pursuant to Section 15305 of Title 14 of the California Code of Regulations. The City Council finds that a Class 5 exemption is applicable to the amendment because the amendment results in minor changes in land use limitations pertaining to building modulation

and setbacks, and applies to properties with an average slope not exceeding 20%. Thus, the amendment is exempt from CEQA pursuant to CEQA Guidelines Sections 15305.

**Section 3.** The Amendments are consistent with the objectives, principles, and standards of the General Plan. Specifically, General Plan Policy “LU 7.1 – Character and Design” calls for requiring that multi-family dwellings and properties be designed to reflect the high level of architectural and landscape quality that distinguishes existing neighborhoods.

**Section 4.** The City Council hereby amends Subsection b of Paragraph 3 of Subsection E of Section 10-3-2806 of Article 28 of Chapter 3 of Title 10 of the Beverly Hills Municipal Code to read as follows with all other provisions in 10-3-2806 remaining in effect without amendment:

“b. Setback Requirement: A minimum of sixty percent (60%) and a maximum of seventy percent (70%) of the front facade of the first two (2) stories of a large scale multiple residential project shall be built to the front setback line.

A reviewing authority may issue an R-4 permit to allow less than 60% or more than 70% of the front façade of the first two (2) stories of a large-scale multiple residential development to be built to the front setback line if the reviewing authority finds that the proposed development would not have an adverse impact on the scale and massing of the streetscape.”

**Section 5.** The City Council hereby amends Section 10-3-2850 of Article 28.5 of Chapter 3 of Title 10 of the Beverly Hills Municipal Code to add a new Subsection I. as follows with all other provisions in 10-3-2850 remaining in effect without amendment:

“I. Subsection 10-3-2806E3b regarding the percentage of front façade of the first two (2) stories of a large scale multiple residential development that is required to be built to the front setback line.”

**Section 6.** Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance or the application thereof to any person or place, is for any reason held to be invalid or unconstitutional by the final decision of any court of competent jurisdiction, the remainder of this Ordinance shall be and remain in full force and effect.

**Section 7.** Publication. The City Clerk shall cause this Ordinance to be published at least once in a newspaper of general circulation published and circulated in the City within fifteen (15) days after its passage in accordance with Section 36933 of the Government Code, shall certify to the adoption of this Ordinance, and shall cause this Ordinance and his certification, together with proof of publication, to be entered in the Book of Ordinances of the Council of this City.

**Section 8.** Effective Date. This Ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the thirty-first (31st) day after its passage.

[DRAFT]

Adopted:

Effective:

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LILI BOSSE  
Mayor of the City of  
Beverly Hills, California

ATTEST:

\_\_\_\_\_(SEAL)  
BYRON POPE  
City Clerk

APPROVED AS TO FORM:

APPROVED AS TO CONTENT:

---

LAURENCE S. WIENER  
City Attorney

---

JEFFREY C. KOLIN  
City Manager

---

SUSAN HEALY KEENE  
Director of Community Development

**ATTACHMENT D**

**DRAFT RESOLUTION**

**PROJECT SPECIFIC ENTITLEMENTS**

## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BEVERLY HILLS CONDITIONALLY APPROVING A DEVELOPMENT PLAN REVIEW AND R-4 PERMIT TO ALLOW THE CONSTRUCTION OF A NEW, 20-UNIT MULTI-FAMILY RESIDENTIAL DEVELOPMENT ON THE PROPERTY LOCATED AT 425-429 NORTH PALM DRIVE.

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

Section 1. Patrick Perry, representative of K Pacific Development, LLC (the “Applicant”), has submitted an application for a Development Plan Review and R-4 Permit to allow the construction of a new, 20-unit multi-family residential development on the property located at 425-429 North Palm Drive (the “Project”). The Project does not meet all by-right development standards, and therefore requires entitlements that can be granted by the Planning Commission pursuant to the issuance of a Development Plan Review and R-4 Permit.

Section 2. The Project consists of a new, 20-unit multi-family residential development that will be 5 stories with a height of 55’, as well as a 10’ tall rooftop canopy. Two levels of subterranean parking will be included, containing a total of 74 parking spaces. The Project will be located at the corner of North Palm Drive and Beverly Boulevard, will have a footprint of approximately 10,350 square feet, and will contain approximately 55,090 square feet of floor area. The structure will be set back 25’ from the front property line, 10’ from the rear property line, 10’ from the north side property line, and 13’ from the south side property line. The project will provide approximately 8,946 square feet of open space for residents and will

have a modulation area of approximately 7,586 square feet. The Applicant seeks approval of an R-4 Permit to allow increased paving within the required front setback, two rooftop bathrooms having a maximum height of 10' above the adjacent roof deck, and to deviate from the modulation requirement that a minimum of 60% and a maximum of 70% of the building's first and second story facades be built to the required front setback line. The request to deviate from the modulation requirements requires the approval of a Zone Text Amendment, which is separately addressed by Planning Commission Resolution No. \_\_\_\_\_.

Section 3. The Project has been environmentally reviewed pursuant to the provisions of 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 environmental regulations of the City. Projects characterized as in-fill development that meet certain criteria are categorically exempt from CEQA pursuant to Section 15332 of the State CEQA Guidelines. A Class 32 Exemption Report was prepared for the Project, and the Project meets all five of the following criteria set forth in Section 15332 of the State CEQA Guidelines: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare, or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; (e) The site can be adequately served by all required utilities and public services. Therefore, the Project has been determined to be exempt from further environmental review under CEQA.

Section 4. Notice of the Project and public hearing was mailed on December 24, 2014 to all property owners and residential occupants within a 500-foot radius (plus block face) of the property, and published in two newspapers of local circulation, the *Beverly Hills Courier* and the *Beverly Hills Weekly*. On January 8, 2015 the Planning Commission considered the application at a duly noticed public hearing. Evidence, both written and oral, was presented at the meeting.

Section 5. In reviewing the request for an R-4 permit to allow two rooftop bathrooms associated with rooftop swimming pools or spas to exceed the height limit of a building in an R-4 zone, the Planning Commission considered whether it could make the following findings in support of the Project:

1. The subject structures will not adversely affect the privacy of the neighboring properties or access of neighboring properties to light;
2. The subject structures will not significantly increase noise to adjacent properties.

Section 6. Based on the foregoing, the Planning Commission hereby finds and determines as follows with respect to the R-4 Permit to allow two rooftop bathrooms associated with rooftop swimming pools or spas to exceed the height limit of a building in an R-4 zone:

1. The proposed rooftop bathrooms will not adversely affect the privacy of neighboring properties because they are centrally located on the rooftop

and substantially set back from the building edge, and do not include any windows overlooking neighboring properties. The proposed rooftop bathrooms will not adversely affect the access of neighboring properties to light because the rooftop bathrooms will be centrally located on the rooftop and set back from the building edge such that they will not cast shadows on neighboring properties.

2. The proposed rooftop bathrooms will not significantly increase noise to adjacent properties because they only serve residents of the project and their guests, who are utilizing the rooftop pool and spa. Doorways to the rooftop bathrooms also face away from neighboring properties, thus further reducing the likelihood of noise traveling to neighboring properties. Additionally, conditions have been imposed to limit the hours of use of the rooftop area to prevent noise impacts.

Section 7. In reviewing the request for an R-4 permit to grant the equivalent of one 5-foot wide walkway in the front yard per fifty feet of frontage along the front lot line in any configuration, the Planning Commission considered whether it could make the following finding in support of the Project:

1. That the proposal is compatible with the nearby streetscape and the scale of the surrounding development.

Section 8. Based on the foregoing, the Planning Commission hereby finds and determines as follows with respect to the R-4 Permit to grant the equivalent of one 5-foot

wide walkway in the front yard per fifty feet of frontage along the front lot line in any configuration:

1. The total width of the property is 150.9 feet. An R-4 Permit may allow a paved area in the front yard setback that is equivalent to three, five-foot wide walkways. The proposed area of the paving in the front yard setback of the project is 372 square feet, which is less than the maximum of 375 square feet that could be allowed with an R-4 permit on this property (three five-foot walkways with a front yard setback of 25 feet would result in 375 square feet of allowed front yard paving). The proposed amount of paving in the front yard setback is compatible with the nearby streetscape and scale of the surrounding development because the surrounding area is developed primarily with three to five story multi-family residential buildings with existing walkways and driveways in the front yard setback areas. The front setback area of the lot located at 429 North Palm Drive is currently paved with a driveway and a walkway, and the two lots at 425 and 427 North Palm Drive have two walkways each. Since vehicular access to the project would be from the alley in the rear, the amount of paving proposed to be located in the front setback area of the proposed project will be less than the amount of paving that currently exists in the front setback areas of the existing lots.

Section 9. In reviewing the request for an R-4 permit to alter or waive the requirement that a minimum of sixty percent (60%) and a maximum of seventy percent (70%) of the front façade of the first two (2) stories of a large scale multiple residential development shall

be built to the front setback line, the Planning Commission considered whether it could make the following findings in support of the Project:

1. The Project will not have an adverse impact on the scale and massing of the streetscape.

Section 10. Based on the foregoing, the Planning Commission hereby finds and determines as follows with respect to the R-4 permit to alter or waive the requirement that a minimum of sixty percent (60%) and a maximum of seventy percent (70%) of the front façade of the first two (2) stories of a large scale multiple residential development shall be built to the front setback line:

1. The proposed project is located on the northwest corner of North Palm Drive and Beverly Boulevard. The design of the project includes undulating, curvilinear exterior walls such that a minimum of 60% of the front façade is not built to the front setback line. However, the project is situated on a prominent corner of the residential neighborhood, and in addition to having frontage on North Palm Drive, the property has frontage on Beverly Boulevard, which is more of a thoroughfare, and features commercial buildings as well as residential. Additionally, the proposed project's facade does build out to the front setback line at numerous points, and the pedestrian-oriented frontage provides an appropriate transition from the primarily-residential North Palm Drive to the busier Beverly Boulevard. Due to the corner location of the site as well as the proposed building design, which is conducive to the pedestrian experience and provides a greater amount of modulation than is otherwise

required, the Project will not have an adverse impact on the scale and massing of the streetscape.

Section 11. In reviewing the request for a Development Plan Review, the Planning Commission considered whether it could make the following findings in support of the Project:

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 significant 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 12. Based on the foregoing, the Planning Commission hereby finds and determines as follows with respect to the Development Plan Review:

1. The project complies with all applicable goals and policies set forth in the general plan, and allows for the addition of two residential units in the City's housing stock with a project that exhibits a high level of site and architectural design quality. The project will promote pedestrian-active streets as vehicular access to the site will occur from the alley, and the building itself is articulated and modulated with a design that is consistent with the scale and mass of the streetscape and surrounding development. As proposed, the use of the project is consistent with the R-4 zone, and the project will not create any unreasonable or detrimental impacts on the neighborhood with respect to safety, noise, and quality of life. The proposed plan is not located within a specific plan area.

2. The project replaces three existing multi-family residential buildings on the site with a single multi-family residential building that provides two additional units. The proposed project is consistent with the use, scale, mass, height, and lot dimensions of other developments in the surrounding area. The project provides all required parking in a subterranean garage, does not result in a significant increase in traffic, and improves the pedestrian environment by providing parking access from the alley. Therefore, the project will be a harmonious addition to the area without adversely affecting existing and anticipated development in the vicinity of the project site.

3. The proposed project consists solely of multi-family residential uses, and no commercial uses are proposed. Thus, there will be no significant or adverse impacts to residential properties in the vicinity resulting from commercial uses on the project.

4. The proposed project would replace 18 existing dwelling units contained within approximately 25,000 square feet of floor area with an approximately 55,000 square-foot, 20-unit building. While the amount of floor area is approximately doubling, the project represents an increase of only 2 residential units. The traffic impact assessment prepared for this project found that the project is expected to generate a net increase of 11 daily trips, one morning peak hour trip, and one evening peak hour trip. The increase in vehicle trips represents an increase of 0.04% over Beverly Boulevard's existing volume of 27,500 average daily trips. Thus, the project is not anticipated to cause a significant impact at nearby intersections or roadways. Additionally, the existing development on the site includes vehicular driveway access from North Palm Drive. The proposed project would provide all vehicle access from the alley to the rear, thus reducing potential pedestrian safety hazards and the likelihood of pedestrian-vehicle conflicts.

5. The Project is consistent with all applicable City standards, and replaces three existing multi-family residential buildings with a new development of the same use that exhibits a high quality of architectural design and is consistent with development in the surrounding neighborhood; therefore, pursuant to Findings 1-4 above, the project will not be detrimental to the public health, safety, and general welfare.

Section 13. Based on the foregoing, the Planning Commission hereby grants the requested R-4 Permit and Development Plan Review subject to the following conditions:

1. This resolution shall not become effective unless and until the associated zone text amendment that would allow a reviewing authority to issue an R-4 permit to allow alterations or waivers from the requirement that a minimum of 60% and a maximum of 70% of the front façade of the first two stories of a large scale multiple residential project be built to the front setback line has been duly adopted by the City Council and has taken effect.

2. Rooftop bathrooms shall not exceed ten feet in height as measured from the adjacent roof deck, and shall have a maximum floor area of 200 square feet.

3. The project shall be subject to the review and approval by the Architectural Commission.

4. To mitigate potential noise impacts to neighboring residents, use of the roof deck areas shall be limited to between the hours of 7:00 a.m. to 10:00 p.m., daily, and signage indicating such restrictions shall be installed on the rooftop.

5. Amplified music shall be prohibited on the rooftop.

6. The applicant shall provide signage in the subterranean parking garages to direct visitors to the visitor parking spaces in the garage. Directional signs and visitor parking space identification shall be designed and installed to the satisfaction of the Director of Community Development.

7. The applicant shall submit a Construction Management Plan to the Departments of Building and Safety, Public Works, and Transportation for review and approval prior to issuance of a building permit. The Construction Management Plan shall include, at a minimum~ the following:

- a. Written information about the construction parking arrangements, and hauling activities at different stages of construction to be reviewed and approved by the Engineering Division of Public Works and the Building & Safety Department.
- b. Information regarding the anticipated number of workers, the location of parking with respect to schedules of the construction period, the arrangements of deliveries, hauling activities, the length of time of operation, designation of construction staging area and other pertaining information regarding construction related traffic.
- c. The proposed demolition/construction staging for this 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.

8. The Project shall be constructed in substantial compliance with the plans and specifications approved by the Planning Commission on January 8, 2015.

9. 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.

10. RECORDATION. The resolution approving a Development Plan Review and R-4 Permit 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.

11. EXPIRATION. Development Plan Review and R-4 Permit: The exercise of rights granted in such approval shall be commenced within three (3) years after the adoption of such resolution unless otherwise extended.

12. VIOLATION OF CONDITIONS: A violation of any of these conditions of approval may result in a termination of the entitlements granted herein.

13. This approval is for those plans submitted to the Planning Commission on January 8, 2015, 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.

14. Minor amendments to the plans shall be subject to approval by the Director of Community Development. A significant change to the approved Project

shall be subject to Planning Commission Review. Construction shall be in conformance with the plans approved herein or as modified by the Planning Commission or Director of Community Development.

15. 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.

16. APPROVAL RUNS WITH LAND. These conditions shall run with the land and shall remain in full force for the duration of the life of the Project.

17. Prior to the issuance of a building permit, all applicable Park and Recreation Facilities Taxes required by the Municipal Code shall be paid.

18. 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.

19. The Project shall operate at all times in compliance with Municipal Code requirements for Noise Regulation.

20. The Applicant shall remove and replace all public sidewalks surrounding the Project site that are rendered defective as a result of Project construction.

21. The Applicant shall remove and replace all curbs and gutters surrounding the Project site that are rendered defective as a result of Project construction.

22. 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 first obtained.

23. 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 will be determined by the Director of Recreation and Parks, and shall be in a form approved by the City Engineer and the City Attorney.

24. 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.

25. 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.

26. The Applicant shall underground, if necessary, the utilities in adjacent streets and alleys per requirements of the Utility Company and the City.

27. 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.

28. 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.

29. The Applicant shall obtain the appropriate permits from the Civil Engineering Department for the placement of construction canopies, fences, etc., for 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.

30. The Applicant shall remove and reconstruct any existing improvements in the public right-of-way damaged during construction operations performed under any permits issued by the City.

31. Condensation from HVAC and refrigeration equipment shall drain to the sanitary sewer, not curb drains.

Section 14. 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: January 8, 2015

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Howard S. Fisher  
Chair of the Planning Commission of the  
City of Beverly Hills, California

Attest:

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Secretary

Approved as to form:

Approved as to content:

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David M. Snow  
Assistant City Attorney

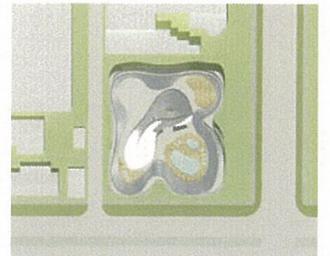
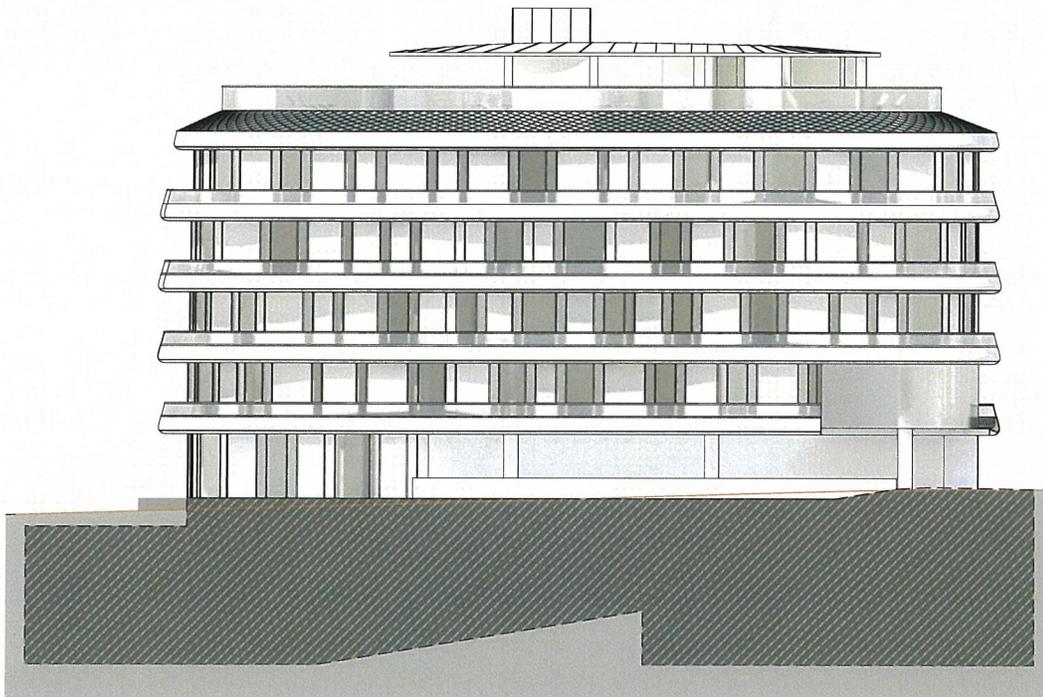
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Jay Trevino  
Interim City Planner

A.S.

**ATTACHMENT E**

**CLASS 32 CATEGORICAL EXEMPTION REPORT**



## *CEQA Class 32 Categorical Exemption Report*

*City of Beverly Hills*

## 425-429 N. Palm Drive Condominiums Project



Rincon Consultants Inc.  
December 2014

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# **425-429 N. Palm Drive Condominiums 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: Andre Sahakian, Associate Planner

*Prepared with the assistance of:*

**Rincon Consultants, Inc.**  
180 North Ashwood Avenue  
Ventura, California 93003

*December 2014*

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# 425-429 N. Palm Drive Condominiums Project

## CEQA Class 32 Categorical Exemption Report

### Table of Contents

	Page
<b>1. Introduction</b> .....	1
<b>2. Project Description</b> .....	1
<b>3. Existing Site Conditions</b> .....	8
<b>4. Consistency Analysis</b> .....	8
Criterion (a) .....	8
Criterion (b) .....	13
Criterion (c) .....	13
Criterion (d) .....	13
A. Traffic .....	14
B. Noise .....	16
C. Air Quality .....	21
D. Greenhouse Gas Emissions .....	23
E. Water Quality .....	27
Criterion (e) .....	27
Historic Resources .....	27
<b>5. Summary</b> .....	29
<b>6. References</b> .....	29
<b>List of Tables</b>	
Table 1 Project Characteristics .....	2
Table 2 Consistency with Zoning Ordinance Requirements .....	11
Table 3 Consistency with Beverly Hills General Plan Policies .....	12
Table 4 Trip Generation .....	14
Table 5 BHMC Parking Requirements .....	15
Table 6 On-Site Noise Measurement Results .....	17
Table 7 Typical Noise Levels at Construction Sites .....	19
Table 8 Vibration Source Levels for Construction Equipment .....	20
Table 9 Estimated Operational Emissions .....	22
Table 10 Estimated Construction Emissions .....	23
Table 11 Estimated Construction Emissions of Greenhouse Gases .....	25
Table 12 Combined Annual Emissions of Greenhouse Gases .....	26
<b>List of Figures</b>	
Figure 1 Project Site .....	3
Figure 2 Proposed Site Plan .....	4



Figure 3 Rendering of Proposed Building.....	5
Figure 4a Proposed Building Elevations .....	6
Figure 4b Proposed Building Elevations .....	7
Figure 5a Site Photos .....	9
Figure 5b Site Photos .....	10
Figure 6 Noise Measurement Locations .....	18

**Appendices**

- A: Noise Measurement Results
- B: Air Quality and Greenhouse Gas Modeling Results
- C: Historic Resources Evaluation



## CATEGORICAL EXEMPTION REPORT

This report serves as the technical documentation of an environmental analysis performed by Rincon Consultants, Inc., for the 425-429 N. Palm Drive Condominiums Project in the City of Beverly Hills. The intent of the analysis is to document whether the project is eligible for a Class 32 Categorical Exemption (CE). The 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 biological resources, traffic, air quality, noise, water quality, and historic resources. The report concludes that the project is eligible for a Class 32 CE.

### 1. INTRODUCTION

The City of Beverly Hills proposes to adopt a Class 32 CE for a proposed project at 425-429 N. Palm Drive. The State CEQA Guidelines Section 15332 states 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.*

Additionally, State CEQA Guidelines Section 15300.2 states that a categorical exemption "shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource."

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

### 2. PROJECT DESCRIPTION

The proposed project would involve demolition of three multi-family residential buildings and construction of a new condominium building on the three adjacent lots along N. Palm Drive. The structures proposed for demolition include a 12,810 square-foot apartment complex at 425-427 N. Palm Drive that consists of a pair of two-story buildings with 12 residential units, and a 12,135 square-foot, three-story apartment building at 429 N. Palm Drive with six residential units.

Table 1 shows the characteristics of the proposed new building. Figure 1 shows the location of the project site and Figure 2 shows the proposed site plan.



**Table 1  
 Project Characteristics**

<b>Address</b>	425-429 N. Palm Drive
<b>Assessor's Parcel Number (APN)</b>	425-427 N. Palm: 4342-033-011 429 N. Palm: 4342-033-021
<b>Lot Area</b>	22,635 SF (0.52 acres)
<b>Building Footprint</b>	10,350 SF
<b>Floor Area</b>	Parking B2: 12,320 sf Parking B1: 10,325 sf Level 1: 10,305 sf Level 2: 11,026 sf Level 3: 11,256 sf Level 4: 11,347 sf Level 5: 11,156 sf Rooftop (pool area and canopy): 9,571 sf <i>Total: 55,090 sf<sup>1</sup></i>
<b>Height</b>	55 feet <sup>2</sup> 5 stories above grade with 2 underground levels of parking below
<b>Units</b>	1-bedroom: 1 unit 2-bedroom: 7 units 3-bedroom: 12 units <i>Total: 20 units</i>
<b>Parking</b>	74 spaces

<sup>1</sup> The total floor area is calculated pursuant to Beverly Hills Municipal Code §10-3-100 and does not include underground levels for parking, rooftop areas, elevator shafts, or machinery rooms.

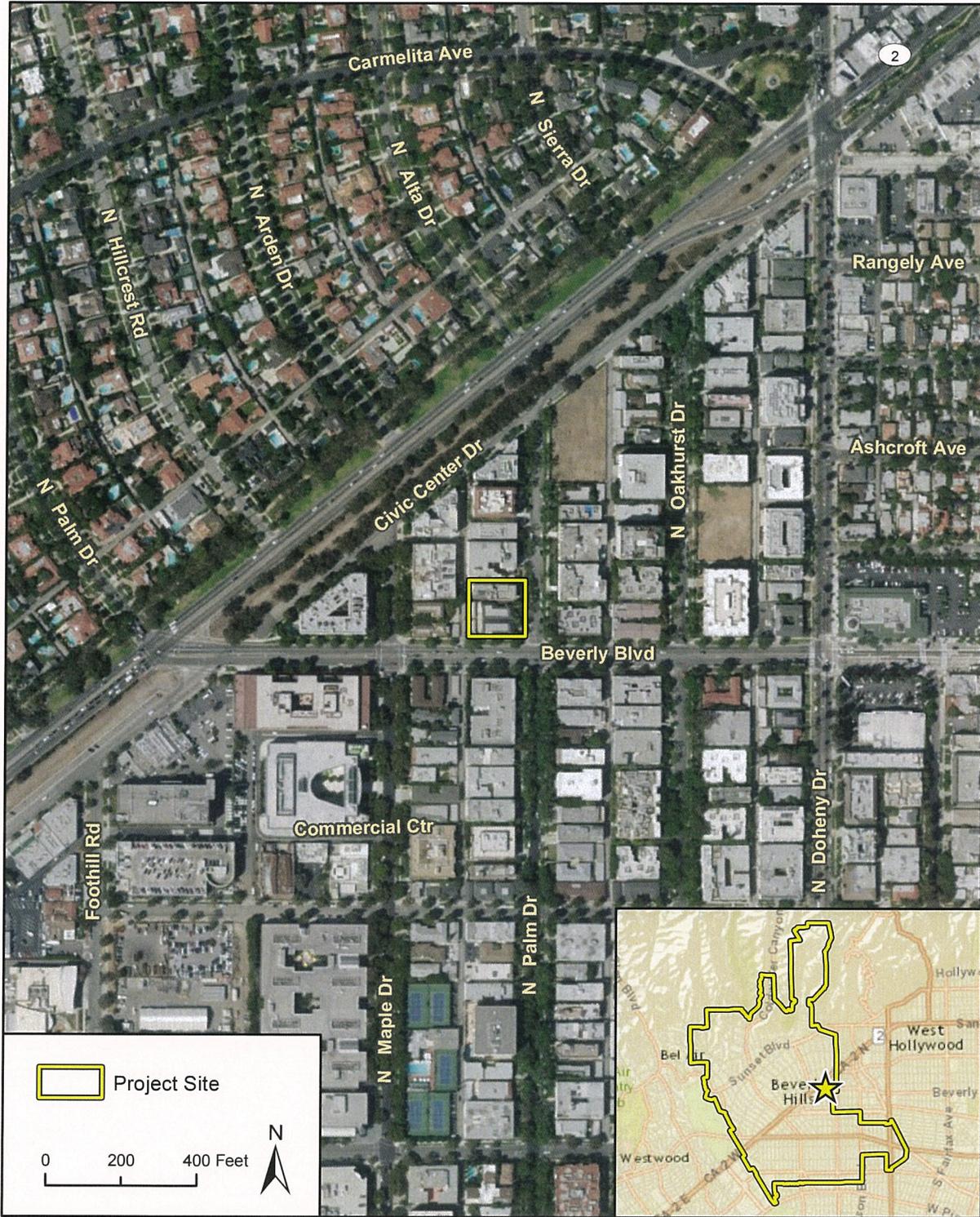
<sup>2</sup> The listed height does not include rooftop structures, which would add up to 15 feet to the building's height.  
 SF = square feet

The building footprint of 10,350 square feet would occupy approximately 46% of the total lot area of 22,635 square feet. The proposed five-story condominium building would have a floor area of 55,090 gross square feet, not including parking and rooftop areas, and would rise 55 feet to the top of the roof, not including the height of rooftop amenities. The condominium building would have a total of 20 residential units, including 12 three-bedroom units, seven two-bedroom units, and a single one-bedroom unit. The building would include two levels of below-grade parking with a total of 74 parking spaces for residents and guests.

The elevator structure would add up to 15 feet to the building's height and rooftop amenities would add up to 10 feet to the building's height and would include a pool, spa, barbeque area, seating area, restrooms, a gym, and a metal canopy. Rooftop common open space would total 5,735 square feet. There would also be 3,211 square feet of private open space in the form of patios and balconies for a total of 8,946 square feet of open space. The proposed architectural style would be characterized by curvilinear glass walls and railings. Figure 3 shows the proposed building rendering. Figures 4a and 4b show the proposed building elevations.

The proposed project would include landscaping on all sides of the building and on the rooftop. Approximately 20 cypress trees and five palm trees would be planted. Landscaping would involve low-water, low-maintenance plants and would be watered using a self-adjusting, "smart" irrigation controller.

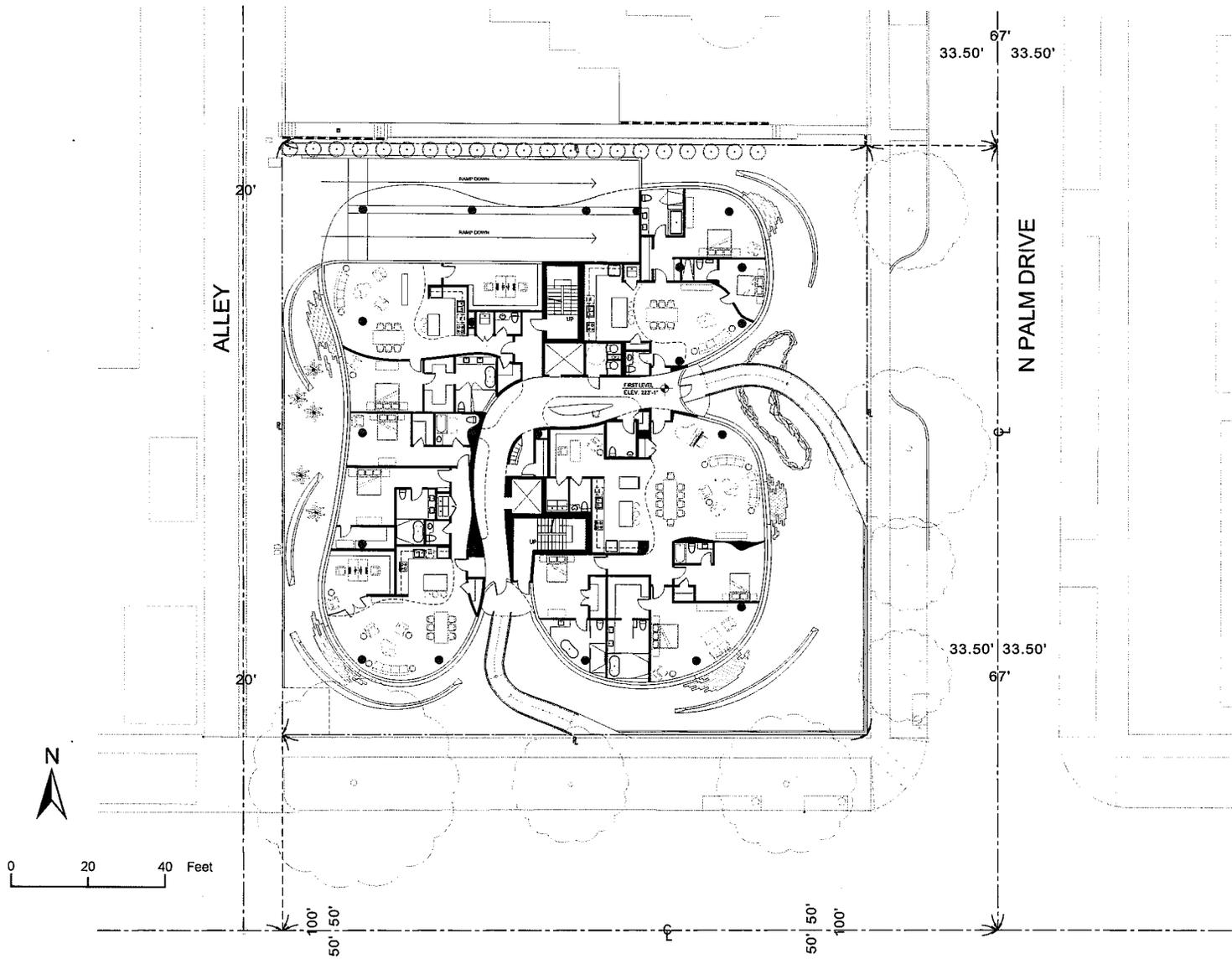




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Project Site

Figure 1  
City of Beverly Hills



Proposed Site Plan

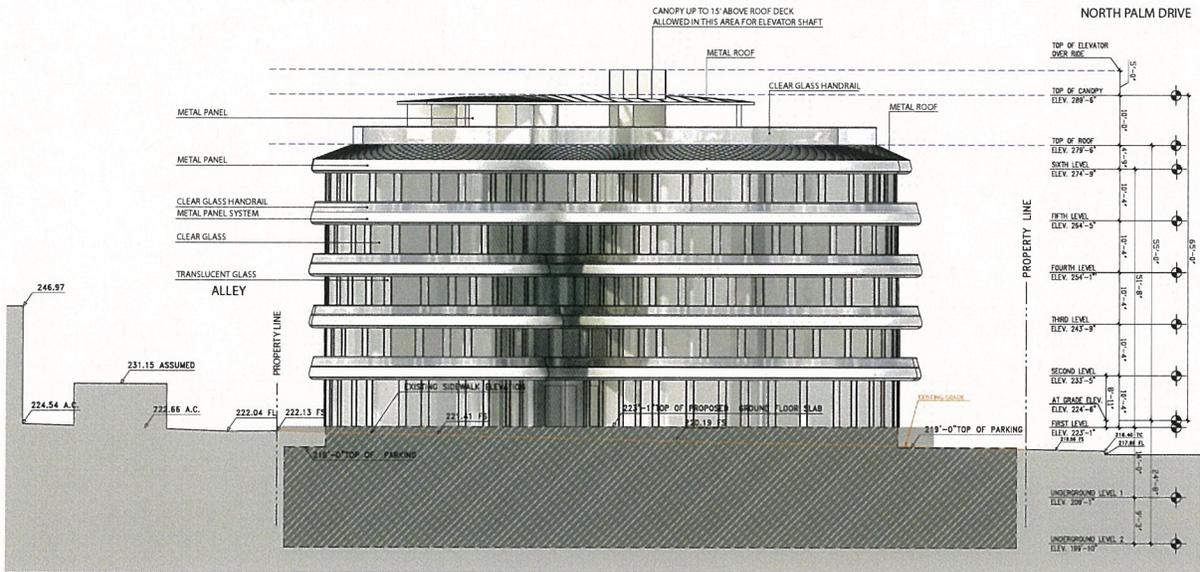


Source: K Pacific Development, Inc., July 2014

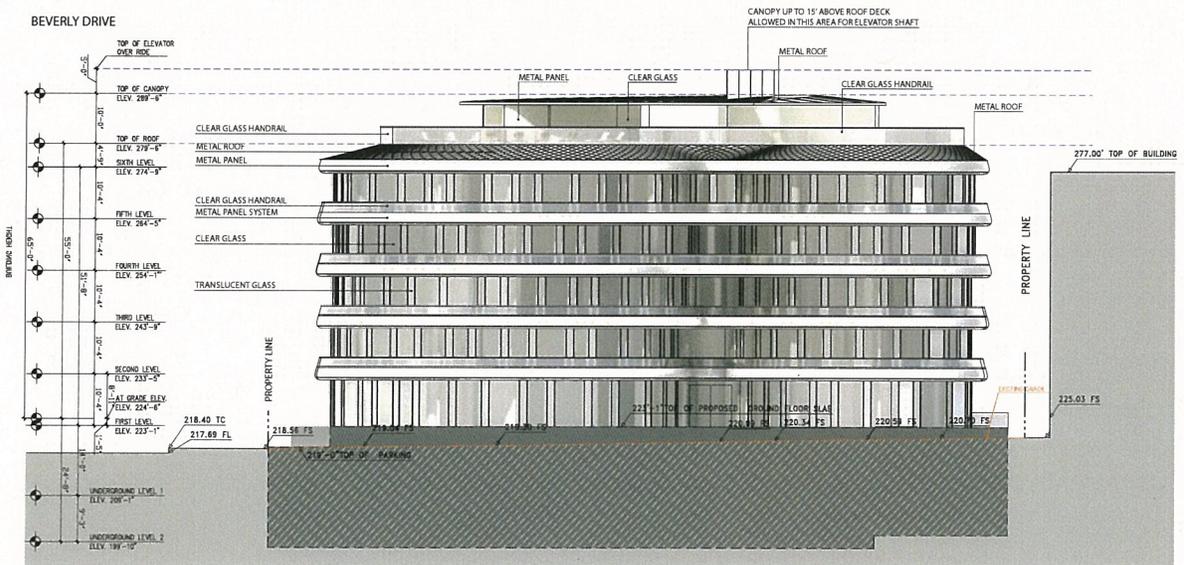
Rendering of Proposed Building

Figure 3

City of Beverly Hills



South Elevation



East Elevation

Source: K Pacific Development, Inc., August 15, 2014



Vehicular access to the subterranean garage would be taken from a driveway accessed from the alley adjacent to the west of the project site. Two pedestrian entrances would serve the proposed building: a primary entrance facing N. Palm Drive to the east and a secondary entrance from Beverly Boulevard to the south.

Construction would occur over approximately 20 months. Excavation for the subterranean parking garage would involve the export of approximately 23,000 cubic yards of soil material. Assuming 20 cubic yards of soil material per truck, the proposed project would involve approximately 1,150 round-trip hauling truck trips.

### 3. EXISTING SITE CONDITIONS

The project site is a generally flat, rectangular area located on the northwest corner of the intersection of N. Palm Drive and Beverly Boulevard in the City of Beverly Hills. See Figures 5a and 5b for photos of the project site. The project site encompasses 22,635 square feet (0.52 acres). The project site is developed with a 12,810 square-foot apartment complex at 425-427 N. Palm Drive that consists of a pair of two-story buildings each with six residential units (12 units total), and a 12,135 square-foot, three-story apartment building at 429 N. Palm Drive with six residential units. Vehicular access to the project site is provided via driveways on Beverly Boulevard and N. Palm Drive. The site is built out with existing buildings and landscaping and is entirely surrounded by urban uses. Landscaping on the project site consists of lawn and non-native ornamental trees and vegetation.

The project site is bordered by an alley to the west, a five-story residential building to the north, N. Palm Drive to the east, and Beverly Boulevard to the south. Across N. Palm Drive to the east are three- to five-story residential buildings and across Beverly Boulevard to the south are three-story residential buildings.

### 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.*

According to the City of Beverly Hills General Plan Land Use Map, the project site is designated for high-density residential uses. The project site also is zoned R-4, Multiple Family Residential. Pursuant to the City of Beverly Hills Municipal Code (BHMC) Section 10-3-1202, the R-4 zone permits "multiple-family dwelling and the usual and customary accessory and appurtenant uses thereto." The proposed multi-family residential building would thus be consistent with the allowable uses of the project site, according to its residential zoning and land use designations.

Consistency with BHMC requirements for the R-4 zone is analyzed below and shown in Table 2.





**Photo 1:** Existing residential buildings at 425-427 N. Palm Drive from across N. Palm Drive.



**Photo 2:** Existing residential building at 425 N. Palm Drive from across Beverly Boulevard.





**Photo 3:** Existing residential building at 429 N. Palm Drive from across N. Palm Drive.



**Photo 4:** Alley on the western boundary of the project site.



**Table 2**  
**Consistency with Zoning Ordinance Requirements**

	<b>BHMC Requirements</b>	<b>Proposed Project</b>
<b>Density/ Total # of Allowed Units</b>	22,635 sf <sup>1</sup> /900 = 25.15 units (BHMC §10-3-2801(C)(3))	20 units
<b>Outdoor Living Space Required</b>	200 sf x 20 units = 4,000 sf (BHMC §10-3-2803)	8,946 sf
<b>Stories/Height</b>	5 Stories/ 55' (BHMC §10-3-2804(A)(3))	5 stories/ 55' to roof deck

<sup>1</sup>Total Lot Area = 22,635 sf, see Table 1

According to BHMC Section 10-3-2801(C)(3), for sites zoned for multiple-family residential use that are at least 170 feet from a single family residential use (the closest single-family uses are across Santa Monica Boulevard approximately 650 feet away), are located on a street at least 34 feet in width (Beverly Boulevard is approximately 50 feet in width), and have a lot area over 120 feet in width (project site width is approximately 150 feet), then the allowed density is one unit per 900 square feet. The proposed project includes 20 units which is equivalent one unit per 1,132 square feet. Therefore, the proposed project would be within the allowed density.

BHMC Section 10-3-2803 requires at least 200 square feet of usable outdoor living space for each dwelling unit in the R-4 zone. For the proposed 20 units, the provision of at least 4,000 square feet of outdoor living space (20 units x 200 square feet = 4,000 square feet), not including the front yard of the site, would be required. With 8,946 square feet of outdoor living space, including 5,735 square feet of common open space on the rooftop and 3,211 square feet of private open space, the proposed project would exceed this requirement for usable outdoor living space.

The project site is located within Multiple Family Residential Height District C. According to BHMC Section 10-3-2804(A)(3), structures in this district may not exceed 5 stories or 55 feet in height. The proposed project is five stories and 55 feet in height when measured as defined by BHMC Section 10-3-100. Rooftop features including the bathrooms and the elevator tower would exceed the 55 foot height limit by 10 feet and 15 feet respectively. The metal canopy over these rooftop structures would also exceed the height limit by 10 feet. However, according to BHMC Section 10-3-2804(B), rooftop bathrooms associated with rooftop pools are allowed to exceed the height limit of a building up to 10 feet in height; according to BHMC Section 10-3-100, structures enclosing elevator equipment are allowed to exceed the height limit up to 15 feet in height; and according to BHMC Section 10-3-100, unoccupied architectural features, which includes the canopy, are allowed to exceed the height limit up to 10 feet in height above the adjacent roof deck.

The General Plan has several land-use policies that are relevant to the proposed project, including the following specifically applicable policies related to community character and quality and economic sustainability. Table 3 presents an evaluation of the project's consistency with applicable Beverly Hills General Plan policies.



**Table 3**  
**Consistency with Beverly Hills General Plan Policies**

<p><b>LU 2.1 City Places: Neighborhoods, Districts, and Corridors.</b> <i>Maintain and enhance the character, distribution, built form, scale, and aesthetic qualities of the City's distinctive residential neighborhoods, business districts, corridors, and open spaces.</i></p>	<p><u>Consistent.</u> Surrounding development consists largely of three- to five-story high apartment and condominium buildings. The proposed five-story condominium building would be similar and scale to surrounding development, and would be consistent with the character and quality of the area. The proposed project involves distinctive architecture. However, the existing neighborhood includes a diverse mix of architectural styles.</p>
<p><b>LU 2.4 Architectural and Site Design.</b> <i>Require that new construction and renovation of existing buildings and properties exhibit a high level of excellence in site planning, architectural design, building materials, use of sustainable design and construction practices, landscaping, and amenities that contribute to the City's distinctive image and complement existing development.</i></p>	<p><u>Consistent.</u> The proposed building would exhibit quality architecture and design. It would be characterized by distinctive architecture with curvilinear glass walls and railings. The proposed project would use sustainable design and construction practices by virtue of conforming to the City's Green Building Ordinance, whereby the building must be 15% more energy efficient than minimum state standards and must conserve 20% more water, among other measures.</p>
<p><b>LU 5.1 Neighborhood Conservation.</b> <i>Maintain the uses, densities, character, amenities, and quality of the City's residential neighborhoods, recognizing their contribution to the City's identity, economic value, and quality of life.</i></p>	<p><u>Consistent.</u> The proposed project would maintain the generally high-quality multi-family housing use that is prevalent in the neighborhood. The proposed project is consistent with the density requirement for the project site.</p>
<p><b>LU 5.2 Infill and Replacement Housing.</b> <i>Accommodate new and renovated housing within existing neighborhoods that is consistent with contextual parcel sizes, densities, built form and scale.</i></p>	<p><u>Consistent.</u> The proposed project would be infill development within an existing neighborhood and would be consistent with the density, building, form and scale of its surroundings. The existing on-site residential buildings include 18 units and the proposed project would involve 20 units.</p>
<p><b>LU 7.1 Character and Design.</b> <i>Require that multi-family dwellings and properties be designed to reflect the high level of architectural and landscape quality that distinguishes existing neighborhoods. These may provide for: (a) building facades and entrances that directly address the street, including the use of stoops, porches, and recessed entries; (b) modulation of building volume and masses, avoiding the effect of blank continuous walls; and (c) setback of the ground floor from the sidewalk to provide privacy, a sense of security, and to leave room for landscaping while being open and contributing to a quality pedestrian environment.</i></p>	<p><u>Consistent.</u> The proposed project would exhibit quality architecture and design and landscaping. The proposed building would have recessed entries on N. Palm Drive and Beverly Boulevard and a curved glass design that would modulate the volume and mass of the building. The proposed project would be consistent with BHMC setback requirements and would involve landscaping between sidewalks and the building.</p>
<p><b>LU 7.2 Amenities.</b> <i>Encourage new multi-family development to provide amenities for residents such as on-site recreational facilities, community meeting spaces, and require useable private open space, public open space, or both.</i></p>	<p><u>Consistent.</u> The proposed building would have on-site recreational space including a rooftop pool, spa, barbeque area, and gym. The rooftop would provide 5,735 square feet of common open space, and residential units would have a total of 3,211 square feet of private open space in the form of patios and balconies.</p>
<p><b>LU 14.2 Site Development.</b> <i>Require that sites and buildings be planned and designed to meet applicable environmental sustainability objectives by: (a) facilitating pedestrian access between properties and access to public transit; (b) providing solar access; (c) assuring natural ventilation; (d) enabling capture and re-use of stormwater and graywater on-site while reducing discharge into the stormwater system; and (e) using techniques consistent</i></p>	<p><u>Consistent.</u> The proposed project would facilitate pedestrian access by including entryways on N. Palm Drive and Beverly Boulevard. Transit is available on Beverly Boulevard. The proposed building would not block solar access for adjacent residential buildings during the summer months and would only minimally cause shadows on adjacent buildings during the fall and winter</p>



**Table 3**  
**Consistency with Beverly Hills General Plan Policies**

<p><i>with the City's sustainability programs such as the City's Green Building Ordinance.</i></p>	<p>months. The proposed project would be required to comply with existing regulations regarding water quality and develop a Local Stormwater Pollution Prevention Plan (LSWPPP). The proposed project would be consistent with the City's Green Building Ordinance.</p>
<p><b>LU 14.4 New Construction of Private Buildings.</b> <i>Require that new and substantially renovated buildings be designed and constructed in accordance with the City's sustainability programs such as the City's Green Building Ordinance or comparable criteria to reduce energy, water, and natural resource consumption, minimize construction wastes, use recycled materials, and avoid the use of toxics and hazardous materials.</i></p>	<p><u>Consistent.</u> The proposed project would be consistent with the City's Green Building Ordinance. Landscaping would involve low-water plants and a smart irrigation system.</p>
<p><b>LU 14.5 Heat Island Effect.</b> <i>Reduce "urban heat island" effect by requiring that new construction and substantial renovation of buildings use techniques to reduce the amount of heat that buildings, outdoor spaces, and parking lots absorb from sunlight.</i></p>	<p><u>Consistent.</u> The proposed project would involve light-colored rooftop materials and landscaping to reduce the heat island effect.</p>
<p><b>LU 14.8 Private Development Landscaping Material and Irrigation.</b> <i>Require the use of landscaping materials and irrigation systems that minimize water use and runoff onto public streets and drainage systems.</i></p>	<p><u>Consistent.</u> Landscaping for the proposed project would be watered using a self-adjusting, smart irrigation controller and would involve drought-tolerant plant materials. This would minimize runoff.</p>

As shown in Table 3, the proposed project would be consistent with applicable General Plan policies. The project would be consistent with applicable zoning designation and regulations and General Plan designation and policies.

**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 a 0.52-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 that lacks habitat that would be suitable for sensitive animal or plant species. In addition, the project site itself is developed with residential uses, parking areas, driveways, and landscaping. As discussed in Existing Site Conditions, the project site contains landscaping that includes non-native vegetation. This vegetation does not provide habitat for sensitive species due to its small size, lack of native vegetation, and highly urban context.

**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**

Trip Generation. The proposed project would replace an existing 12,810 square-foot apartment complex with 12 residential units and a 12,135 square-foot apartment building with six residential units with a 55,090 square-foot, 20-unit building.

Trip rates were based on estimates from *Trip Generation*, 9th Edition (Institute of Transportation Engineers [ITE], 2012), which are based on a compilation of empirical trip generation surveys at locations throughout the country to forecast the number of trips that would be generated by the project. The trip rate for “Residential Condo/Townhouse” (ITE code 230) was applied to the existing residential units on-site and to the proposed condominium building. As shown in Table 4, the project is expected to generate a net increase of 11 daily trips, one AM peak hour trip, and one PM peak hour trip.

**Table 4  
 Trip Generation**

Land Use	Units	Daily Trip Rate	AM Trip Rate	PM Trip Rate	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
<b>Proposed Project</b>							
Condo	20	5.81	0.44	0.52	116	9	10
<b>Existing Land Use</b>							
Condo	(18)	5.81	0.44	0.52	(105)	(8)	(9)
<b>TOTAL NET TRIPS</b>					<b>11</b>	<b>1</b>	<b>1</b>

Source: Institute of Transportation Engineers [ITE], *Trip Generation*, 9th Edition, 2012

( ) denotes subtraction

Traffic Impact Assessment. The City of Beverly Hills does not identify a threshold of trip generation above which a traffic study is required. As a guideline, however, new projects that would generate at least 50 peak-hour trips on a roadway in the Los Angeles County Metropolitan Transportation Authority’s Congestion Management Program (CMP) may trigger a CMP intersection analysis. The proposed project would not generate 50 peak-hour trips. The proposed project would generate an incremental increase in vehicle trips of approximately 11 average daily trips, one AM peak hour trip, and one PM peak hour trip. Furthermore, assuming in a worst case scenario that all vehicle trips associated with the proposed project would occur on Beverly Boulevard, the estimated net gain of 11 average daily trips would only represent an increase of 0.04% over the roadway’s existing volume of 27,500 average daily trips (Beverly Hills, 2013). (Traffic flow data is not available for N. Palm Drive.) Therefore, the project is not anticipated to trigger a significant impact at nearby intersections.

Parking Supply and Demand. The proposed project would involve development of 74 parking spaces in two levels of subterranean parking. These parking spaces are intended only to serve the new development. Parking requirements for multi-family land uses are included in BHMC Section 10-3-2816 and Section 10-3-2817. As shown in Table 5, the proposed project would provide an additional 11 parking spaces beyond what is required by BHMC.



**Table 5  
 BHMC Parking Requirements**

Unit Type	Proposed Project # of Units	BHMC Requirement	Spaces Required
3 bd + den*	9	3 spaces per unit	27 units
3 bd	3	3 spaces per unit	9 units
2 bd + den*	4	3 spaces per unit	12 spaces
2 bd	3	2.5 spaces per unit	7.5 spaces
1 bd + den*	1	3 spaces per unit	2.5 spaces
Guest	--	1 space per 4 units	5 spaces
<b>Total Required by BHMC</b>			<b>63 spaces</b>
<b>Actual Provided by Proposed Project</b>			<b>74 spaces</b>

*Bd=bedroom*

*BHMC Section 10-3-2816 requires:*

- *2 spaces per 1-bd unit*
- *2.5 spaces per 2-bd unit*
- *3 spaces per 3- or 4-bd unit*

*BHMC Section 10-3-2817 requires one guest parking space per 4 units*

*\*According to BHMC, a den or similar room capable of being used as a bedroom is considered a bedroom.*

Site Access. The existing residential buildings at 425-427 N. Palm drive have ground-level parking which is accessed via a driveway along Beverly Boulevard. The existing residential building at 429 N. Palm Drive has subterranean parking which is accessed by a ramp on the adjacent alley and by a ramp on N. Palm Drive. Pedestrians can access the existing buildings from their entrances on N. Palm Drive or Beverly Boulevard.

Based on the architect’s plans for the proposed parking, users would enter and exit the proposed subterranean parking garage from the alley on the western boundary of the project site. No changes would be made to the existing alley that serves two-way traffic from Beverly Boulevard to Civic Center Drive. The ramps and garage would be subject to all applicable City and Fire Department requirements. Therefore, new issues with regard to site access are not anticipated. Pedestrians would continue to have direct access to the project site from the Beverly Boulevard and N. Palm Drive.

Construction Traffic. Construction traffic impacts would be 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 the following assumptions, it is not anticipated that project construction would cause significant traffic impacts:

- It is anticipated that the construction vehicles, haul trucks, and construction workers would access the site from Beverly Boulevard, which is an approved heavy haul route (Beverly Hills, March 2009). As stated in the Project Description, the proposed project would involve approximately 1,150 round-trip hauling trips. Assuming excavation occurs over approximately 30 days, there would be approximately 39 round-trip haul trips per day. Assuming trips are spread out over the 10 hour construction day (8:00 AM to 6:00 PM in accordance with BHMC), there would be



approximately 4 haul trips, or 8 trucks total traveling to and from the project site per hour. It is unlikely that this number of construction vehicles per hour would significantly disrupt the flow of traffic on Beverly Boulevard.

- The proposed project would not involve any road closures that would 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 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. This plan would 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, including night hours and weekends.
- 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 N. Palm Drive and Beverly Boulevard.
- Meet the requirements of the Community Development and Public Works/Transportation Departments with respect to construction scheduling and coordination with other construction near the project site, heavy hauling and material delivery routing, types of trucks, use limitations per hour, hours of operations, traffic plan submission for different stages, pedestrian and vehicular access, street use permit process, daily street cleanliness and maintenance and safety after work, and parking management for construction workers.

Additionally, the maximum number of construction parking spaces would be identified, and the applicant would be required to accommodate parking either at the project site or at a nearby site from which workers would be transported to the site. With the provision of such parking, it is anticipated that for workers traveling to the project site there would be sufficient on-site access. Therefore, no additional management plans for construction workers are necessary.

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 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) and stationary sources (e.g., heating and cooling systems, mechanical rooms).

For traffic-related noise, impacts would be significant if project-generated traffic results in the exposure of sensitive receptors to a perceptible increase in roadway noise. Roughly a doubling of traffic volume would be necessary to generate a perceptible increase in roadway noise levels of 3 dBA or more.

Impacts relating to on-site 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 multi-family residential use. The nearest sensitive receptors to the project site are the adjacent residences located approximately 25 feet north of the project site.

Existing Ambient Noise Levels. The primary source of noise in the vicinity of the project site is motor vehicle traffic, including automobiles, trucks, buses, and motorcycles. Among area roadways, Beverly Boulevard produces the highest level of noise from traffic. Secondary sources of roadway noise include traffic on N. Palm Drive. Additionally, pedestrian activity on the sidewalks of N. Palm Drive and Beverly Boulevard and construction on N. Palm Drive contribute to the existing local noise environment.

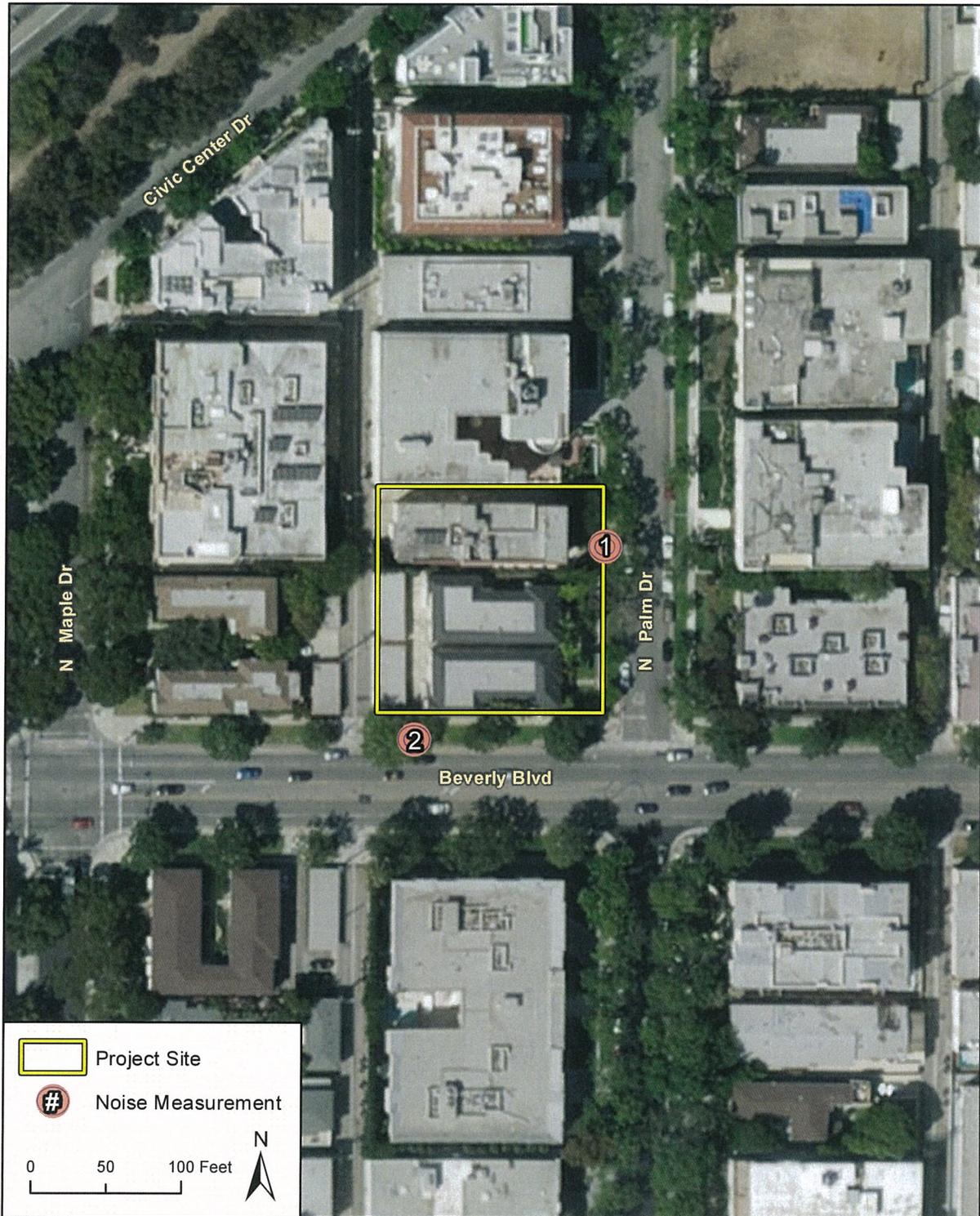
To determine existing ambient noise levels on the project site, two 15-minute noise measurements were taken on the project site between 12:45 p.m. and 1:15 p.m. on October 9, 2014, using an ANSI Type II integrating sound level meter. The first noise measurement was located near the northeast corner of the project site near N. Palm Drive. The second noise measurement was located near the southwest corner of the project site near Beverly Boulevard. Figure 6 shows the on-site noise measurement locations, and Table 6 identifies the measured noise levels. As shown in Table 6, noise levels were measured at 61.3 dBA  $L_{eq}$  along N. Palm Drive and 70.3 dBA  $L_{eq}$  along Beverly Boulevard.

**Table 6**  
**On-Site Noise Measurement Results**

Measurement Number	Measurement Location	Noise Sources	Sample Time	Leq (dBA)
1	N. Palm Drive	Traffic on N. Palm Drive and Beverly Blvd	Weekday midday	61.3
2	Beverly Blvd	Traffic on Beverly Blvd, pedestrians	Weekday midday	70.3

*Source: Field visit on October 9, 2014, using ANSI Type II Integrating sound level meter. Refer to Appendix A for noise monitoring data sheets*





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Noise Measurement Locations

Figure 6

Construction Noise. The project would result in temporary noise level increases during site preparation, demolition, paving, and building. The grading phase of project construction tends to create the highest construction noise levels because of the operation of heavy equipment. As shown in Table 7, noise levels associated with heavy equipment typically range from about 76 to 95 dBA at 25 feet from the source.

**Table 7**  
**Typical Noise Levels at Construction Sites**

Equipment	Typical Level (dBA) 25 Feet from the Source
Air Compressor	87
Backhoe	86
Concrete Mixer	91
Paver	95
Saw	76
Scraper	95
Truck	94

*Source: Hanson, Towers, and Meister, 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 (BHMC Sections 5-1-202 and 5-1-205), a significant impact would occur if construction activities occurring on the project site would result in an increase of 5 dBA 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). Further, construction work within 500 feet of a residential zone is prohibited on Saturdays.

Construction Vibration. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas most ambient 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 8 identifies various vibration velocity levels for the types of construction equipment that are likely to operate at the project site during construction.

**Table 8**  
**Vibration Source Levels for**  
**Construction Equipment**

Equipment	Approximate VdB	
	25 Feet	50 Feet
Large Bulldozer	87	81
Loaded Trucks	86	80
Jackhammer	79	73
Small Bulldozer	58	52

*Source: Federal Railroad Administration, 1998*

Based on the information presented in Table 8, vibration levels could be approximately 87 VdB at the existing residences located 25 feet north 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). Though vibration levels may exceed 72 VdB at nearby sensitive receptors, construction activities would be limited to daytime hours between 8:00 AM to 6:00 PM Monday through Friday per BHMC Section 5-1-206. Therefore, vibration levels would not affect residential uses that are sensitive to vibration levels when sleep is disturbed. In addition, the project would not exceed vibration levels that could potentially damage nearby buildings.

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. Because vibration would be a temporary impact during construction and would not occur during normal sleep hours, impacts would be less than significant.

Operational Noise. Existing uses near the project site may periodically be subject to noises associated with operation of the proposed project, including noise that is typical of



residential development such as conversations, music, trash hauling, and noise associated with rooftop ventilation and heating systems. However, this noise would be comparable to the existing residential uses on the project site.

In addition, the proposed project would generate traffic noise from vehicles traveling to and from the project site. As shown in Table 4, the proposed project would generate approximately 11 average daily trips, one AM peak hour trip and one PM peak hour trip. Even assuming that all vehicle trips associated with the proposed project would occur on Beverly Boulevard, the estimated net gain of 11 average daily trips would only represent an increase of 0.04% over the roadway's existing volume of 27,500 average daily trips (Beverly Hills, 2013). Roughly a doubling of traffic volume would be necessary to generate a perceptible increase in roadway noise levels of 3 dBA or more. However, the minimal amount of traffic generated by the proposed project would not result in a perceptible increase in roadway noise.

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, based on compliance with the City's time restrictions on construction activities, contained in the City's Municipal Code. The project does not propose any operational changes that would be expected to have an effect on daily on-site 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. Because 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 SCAQMD's 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<sub>x</sub>;
- 550 pounds per day of CO;
- 150 pounds per day of PM<sub>10</sub>; and
- 55 pounds per day of PM<sub>2.5</sub>.

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<sub>x</sub>;
- 550 pounds per day of CO;
- 150 pounds per day of PM<sub>10</sub>; and



- 55 pounds per day of PM<sub>2.5</sub>.

In addition to the regional air quality thresholds shown above, SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board’s Environmental Justice Enhancement Initiative (1-4), which was prepared to update the 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 account factors such as ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation, and are not applicable to mobile sources such as cars on a roadway (SCAQMD, Final Localized Significance Threshold Methodology, June 2003). LSTs have been developed for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Since the majority of emissions from a residential project would be generated by vehicle trips on roadways, LSTs for operational emissions would not apply to the proposed project.

Operational Emissions. Long-term operational emissions associated with the proposed project are those associated with vehicle trips (mobile emissions) and the use of natural gas, consumer products, and architectural coatings (area source emissions) upon buildout of the project. Pollutant emissions associated with the proposed project (shown in Table 9) were quantified using the California Emissions Estimator Model (CalEEMod), version 2013.2.2, based on the proposed use and the number of associated vehicle trips generated by the project as discussed above. This analysis takes into account the removal of existing residential uses on the project site.

**Table 9**  
**Estimated Operational Emissions**

	Emissions (lbs/day)				
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Emissions from Proposed New Condo Building	2.58	1.71	7.90	1.08	0.31
Emissions from Existing Residential Buildings	(1.09)	(1.54)	(7.09)	(0.97)	(0.28)
<b>Net New Emissions</b>	<b>1.49</b>	<b>0.17</b>	<b>0.81</b>	<b>0.11</b>	<b>0.03</b>
SCAQMD Thresholds	55	55	550	150	50
<b>Exceed Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod v. 2013.2.2

( ) denotes reduction

Note: Please see Appendix B for complete modeling results. For a conservative estimate of project emissions, construction and operational emissions were modeled and reported for the maximum day during the winter, since emission estimates are typically higher in the winter months compared to the summer months. Winter emission estimates are then compared to the SCAQMD thresholds measured in pounds-per-day. The annual emissions listed in the tables in Appendix B show the average annual emissions in terms of metric tons per 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 in Table 9, 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 CalEEMod. In contrast to the methodology for operational emissions, construction emissions were estimated based on the gross amount of proposed new residential space. Table 10 shows the maximum daily construction emissions.

As indicated in Table 10, 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 10**  
**Estimated Construction Emissions**

	Emissions (lbs/day)				
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	18.98	37.19	28.54	3.11	1.80
SCAQMD Threshold	75	100	550	150	55
<b>Exceed SCAQMD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Localized Significance Thresholds <sup>1</sup>	N/A	103	562	4	3
<b>Exceed LST?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod v. 2013.2.2

<sup>1</sup> Allowable emissions (lbs/day) as a function of receptor distance (25 meters) from site boundary. LST for Source Receptor Area 2: Northwest Coastal LA County. Source: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>

Note: Please see Appendix B for complete modeling results. For a conservative estimate of project emissions, construction and operational emissions were modeled and reported for the maximum day during the winter, since emission estimates are typically higher in the winter months compared to the summer months. Winter emission estimates are then compared to the SCAQMD thresholds measured in pounds-per-day.

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 increases in traffic at intersections. 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. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs). GHGs contribute to the “greenhouse effect,” which is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth’s temperature.

GHGs occur naturally and from human activities. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. Greenhouse gases produced by human activities include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over by 36%, 148%, and 18% respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way in which the Earth absorbs gases from the atmosphere. Potential impacts in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CEC, March 2009).

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The 2008 SCAQMD threshold considers emissions of over 10,000 metric tons carbon dioxide equivalent (CO<sub>2</sub>E) per 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. Although not yet adopted, the SCAQMD has a recommended tiered GHG significance threshold (SCAQMD, 2010). Under Tier 2, proposed projects would be less than significant if the project is consistent with an approved GHG reduction plan. Tier 3 includes screening level quantitative thresholds. As the City of Beverly Hills does not have an adopted GHG reduction plan or Climate Action Plan, the proposed project was compared to Tier 3 quantitative thresholds. SCAQMD has a recommended Tier 3 screening level quantitative threshold for all land use types of 3,000 metric tons CO<sub>2</sub>E /year.

Proposed Project GHG Emissions. GHG emissions associated with the proposed project were estimated using CalEEMod. The analysis focuses on CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub> as these are the GHG emissions that onsite development would generate in the largest quantities. Emissions of fluorinated gases, such as HFCs, PFCs, and SF<sub>6</sub> would not be significant since fluorinated gases are primarily associated with industrial processes. Complete CalEEMod results and assumptions can be viewed in Appendix B.



Construction Emissions. Based on the CalEEMod results, construction activity for the project would generate an estimated 360 metric tons CO<sub>2</sub>E (as shown in Table 11) during construction. Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate an estimated 12 metric tons CO<sub>2</sub>E per year. Emissions from construction are amortized for the purpose of comparison with annual operational emissions over the estimated 30-year life of the project.

**Table 11**  
**Estimated Construction Emissions**  
**of Greenhouse Gases**

	<b>Construction Emissions (CO<sub>2</sub>E)</b>
<b>Total Emissions</b>	360 metric tons
<b>Amortized over 30 years</b>	12 metric tons per year

Source: CalEEMod, 2013.2.2. See Appendix B for GHG emission worksheets and assumptions.

Operational Indirect, Stationary Direct, and Mobile Emissions. Long-term emissions relate to area sources, energy use, solid waste, water use, and transportation. Each of these sources is discussed below.

Area Source Emissions. Area emissions include consumer product use, the reapplication of architectural coatings, and landscape maintenance equipment. As shown in Table 12, area emissions are estimated at less than one metric ton CO<sub>2</sub>E per year.

Energy Use. Operation of the proposed project would consume both electricity and natural gas. Project operation would consume an estimated 287,462 kilowatt-hours [kWh] of electricity and 288,821 kBtu of natural gas 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 CO<sub>2</sub>, and to a smaller extent N<sub>2</sub>O and CH<sub>4</sub>. As discussed above, annual electricity and natural gas emissions was calculated using CalEEMod, 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. Electricity consumption associated with the project would generate approximately 83 metric tons CO<sub>2</sub>E per year. Natural gas use would generate approximately 15 metric tons CO<sub>2</sub>E per year. Thus, overall energy use at the project site would generate an estimated 98 metric tons CO<sub>2</sub>E per year.

Solid Waste. The CalEEMod output for greenhouse gas emissions from solid waste relies on current waste disposal rates provided by CalRecycle. The project is assumed to have a waste diversion rate of 78 percent, which is standard in the City of Beverly Hills. Based on this estimate, solid waste associated with the project would generate an estimated 4 metric tons of CO<sub>2</sub>E per year.

Water Use. Based on the amount of electricity generated in order to supply and convey water for the proposed project, the project would generate an estimated 9 metric tons of CO<sub>2</sub>E per year.



*Transportation.* Mobile source GHG emissions were estimated using the average daily trips for the proposed project (see the Traffic section above) and based on the total vehicle miles traveled (VMT) estimated in CalEEMod. The proposed project would generate about 4.4 million annual VMT. The project would emit an estimated 199 metric tons of CO<sub>2</sub>E per year from mobile sources.

*Combined Construction, Stationary and Mobile Source Emissions.* Table 12 combines the construction, operational, and mobile GHG emissions associated with development of the proposed project, and subtracts operational and mobile emissions associated with existing development on the project site.

For the proposed project, the combined annual net emissions are estimated at 95 metric tons CO<sub>2</sub>E per year. Thus, GHG emissions associated with the proposed project would not exceed the 3,000 metric tons CO<sub>2</sub>E per year threshold of significance, and impacts on climate change from GHG emissions would be less than significant.

**Table 12  
 Combined Annual Emissions of Greenhouse Gases**

Emission Source	Annual Emissions (Metric Tons CO <sub>2</sub> E)
<b>Proposed Project</b>	
Project Construction	12
Project Operational	0.3
Area	98.1
Energy	4.2
Solid Waste	9.1
Water	
Project Mobile	199.3
<b>Project Subtotal</b>	<b>323.0</b>
<b>Existing Uses</b>	
Existing Operational	0.3
Area	36.7
Energy	3.8
Solid Waste	8.2
Water	
Existing Mobile	179.4
<b>Existing Conditions Subtotal</b>	<b>228.4</b>
<b>Total Emissions from Proposed Project (Project - Existing)</b>	<b>94.6 metric tons CO<sub>2</sub>E</b>

*Source: Tables 2.1, 2.2 and 4.2 in CalEEMod annual worksheets, see Appendix B for calculations and for GHG emission factor assumptions.  
 ( ) denotes subtraction*

**Conclusion.** The proposed project is not expected to generate GHG 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.

Currently, the project site is mostly covered with impervious surfaces, although small lawn areas are located on the east side of the site along N. Palm Drive. Stormwater runoff currently enters storm drains on N. Palm Drive and Beverly Boulevard and flows to existing City drainage facilities. Neither the permeability nor the hydrology of the site would substantially change with project implementation, as the amount of impervious surfaces with the proposed project would be comparable to existing conditions.

The applicant would be required to submit a Local Stormwater Pollution Prevention Plan (LSWPPP) to the City of Beverly Hills Public Works Department 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 LSWPPP 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 residential buildings 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.

**Historic Resources.** State CEQA Guidelines Section 15300.2 states that a categorical exemption "shall not be used for a project which may cause a substantial adverse



change in the significance of a historical resource.” The following discussion is based on a Historic Resources Evaluation (HRE) provided to the applicant in June 2014 by Page & Turnbull (Appendix C to this report).

Past Evaluations. 425-427 N. Palm Drive and 429 N. Palm Drive are not listed on the National Register of Historic Places (NRHP) or the California Register of Historic Places (CRHP). In addition, they are not listed in the California Historic Resources Information System (CHRIS) database with any Status Code, which means that the buildings have not been formally evaluated using California Historical Resource Status Codes.

The City of Beverly Hills has commissioned the following historic resources reviews:

- The 1985-1986 Beverly Hills Historic Resources Survey (1986 Survey) did not recommend structures on the project site or surrounding area for inclusion as potential historic resources. As such, 425-427 N. Palm Drive and 429 N. Palm Drive were not identified as potential historic resources in the 1986 Survey.
- The 2004 update to the 1986 Survey re-evaluated 386 previously identified historic resources. 425-427 N. Palm Drive and 429 N. Palm Drive were not evaluated as part of the 2004 Survey.
- In 2006, a survey was conducted to update the 1986 Survey for Area 5, encompassing the Commercial Triangle and Wilshire corridor. 425-427 N. Palm Drive and 429 N. Palm Drive were not evaluated in the 2006 Survey.

Therefore, past surveys conducted by the City of Beverly Hills in 1986, 2004, and 2006 did not identify 425-427 N. Palm Drive or 429 N. Palm Drive as potential historic resources.

Findings of 2014 HRE. The 2014 HRE (see Appendix C) concluded that the project site is not eligible for designation as a historical resource under NRHP criteria, CRHP criteria, or at the local level.

Constructed in 1941 by prolific developer Joe Eudemiller, the two buildings at 425-427 N. Palm Drive are among several similar French Eclectic-style apartment buildings Eudemiller built from a standard plan. The property at 425-427 N. Palm Drive does not appear to be significant in Eudemiller’s career, nor does it appear that Eudemiller strongly influenced the neighborhood immediately surrounding 425-427 N. Palm Drive. Similar buildings constructed by Eudemiller in Beverly Hills south of Wilshire Blvd. have been identified as contributors to potential historic districts of multi-family residential (MFR) properties in the Tract 7710 MFR and Olympic Blvd. MFR potential districts. However, the 2014 HRE found that a potential historic district of multi-family residential properties does not appear to exist surrounding 425-427 and 429 N. Palm Drive.

Furthermore, although longtime owners of 425-427 N. Palm Drive were Tony-award winning actress Isabel Bigley and her husband Lawrence Barnett, a Hollywood executive, both established figures in the entertainment industry, there is no indication that the property is significant to the career of either Bigley or Barnett or was an important part of their holdings.

Local developer Nathan Rosenblatt built 429 N. Palm Drive in 1974-1975 as a condominium project during a trend when condominiums were replacing rental apartments in multi-family



housing. The property does not appear to be noteworthy in this trend. Designed by Kolischer, an architect or firm with little information available, the building has elements of historic architectural styles, such as a false Mansard roof, but does not appear to be architecturally distinctive.

Therefore, none of the buildings at 425-427 N. Palm Drive and 429 N. Palm Drive appears to be individually eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or the Beverly Hills Local Register of Historic Properties.

Conclusion. The existing structures located at 425-429 N. Palm Drive are ineligible for listing on the NRHP, the CRHP, or for designation as a City landmark. The proposed project would not have a significant impact on historic resources.

## 5. SUMMARY

Based on this analysis, the proposed 425-429 N. Palm Drive Condominium Project meets all criteria for a Class 32 Categorical Exemption pursuant to Section 15332 of the *State CEQA Guidelines*.

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## **Appendix A**

### *Noise Measurement Results*



C:\LARDAV\BEVHILL.bin Interval Data

Peak Uwpk

Meas Excd Excd Over

Site	Location	Number	Date	Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	L(10)	L(33)	L(50)	L(90)	Count	Count	loads
1		0	9-Oct-14	12:42:27	900	61.3	90.9	89.3	43.4	103.9	105.4	59.5	55.4	53.5	48.7	255	117	0
2		0	9-Oct-14	13:00:43	900	70.3	99.8	87.8	50.6	103.2	114.5	73.7	69.6	67.6	59.5	212	255	0

## **Appendix B**

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*Air Quality and Greenhouse Gas Emissions  
Modeling Results*



**425-429 N. Palm Drive - Existing Conditions**  
**Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	18.00	Dwelling Unit	0.52	24,945.00	51

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	9			<b>Operational Year</b>	2017
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	630.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Project site size of 0.52 acres, existing blds 24945 sf

Construction Phase - No construction

Trips and VMT -

Demolition -

Grading - 0.5 acre project site

Woodstoves - No woodstoves or fireplaces.

Construction Off-road Equipment Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	1.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	15.30	0.00
tblFireplaces	NumberNoFireplace	1.80	0.00
tblFireplaces	NumberWood	0.90	0.00
tblLandUse	LandUseSquareFeet	18,000.00	24,945.00
tblLandUse	LotAcreage	1.13	0.52
tblProjectCharacteristics	OperationalYear	2014	2017
tblWoodstoves	NumberCatalytic	0.90	0.00
tblWoodstoves	NumberNoncatalytic	0.90	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

**2.0 Emissions Summary**

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**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5941	0.0175	1.5000	8.0000e-005		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	2.6739	2.6739	2.6800e-003	0.0000	2.7303
Energy	7.6600e-003	0.0655	0.0279	4.2000e-004		5.2900e-003	5.2900e-003		5.2900e-003	5.2900e-003		83.5805	83.5805	1.6000e-003	1.5300e-003	84.0892
Mobile	0.4890	1.4539	5.5581	0.0136	0.9352	0.0206	0.9558	0.2501	0.0189	0.2690		1,164.9849	1,164.9849	0.0481		1,165.9957
<b>Total</b>	<b>1.0907</b>	<b>1.5368</b>	<b>7.0859</b>	<b>0.0141</b>	<b>0.9352</b>	<b>0.0340</b>	<b>0.9692</b>	<b>0.2501</b>	<b>0.0324</b>	<b>0.2824</b>	<b>0.0000</b>	<b>1,251.2393</b>	<b>1,251.2393</b>	<b>0.0524</b>	<b>1.5300e-003</b>	<b>1,252.8152</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5941	0.0175	1.5000	8.0000e-005		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	2.6739	2.6739	2.6800e-003	0.0000	2.7303
Energy	7.6600e-003	0.0655	0.0279	4.2000e-004		5.2900e-003	5.2900e-003		5.2900e-003	5.2900e-003		83.5805	83.5805	1.6000e-003	1.5300e-003	84.0892
Mobile	0.4890	1.4539	5.5581	0.0136	0.9352	0.0206	0.9558	0.2501	0.0189	0.2690		1,164.9849	1,164.9849	0.0481		1,165.9957
<b>Total</b>	<b>1.0907</b>	<b>1.5368</b>	<b>7.0859</b>	<b>0.0141</b>	<b>0.9352</b>	<b>0.0340</b>	<b>0.9692</b>	<b>0.2501</b>	<b>0.0324</b>	<b>0.2824</b>	<b>0.0000</b>	<b>1,251.2393</b>	<b>1,251.2393</b>	<b>0.0524</b>	<b>1.5300e-003</b>	<b>1,252.8152</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days/Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	1/1/2015	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Clean Paved Roads

3.2 Demolition - 2015

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.4120	11.9409	8.8138	0.0120		0.8748	0.8748		0.8359	0.8359		1,200.6386	1,200.6386	0.2451		1,205.7861
<b>Total</b>	<b>1.4120</b>	<b>11.9409</b>	<b>8.8138</b>	<b>0.0120</b>	<b>0.0000</b>	<b>0.8748</b>	<b>0.8748</b>	<b>0.0000</b>	<b>0.8359</b>	<b>0.8359</b>		<b>1,200.6386</b>	<b>1,200.6386</b>	<b>0.2451</b>		<b>1,205.7861</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0514	0.0688	0.7205	1.3700e-003	0.1118	1.1200e-003	0.1129	0.0296	1.0200e-003	0.0307		120.0108	120.0108	7.2600e-003		120.1631
<b>Total</b>	<b>0.0514</b>	<b>0.0688</b>	<b>0.7205</b>	<b>1.3700e-003</b>	<b>0.1118</b>	<b>1.1200e-003</b>	<b>0.1129</b>	<b>0.0296</b>	<b>1.0200e-003</b>	<b>0.0307</b>		<b>120.0108</b>	<b>120.0108</b>	<b>7.2600e-003</b>		<b>120.1631</b>

**3.2 Demolition - 2015**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.4120	11.9409	8.8138	0.0120		0.8748	0.8748		0.8359	0.8359	0.0000	1,200.6386	1,200.6386	0.2451		1,205.7861
Total	1.4120	11.9409	8.8138	0.0120	0.0000	0.8748	0.8748	0.0000	0.8359	0.8359	0.0000	1,200.6386	1,200.6386	0.2451		1,205.7861

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0514	0.0688	0.7205	1.3700e-003	0.1118	1.1200e-003	0.1129	0.0296	1.0200e-003	0.0307		120.0108	120.0108	7.2600e-003		120.1631
Total	0.0514	0.0688	0.7205	1.3700e-003	0.1118	1.1200e-003	0.1129	0.0296	1.0200e-003	0.0307		120.0108	120.0108	7.2600e-003		120.1631

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4890	1.4539	5.5581	0.0136	0.9352	0.0206	0.9558	0.2501	0.0189	0.2690		1,164,984.9	1,164,984.9	0.0481		1,165,995.7
Unmitigated	0.4890	1.4539	5.5581	0.0136	0.9352	0.0206	0.9558	0.2501	0.0189	0.2690		1,164,984.9	1,164,984.9	0.0481		1,165,995.7

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	118.62	128.88	109.26	405,782	405,782
Total	118.62	128.88	109.26	405,782	405,782

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.6600e-003	0.0655	0.0279	4.2000e-004		5.2900e-003	5.2900e-003		5.2900e-003	5.2900e-003		83.5805	83.5805	1.6000e-003	1.5300e-003	84.0892
NaturalGas Unmitigated	7.6600e-003	0.0655	0.0279	4.2000e-004		5.2900e-003	5.2900e-003		5.2900e-003	5.2900e-003		83.5805	83.5805	1.6000e-003	1.5300e-003	84.0892

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	710.434	7.6600e-003	0.0655	0.0279	4.2000e-004		5.2900e-003	5.2900e-003		5.2900e-003	5.2900e-003		83.5805	83.5805	1.6000e-003	1.5300e-003	84.0892
Total		7.6600e-003	0.0655	0.0279	4.2000e-004		5.2900e-003	5.2900e-003		5.2900e-003	5.2900e-003		83.5805	83.5805	1.6000e-003	1.5300e-003	84.0892

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	0.710434	7.6600e-003	0.0655	0.0279	4.2000e-004		5.2900e-003	5.2900e-003		5.2900e-003	5.2900e-003		83.5805	83.5805	1.6000e-003	1.5300e-003	84.0892
<b>Total</b>		7.6600e-003	0.0655	0.0279	4.2000e-004		5.2900e-003	5.2900e-003		5.2900e-003	5.2900e-003		83.5805	83.5805	1.6000e-003	1.5300e-003	84.0892

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5941	0.0175	1.5000	8.0000e-005		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	2.6739	2.6739	2.6800e-003	0.0000	2.7303
Unmitigated	0.5941	0.0175	1.5000	8.0000e-005		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	2.6739	2.6739	2.6800e-003	0.0000	2.7303

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0535					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4939					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0467	0.0175	1.5000	8.0000e-005		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003			2.6739	2.6739	2.6800e-003	2.7303
<b>Total</b>	<b>0.5941</b>	<b>0.0175</b>	<b>1.5000</b>	<b>8.0000e-005</b>		<b>8.1400e-003</b>	<b>8.1400e-003</b>		<b>8.1400e-003</b>	<b>8.1400e-003</b>	<b>0.0000</b>	<b>2.6739</b>	<b>2.6739</b>	<b>2.6800e-003</b>	<b>0.0000</b>	<b>2.7303</b>

**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0535					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4939					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0467	0.0175	1.5000	8.0000e-005		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003		2.6739	2.6739	2.6800e-003		2.7303
<b>Total</b>	<b>0.5941</b>	<b>0.0175</b>	<b>1.5000</b>	<b>8.0000e-005</b>		<b>8.1400e-003</b>	<b>8.1400e-003</b>		<b>8.1400e-003</b>	<b>8.1400e-003</b>	<b>0.0000</b>	<b>2.6739</b>	<b>2.6739</b>	<b>2.6800e-003</b>	<b>0.0000</b>	<b>2.7303</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**



**425-429 N. Palm Drive Condo Project**  
**Los Angeles-South Coast County, Winter**

### 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	74.00	Space	0.00	29,600.00	0
Condo/Townhouse High Rise	20.00	Dwelling Unit	0.52	55,090.00	57

#### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	9			<b>Operational Year</b>	2017
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	630.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

#### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project site size of 0.52 acres, floor area of 55090 sf

Construction Phase - Estimated 20 month construction schedule.

Trips and VMT - Assume 23000 CY export / 20 CY per truck trip = 2300 trips

Demolition -

Grading - 0.5 acre project site

Woodstoves - No woodstoves or fireplaces.

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	60.00
tblConstructionPhase	NumDays	100.00	300.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	2.00	30.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	17.00	0.00
tblFireplaces	NumberNoFireplace	2.00	20.00
tblFireplaces	NumberWood	1.00	0.00
tblGrading	AcresOfGrading	0.00	0.50
tblGrading	MaterialExported	0.00	23,000.00
tblLandUse	LandUseSquareFeet	20,000.00	55,090.00
tblLandUse	LotAcreage	0.67	0.00
tblLandUse	LotAcreage	0.31	0.52
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	HaulingTripNumber	2,875.00	2,300.00
tblWoodstoves	NumberCatalytic	1.00	0.00
tblWoodstoves	NumberNoncatalytic	1.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

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**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0351	0.0195	1.6743	9.0000e-005		9.0800e-003	9.0800e-003		9.0800e-003	9.0800e-003	0.0000	2.9872	2.9872	3.0300e-003	0.0000	3.0508
Energy	8.5100e-003	0.0728	0.0310	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003		92.8672	92.8672	1.7800e-003	1.7000e-003	93.4324
Mobile	0.5433	1.6154	6.1757	0.0151	1.0391	0.0229	1.0620	0.2779	0.0210	0.2989		1,294.4276	1,294.4276	0.0535		1,295.5508
<b>Total</b>	<b>2.5870</b>	<b>1.7077</b>	<b>7.8810</b>	<b>0.0157</b>	<b>1.0391</b>	<b>0.0378</b>	<b>1.0770</b>	<b>0.2779</b>	<b>0.0360</b>	<b>0.3139</b>	<b>0.0000</b>	<b>1,390.2821</b>	<b>1,390.2821</b>	<b>0.0583</b>	<b>1.7000e-003</b>	<b>1,392.0340</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0351	0.0195	1.6743	9.0000e-005		9.0800e-003	9.0800e-003		9.0800e-003	9.0800e-003	0.0000	2.9872	2.9872	3.0300e-003	0.0000	3.0508
Energy	8.5100e-003	0.0728	0.0310	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003		92.8672	92.8672	1.7800e-003	1.7000e-003	93.4324
Mobile	0.5433	1.6154	6.1757	0.0151	1.0391	0.0229	1.0620	0.2779	0.0210	0.2989		1,294.4276	1,294.4276	0.0535		1,295.5508
<b>Total</b>	<b>2.5870</b>	<b>1.7077</b>	<b>7.8810</b>	<b>0.0157</b>	<b>1.0391</b>	<b>0.0378</b>	<b>1.0770</b>	<b>0.2779</b>	<b>0.0360</b>	<b>0.3139</b>	<b>0.0000</b>	<b>1,390.2821</b>	<b>1,390.2821</b>	<b>0.0583</b>	<b>1.7000e-003</b>	<b>1,392.0340</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	2/11/2015	5	30	
2	Site Preparation	Site Preparation	2/12/2015	2/12/2015	5	1	
3	Grading	Grading	2/13/2015	3/26/2015	5	30	
4	Building Construction	Building Construction	3/27/2015	5/19/2016	5	300	
5	Paving	Paving	5/20/2016	5/26/2016	5	5	
6	Architectural Coating	Architectural Coating	5/27/2016	8/18/2016	5	60	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.5

Acres of Paving: 0

Residential Indoor: 111,203; Residential Outdoor: 37,068; Non-Residential Indoor: 44,400; Non-Residential Outdoor: 14,800 (Architectural Coating – sqft)

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	113.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	2,300.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	27.00	7.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Demolition - 2015**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8185	0.0000	0.8185	0.1239	0.0000	0.1239			0.0000			0.0000
Off-Road	1.4120	11.9409	8.8138	0.0120		0.8748	0.8748		0.8359	0.8359		1,200.6386	1,200.6386	0.2451		1,205.7861
<b>Total</b>	<b>1.4120</b>	<b>11.9409</b>	<b>8.8138</b>	<b>0.0120</b>	<b>0.8185</b>	<b>0.8748</b>	<b>1.6933</b>	<b>0.1239</b>	<b>0.8359</b>	<b>0.9598</b>		<b>1,200.6386</b>	<b>1,200.6386</b>	<b>0.2451</b>		<b>1,205.7861</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0801	1.2372	0.9338	2.8100e-003	0.0656	0.0198	0.0854	0.0180	0.0182	0.0361		286.0068	286.0068	2.3600e-003		286.0563
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0514	0.0688	0.7205	1.3700e-003	0.1118	1.1200e-003	0.1129	0.0296	1.0200e-003	0.0307		120.0108	120.0108	7.2600e-003		120.1631
<b>Total</b>	<b>0.1315</b>	<b>1.3060</b>	<b>1.6543</b>	<b>4.1800e-003</b>	<b>0.1774</b>	<b>0.0209</b>	<b>0.1982</b>	<b>0.0476</b>	<b>0.0192</b>	<b>0.0668</b>		<b>406.0175</b>	<b>406.0175</b>	<b>9.6200e-003</b>		<b>406.2194</b>

**3.2 Demolition - 2015**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3683	0.0000	0.3683	0.0558	0.0000	0.0558			0.0000			0.0000
Off-Road	1.4120	11.9409	8.8138	0.0120		0.8748	0.8748		0.8359	0.8359	0.0000	1,200.6386	1,200.6386	0.2451		1,205.7861
<b>Total</b>	<b>1.4120</b>	<b>11.9409</b>	<b>8.8138</b>	<b>0.0120</b>	<b>0.3683</b>	<b>0.8748</b>	<b>1.2431</b>	<b>0.0558</b>	<b>0.8359</b>	<b>0.8916</b>	<b>0.0000</b>	<b>1,200.6386</b>	<b>1,200.6386</b>	<b>0.2451</b>		<b>1,205.7861</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0801	1.2372	0.9338	2.8100e-003	0.0656	0.0198	0.0854	0.0180	0.0182	0.0361		286.0068	286.0068	2.3600e-003		286.0563
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0514	0.0688	0.7205	1.3700e-003	0.1118	1.1200e-003	0.1129	0.0296	1.0200e-003	0.0307		120.0108	120.0108	7.2800e-003		120.1631
<b>Total</b>	<b>0.1315</b>	<b>1.3060</b>	<b>1.6543</b>	<b>4.1800e-003</b>	<b>0.1774</b>	<b>0.0209</b>	<b>0.1982</b>	<b>0.0476</b>	<b>0.0192</b>	<b>0.0668</b>		<b>406.0175</b>	<b>406.0175</b>	<b>9.6200e-003</b>		<b>406.2194</b>

**3.3 Site Preparation - 2015**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.4222	14.2999	7.4063	9.3600e-003		0.8797	0.8797		0.8093	0.8093		984.5542	984.5542	0.2939		990.7267
<b>Total</b>	<b>1.4222</b>	<b>14.2999</b>	<b>7.4063</b>	<b>9.3600e-003</b>	<b>0.5303</b>	<b>0.8797</b>	<b>1.4100</b>	<b>0.0573</b>	<b>0.8093</b>	<b>0.8666</b>		<b>984.5542</b>	<b>984.5542</b>	<b>0.2939</b>		<b>990.7267</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0257	0.0344	0.3602	6.9000e-004	0.0559	5.6000e-004	0.0565	0.0148	5.1000e-004	0.0153		60.0054	60.0054	3.6300e-003		60.0816
<b>Total</b>	<b>0.0257</b>	<b>0.0344</b>	<b>0.3602</b>	<b>6.9000e-004</b>	<b>0.0559</b>	<b>5.6000e-004</b>	<b>0.0565</b>	<b>0.0148</b>	<b>5.1000e-004</b>	<b>0.0153</b>		<b>60.0054</b>	<b>60.0054</b>	<b>3.6300e-003</b>		<b>60.0816</b>

**3.3 Site Preparation - 2015**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	1.4222	14.2999	7.4063	9.3600e-003		0.8797	0.8797		0.8093	0.8093	0.0000	984.5542	984.5542	0.2939		990.7267
<b>Total</b>	<b>1.4222</b>	<b>14.2999</b>	<b>7.4063</b>	<b>9.3600e-003</b>	<b>0.2386</b>	<b>0.8797</b>	<b>1.1183</b>	<b>0.0258</b>	<b>0.8093</b>	<b>0.8351</b>	<b>0.0000</b>	<b>984.5542</b>	<b>984.5542</b>	<b>0.2939</b>		<b>990.7267</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0257	0.0344	0.3602	6.9000e-004	0.0559	5.6000e-004	0.0565	0.0148	5.1000e-004	0.0153		60.0054	60.0054	3.6300e-003		60.0816
<b>Total</b>	<b>0.0257</b>	<b>0.0344</b>	<b>0.3602</b>	<b>6.9000e-004</b>	<b>0.0559</b>	<b>5.6000e-004</b>	<b>0.0565</b>	<b>0.0148</b>	<b>5.1000e-004</b>	<b>0.0153</b>		<b>60.0054</b>	<b>60.0054</b>	<b>3.6300e-003</b>		<b>60.0816</b>

3.4 Grading - 2015

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8571	0.0000	0.8571	0.4288	0.0000	0.4288			0.0000			0.0000
Off-Road	1.4120	11.9409	8.8138	0.0120		0.8748	0.8748		0.8359	0.8359		1,200.6386	1,200.6386	0.2451		1,205.7861
<b>Total</b>	<b>1.4120</b>	<b>11.9409</b>	<b>8.8138</b>	<b>0.0120</b>	<b>0.8571</b>	<b>0.8748</b>	<b>1.7320</b>	<b>0.4288</b>	<b>0.8359</b>	<b>1.2647</b>		<b>1,200.6386</b>	<b>1,200.6386</b>	<b>0.2451</b>		<b>1,205.7861</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.6307	25.1824	19.0071	0.0572	1.3348	0.4024	1.7373	0.3655	0.3702	0.7356		5,821.3763	5,821.3763	0.0480		5,822.3845
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0514	0.0688	0.7205	1.3700e-003	0.1118	1.1200e-003	0.1129	0.0296	1.0200e-003	0.0307		120.0108	120.0108	7.2800e-003		120.1631
<b>Total</b>	<b>1.6821</b>	<b>25.2512</b>	<b>19.7276</b>	<b>0.0586</b>	<b>1.4466</b>	<b>0.4035</b>	<b>1.8502</b>	<b>0.3951</b>	<b>0.3712</b>	<b>0.7663</b>		<b>5,941.3871</b>	<b>5,941.3871</b>	<b>0.0553</b>		<b>5,942.5477</b>

**3.4 Grading - 2015**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3857	0.0000	0.3857	0.1930	0.0000	0.1930			0.0000			0.0000
Off-Road	1.4120	11.9409	8.8138	0.0120		0.8748	0.8748		0.8359	0.8359	0.0000	1,200.6386	1,200.6386	0.2451		1,205.7861
<b>Total</b>	<b>1.4120</b>	<b>11.9409</b>	<b>8.8138</b>	<b>0.0120</b>	<b>0.3857</b>	<b>0.8748</b>	<b>1.2605</b>	<b>0.1930</b>	<b>0.8359</b>	<b>1.0288</b>	<b>0.0000</b>	<b>1,200.6386</b>	<b>1,200.6386</b>	<b>0.2451</b>		<b>1,205.7861</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.6307	25.1824	19.0071	0.0572	1.3348	0.4024	1.7373	0.3655	0.3702	0.7356		5,821.3763	5,821.3763	0.0480		5,822.3845
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0514	0.0688	0.7205	1.3700e-003	0.1118	1.1200e-003	0.1129	0.0296	1.0200e-003	0.0307		120.0108	120.0108	7.2600e-003		120.1631
<b>Total</b>	<b>1.6821</b>	<b>25.2512</b>	<b>19.7276</b>	<b>0.0586</b>	<b>1.4466</b>	<b>0.4035</b>	<b>1.8502</b>	<b>0.3951</b>	<b>0.3712</b>	<b>0.7663</b>		<b>5,941.3871</b>	<b>5,941.3871</b>	<b>0.0553</b>		<b>5,942.5477</b>

**3.5 Building Construction - 2015**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4538	14.3777	8.2983	0.0113		0.9995	0.9995		0.9195	0.9195		1,191.7021	1,191.7021	0.3558		1,199.1733
<b>Total</b>	<b>1.4538</b>	<b>14.3777</b>	<b>8.2983</b>	<b>0.0113</b>		<b>0.9995</b>	<b>0.9995</b>		<b>0.9195</b>	<b>0.9195</b>		<b>1,191.7021</b>	<b>1,191.7021</b>	<b>0.3558</b>		<b>1,199.1733</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0742	0.7100	0.9338	1.5300e-003	0.0436	0.0118	0.0554	0.0124	0.0108	0.0232		154.5449	154.5449	1.2900e-003		154.5719
Worker	0.1388	0.1856	1.9453	3.7100e-003	0.3018	3.0200e-003	0.3048	0.0800	2.7600e-003	0.0828		324.0290	324.0290	0.0196		324.4405
<b>Total</b>	<b>0.2130</b>	<b>0.8956</b>	<b>2.8791</b>	<b>5.2400e-003</b>	<b>0.3454</b>	<b>0.0148</b>	<b>0.3602</b>	<b>0.0925</b>	<b>0.0136</b>	<b>0.1060</b>		<b>478.5739</b>	<b>478.5739</b>	<b>0.0209</b>		<b>479.0123</b>

**3.5 Building Construction - 2015**  
**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4538	14.3777	8.2983	0.0113		0.9995	0.9995		0.9195	0.9195	0.0000	1,191.7021	1,191.7021	0.3558		1,199.1733
Total	1.4538	14.3777	8.2983	0.0113		0.9995	0.9995		0.9195	0.9195	0.0000	1,191.7021	1,191.7021	0.3558		1,199.1733

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0742	0.7100	0.9338	1.5300e-003	0.0436	0.0118	0.0554	0.0124	0.0108	0.0232		154.5449	154.5449	1.2900e-003		154.5719
Worker	0.1388	0.1856	1.9453	3.7100e-003	0.3018	3.0200e-003	0.3048	0.0800	2.7600e-003	0.0828		324.0290	324.0290	0.0196		324.4405
Total	0.2130	0.8956	2.8791	5.2400e-003	0.3454	0.0148	0.3602	0.0925	0.0136	0.1060		478.5739	478.5739	0.0209		479.0123

**3.5 Building Construction - 2016**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202
<b>Total</b>	<b>1.3816</b>	<b>13.7058</b>	<b>8.2122</b>	<b>0.0113</b>		<b>0.9398</b>	<b>0.9398</b>		<b>0.8646</b>	<b>0.8646</b>		<b>1,178.5549</b>	<b>1,178.5549</b>	<b>0.3555</b>		<b>1,186.0202</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0651	0.6279	0.8665	1.5300e-003	0.0437	9.6800e-003	0.0533	0.0124	8.9000e-003	0.0213		152.8745	152.8745	1.1600e-003		152.8989
Worker	0.1251	0.1678	1.7587	3.7000e-003	0.3018	2.8500e-003	0.3047	0.0800	2.6200e-003	0.0827		313.2084	313.2084	0.0181		313.5878
<b>Total</b>	<b>0.1902</b>	<b>0.7958</b>	<b>2.6252</b>	<b>5.2300e-003</b>	<b>0.3455</b>	<b>0.0125</b>	<b>0.3580</b>	<b>0.0925</b>	<b>0.0115</b>	<b>0.1040</b>		<b>466.0829</b>	<b>466.0829</b>	<b>0.0192</b>		<b>466.4867</b>

**3.5 Building Construction - 2016**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202
<b>Total</b>	<b>1.3816</b>	<b>13.7058</b>	<b>8.2122</b>	<b>0.0113</b>		<b>0.9398</b>	<b>0.9398</b>		<b>0.8646</b>	<b>0.8646</b>	<b>0.0000</b>	<b>1,178.5549</b>	<b>1,178.5549</b>	<b>0.3555</b>		<b>1,186.0202</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0651	0.6279	0.8665	1.5300e-003	0.0437	9.6800e-003	0.0533	0.0124	8.9000e-003	0.0213		152.8745	152.8745	1.1600e-003		152.8989
Worker	0.1251	0.1678	1.7587	3.7000e-003	0.3018	2.8500e-003	0.3047	0.0800	2.6200e-003	0.0827		313.2084	313.2084	0.0181		313.5878
<b>Total</b>	<b>0.1902</b>	<b>0.7958</b>	<b>2.6252</b>	<b>5.2300e-003</b>	<b>0.3455</b>	<b>0.0125</b>	<b>0.3580</b>	<b>0.0925</b>	<b>0.0115</b>	<b>0.1040</b>		<b>466.0829</b>	<b>466.0829</b>	<b>0.0192</b>		<b>466.4867</b>

**3.6 Paving - 2016**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113		1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.1203</b>	<b>10.6282</b>	<b>7.2935</b>	<b>0.0111</b>		<b>0.6606</b>	<b>0.6606</b>		<b>0.6113</b>	<b>0.6113</b>		<b>1,083.5832</b>	<b>1,083.5832</b>	<b>0.2969</b>		<b>1,089.8175</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		208.8056	208.8056	0.0120		209.0585
<b>Total</b>	<b>0.0834</b>	<b>0.1119</b>	<b>1.1725</b>	<b>2.4700e-003</b>	<b>0.2012</b>	<b>1.9000e-003</b>	<b>0.2031</b>	<b>0.0534</b>	<b>1.7500e-003</b>	<b>0.0551</b>		<b>208.8056</b>	<b>208.8056</b>	<b>0.0120</b>		<b>209.0585</b>

3.6 Paving - 2016

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113	0.0000	1,083.583 2	1,083.583 2	0.2969		1,089.817 5
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.1203</b>	<b>10.6282</b>	<b>7.2935</b>	<b>0.0111</b>		<b>0.6606</b>	<b>0.6606</b>		<b>0.6113</b>	<b>0.6113</b>	<b>0.0000</b>	<b>1,083.583 2</b>	<b>1,083.583 2</b>	<b>0.2969</b>		<b>1,089.817 5</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		208.8056	208.8056	0.0120		209.0585
<b>Total</b>	<b>0.0834</b>	<b>0.1119</b>	<b>1.1725</b>	<b>2.4700e-003</b>	<b>0.2012</b>	<b>1.9000e-003</b>	<b>0.2031</b>	<b>0.0534</b>	<b>1.7500e-003</b>	<b>0.0551</b>		<b>208.8056</b>	<b>208.8056</b>	<b>0.0120</b>		<b>209.0585</b>

**3.7 Architectural Coating - 2016**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	18.5917					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
<b>Total</b>	<b>18.9602</b>	<b>2.3722</b>	<b>1.8839</b>	<b>2.9700e-003</b>		<b>0.1966</b>	<b>0.1966</b>		<b>0.1966</b>	<b>0.1966</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0332</b>		<b>282.1449</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0232	0.0311	0.3257	6.9000e-004	0.0559	5.3000e-004	0.0564	0.0148	4.9000e-004	0.0153		58.0016	58.0016	3.3500e-003		58.0718
<b>Total</b>	<b>0.0232</b>	<b>0.0311</b>	<b>0.3257</b>	<b>6.9000e-004</b>	<b>0.0559</b>	<b>5.3000e-004</b>	<b>0.0564</b>	<b>0.0148</b>	<b>4.9000e-004</b>	<b>0.0153</b>		<b>58.0016</b>	<b>58.0016</b>	<b>3.3500e-003</b>		<b>58.0718</b>

**3.7 Architectural Coating - 2016**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	18.5917					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
<b>Total</b>	<b>18.9602</b>	<b>2.3722</b>	<b>1.8839</b>	<b>2.9700e-003</b>		<b>0.1966</b>	<b>0.1966</b>		<b>0.1966</b>	<b>0.1966</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0332</b>		<b>282.1449</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0232	0.0311	0.3257	6.9000e-004	0.0559	5.3000e-004	0.0564	0.0148	4.9000e-004	0.0153		58.0016	58.0016	3.3500e-003		58.0718
<b>Total</b>	<b>0.0232</b>	<b>0.0311</b>	<b>0.3257</b>	<b>6.9000e-004</b>	<b>0.0559</b>	<b>5.3000e-004</b>	<b>0.0564</b>	<b>0.0148</b>	<b>4.9000e-004</b>	<b>0.0153</b>		<b>58.0016</b>	<b>58.0016</b>	<b>3.3500e-003</b>		<b>58.0718</b>

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5433	1.6154	6.1757	0.0151	1.0391	0.0229	1.0620	0.2779	0.0210	0.2989		1,294,427.6	1,294,427.6	0.0535		1,295,550.8
Unmitigated	0.5433	1.6154	6.1757	0.0151	1.0391	0.0229	1.0620	0.2779	0.0210	0.2989		1,294,427.6	1,294,427.6	0.0535		1,295,550.8

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse High Rise	131.80	143.20	121.40	450,869	450,869
Enclosed Parking with Elevator	0.00	0.00	0.00		
<b>Total</b>	<b>131.80</b>	<b>143.20</b>	<b>121.40</b>	<b>450,869</b>	<b>450,869</b>

**4.3 Trip Type Information**

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

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Natural Gas Mitigated	8.5100e-003	0.0728	0.0310	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003		92.8672	92.8672	1.7800e-003	1.7000e-003	93.4324
Natural Gas Unmitigated	8.5100e-003	0.0728	0.0310	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003		92.8672	92.8672	1.7800e-003	1.7000e-003	93.4324

**5.2 Energy by Land Use - Natural Gas**

**Unmitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	789.372	8.5100e-003	0.0728	0.0310	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003		92.8672	92.8672	1.7800e-003	1.7000e-003	93.4324
Total		8.5100e-003	0.0728	0.0310	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003		92.8672	92.8672	1.7800e-003	1.7000e-003	93.4324

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse High Rise	0.789372	8.5100e-003	0.0728	0.0310	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003		92.8672	92.8672	1.7800e-003	1.7000e-003	93.4324
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>8.5100e-003</b>	<b>0.0728</b>	<b>0.0310</b>	<b>4.6000e-004</b>		<b>5.8800e-003</b>	<b>5.8800e-003</b>		<b>5.8800e-003</b>	<b>5.8800e-003</b>		<b>92.8672</b>	<b>92.8672</b>	<b>1.7800e-003</b>	<b>1.7000e-003</b>	<b>93.4324</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.0351	0.0195	1.6743	9.0000e-005		9.0800e-003	9.0800e-003		9.0800e-003	9.0800e-003	0.0000	2.9872	2.9872	3.0300e-003	0.0000	3.0508
Unmitigated	2.0351	0.0195	1.6743	9.0000e-005		9.0800e-003	9.0800e-003		9.0800e-003	9.0800e-003	0.0000	2.9872	2.9872	3.0300e-003	0.0000	3.0508

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3056					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6769					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0526	0.0195	1.6743	9.0000e-005		9.0800e-003	9.0800e-003		9.0800e-003	9.0800e-003		2.9872	2.9872	3.0300e-003		3.0508
<b>Total</b>	<b>2.0351</b>	<b>0.0195</b>	<b>1.6743</b>	<b>9.0000e-005</b>		<b>9.0800e-003</b>	<b>9.0800e-003</b>		<b>9.0800e-003</b>	<b>9.0800e-003</b>	<b>0.0000</b>	<b>2.9872</b>	<b>2.9872</b>	<b>3.0300e-003</b>	<b>0.0000</b>	<b>3.0508</b>

**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	C02e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3056					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6769					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0526	0.0195	1.6743	9.0000e-005		9.0800e-003	9.0800e-003		9.0800e-003	9.0800e-003		2.9872	2.9872	3.0300e-003		3.0508
<b>Total</b>	<b>2.0351</b>	<b>0.0195</b>	<b>1.6743</b>	<b>9.0000e-005</b>		<b>9.0800e-003</b>	<b>9.0800e-003</b>		<b>9.0800e-003</b>	<b>9.0800e-003</b>	<b>0.0000</b>	<b>2.9872</b>	<b>2.9872</b>	<b>3.0300e-003</b>	<b>0.0000</b>	<b>3.0508</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**

**425-429 N. Palm Drive - Existing Conditions**  
**Los Angeles-South Coast County, Annual**

### 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	18.00	Dwelling Unit	0.52	24,945.00	51

#### 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

#### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project site size of 0.52 acres, existing blds 24945 sf

Construction Phase - No construction

Trips and VMT -

Demolition -

Grading - 0.5 acre project site

Woodstoves - No woodstoves or fireplaces.

Construction Off-road Equipment Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	1.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	15.30	0.00
tblFireplaces	NumberNoFireplace	1.80	0.00
tblFireplaces	NumberWood	0.90	0.00
tblLandUse	LandUseSquareFeet	18,000.00	24,945.00
tblLandUse	LotAcreage	1.13	0.52
tblProjectCharacteristics	OperationalYear	2014	2017
tblWoodstoves	NumberCatalytic	0.90	0.00
tblWoodstoves	NumberNoncatalytic	0.90	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

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**2.2 Overall Operational**  
**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1057	2.1900e-003	0.1875	1.0000e-005		1.0200e-003	1.0200e-003		1.0200e-003	1.0200e-003	0.0000	0.3032	0.3032	3.0000e-004	0.0000	0.3096
Energy	1.4000e-003	0.0120	5.0800e-003	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	36.4912	36.4912	1.3100e-003	4.7000e-004	36.6641
Mobile	0.0780	0.2485	0.9369	2.3100e-003	0.1538	3.4400e-003	0.1572	0.0412	3.1600e-003	0.0444	0.0000	179.2503	179.2503	7.3100e-003	0.0000	179.4039
Waste						0.0000	0.0000		0.0000	0.0000	1.6808	0.0000	1.6808	0.0993	0.0000	3.7667
Water						0.0000	0.0000		0.0000	0.0000	0.3721	6.7206	7.0927	0.0385	9.7000e-004	8.2012
<b>Total</b>	<b>0.1851</b>	<b>0.2626</b>	<b>1.1295</b>	<b>2.4000e-003</b>	<b>0.1538</b>	<b>5.4300e-003</b>	<b>0.1592</b>	<b>0.0412</b>	<b>5.1500e-003</b>	<b>0.0464</b>	<b>2.0528</b>	<b>222.7654</b>	<b>224.8182</b>	<b>0.1468</b>	<b>1.4400e-003</b>	<b>228.3454</b>

**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1057	2.1900e-003	0.1875	1.0000e-005		1.0200e-003	1.0200e-003		1.0200e-003	1.0200e-003	0.0000	0.3032	0.3032	3.0000e-004	0.0000	0.3096
Energy	1.4000e-003	0.0120	5.0800e-003	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	36.4912	36.4912	1.3100e-003	4.7000e-004	36.6641
Mobile	0.0780	0.2485	0.9369	2.3100e-003	0.1538	3.4400e-003	0.1572	0.0412	3.1600e-003	0.0444	0.0000	179.2503	179.2503	7.3100e-003	0.0000	179.4039
Waste						0.0000	0.0000		0.0000	0.0000	0.3698	0.0000	0.3698	0.0219	0.0000	0.8287
Water						0.0000	0.0000		0.0000	0.0000	0.3721	6.7206	7.0927	0.0385	9.6000e-004	8.2006
<b>Total</b>	<b>0.1851</b>	<b>0.2626</b>	<b>1.1295</b>	<b>2.4000e-003</b>	<b>0.1538</b>	<b>5.4300e-003</b>	<b>0.1592</b>	<b>0.0412</b>	<b>5.1500e-003</b>	<b>0.0464</b>	<b>0.7418</b>	<b>222.7654</b>	<b>223.5072</b>	<b>0.0693</b>	<b>1.4300e-003</b>	<b>225.4068</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.86	0.00	0.58	52.79	0.69	1.29

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	1/1/2015	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Clean Paved Roads

**3.2 Demolition - 2015**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-004	5.9700e-003	4.4100e-003	1.0000e-005		4.4000e-004	4.4000e-004		4.2000e-004	4.2000e-004	0.0000	0.5446	0.5446	1.1000e-004	0.0000	0.5469
<b>Total</b>	<b>7.1000e-004</b>	<b>5.9700e-003</b>	<b>4.4100e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>4.4000e-004</b>	<b>4.4000e-004</b>	<b>0.0000</b>	<b>4.2000e-004</b>	<b>4.2000e-004</b>	<b>0.0000</b>	<b>0.5446</b>	<b>0.5446</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>0.5469</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	4.0000e-005	3.7000e-004	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.0553	0.0553	0.0000	0.0000	0.0554
<b>Total</b>	<b>2.0000e-005</b>	<b>4.0000e-005</b>	<b>3.7000e-004</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0553</b>	<b>0.0553</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0554</b>

**3.2 Demolition - 2015**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-004	5.9700e-003	4.4100e-003	1.0000e-005		4.4000e-004	4.4000e-004		4.2000e-004	4.2000e-004	0.0000	0.5446	0.5446	1.1000e-004	0.0000	0.5469
<b>Total</b>	<b>7.1000e-004</b>	<b>5.9700e-003</b>	<b>4.4100e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>4.4000e-004</b>	<b>4.4000e-004</b>	<b>0.0000</b>	<b>4.2000e-004</b>	<b>4.2000e-004</b>	<b>0.0000</b>	<b>0.5446</b>	<b>0.5446</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>0.5469</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	4.0000e-005	3.7000e-004	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.0553	0.0553	0.0000	0.0000	0.0554
<b>Total</b>	<b>2.0000e-005</b>	<b>4.0000e-005</b>	<b>3.7000e-004</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0553</b>	<b>0.0553</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0554</b>

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0780	0.2485	0.9369	2.3100e-003	0.1538	3.4400e-003	0.1572	0.0412	3.1600e-003	0.0444	0.0000	179.2503	179.2503	7.3100e-003	0.0000	179.4039
Unmitigated	0.0780	0.2485	0.9369	2.3100e-003	0.1538	3.4400e-003	0.1572	0.0412	3.1600e-003	0.0444	0.0000	179.2503	179.2503	7.3100e-003	0.0000	179.4039

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	118.62	128.88	109.26	405,782	405,782
Total	118.62	128.88	109.26	405,782	405,782

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

**5.0 Energy Detail**

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.6535	22.6535	1.0400e-003	2.2000e-004	22.7422
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.6535	22.6535	1.0400e-003	2.2000e-004	22.7422
Natural Gas Mitigated	1.4000e-003	0.0120	5.0800e-003	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	13.8377	13.8377	2.7000e-004	2.5000e-004	13.9219
Natural Gas Unmitigated	1.4000e-003	0.0120	5.0800e-003	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	13.8377	13.8377	2.7000e-004	2.5000e-004	13.9219

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	259309	1.4000e-003	0.0120	5.0800e-003	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	13.8377	13.8377	2.7000e-004	2.5000e-004	13.9219
Total		1.4000e-003	0.0120	5.0800e-003	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	13.8377	13.8377	2.7000e-004	2.5000e-004	13.9219

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	259309	1.4000e-003	0.0120	5.0800e-003	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	13.8377	13.8377	2.7000e-004	2.5000e-004	13.9219
<b>Total</b>		<b>1.4000e-003</b>	<b>0.0120</b>	<b>5.0800e-003</b>	<b>8.0000e-005</b>		<b>9.7000e-004</b>	<b>9.7000e-004</b>		<b>9.7000e-004</b>	<b>9.7000e-004</b>	<b>0.0000</b>	<b>13.8377</b>	<b>13.8377</b>	<b>2.7000e-004</b>	<b>2.5000e-004</b>	<b>13.9219</b>

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	79161.8	22.6535	1.0400e-003	2.2000e-004	22.7422
<b>Total</b>		<b>22.6535</b>	<b>1.0400e-003</b>	<b>2.2000e-004</b>	<b>22.7422</b>

**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	79161.8	22.6535	1.0400e-003	2.2000e-004	22.7422
<b>Total</b>		<b>22.6535</b>	<b>1.0400e-003</b>	<b>2.2000e-004</b>	<b>22.7422</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1057	2.1900e-003	0.1875	1.0000e-005		1.0200e-003	1.0200e-003		1.0200e-003	1.0200e-003	0.0000	0.3032	0.3032	3.0000e-004	0.0000	0.3096
Unmitigated	0.1057	2.1900e-003	0.1875	1.0000e-005		1.0200e-003	1.0200e-003		1.0200e-003	1.0200e-003	0.0000	0.3032	0.3032	3.0000e-004	0.0000	0.3096

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.7600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0901					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.8400e-003	2.1900e-003	0.1875	1.0000e-005		1.0200e-003	1.0200e-003		1.0200e-003	1.0200e-003	0.0000	0.3032	0.3032	3.0000e-004	0.0000	0.3096
<b>Total</b>	<b>0.1057</b>	<b>2.1900e-003</b>	<b>0.1875</b>	<b>1.0000e-005</b>		<b>1.0200e-003</b>	<b>1.0200e-003</b>		<b>1.0200e-003</b>	<b>1.0200e-003</b>	<b>0.0000</b>	<b>0.3032</b>	<b>0.3032</b>	<b>3.0000e-004</b>	<b>0.0000</b>	<b>0.3096</b>

**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	tons/yr										MT/yr						
Architectural Coating	9.7600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0901					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.8400e-003	2.1900e-003	0.1875	1.0000e-005		1.0200e-003	1.0200e-003		1.0200e-003	1.0200e-003	0.0000	0.3032	0.3032	3.0000e-004	0.0000		0.3096
<b>Total</b>	<b>0.1057</b>	<b>2.1900e-003</b>	<b>0.1875</b>	<b>1.0000e-005</b>		<b>1.0200e-003</b>	<b>1.0200e-003</b>		<b>1.0200e-003</b>	<b>1.0200e-003</b>	<b>0.0000</b>	<b>0.3032</b>	<b>0.3032</b>	<b>3.0000e-004</b>	<b>0.0000</b>		<b>0.3096</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.0927	0.0385	9.6000e-004	8.2006
Unmitigated	7.0927	0.0385	9.7000e-004	8.2012

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	1.17277 / 0.739357	7.0927	0.0385	9.7000e-004	8.2012
<b>Total</b>		<b>7.0927</b>	<b>0.0385</b>	<b>9.7000e-004</b>	<b>8.2012</b>

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	1.17277 / 0.739357	7.0927	0.0385	9.6000e-004	8.2006
<b>Total</b>		<b>7.0927</b>	<b>0.0385</b>	<b>9.6000e-004</b>	<b>8.2006</b>

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.3698	0.0219	0.0000	0.8287
Unmitigated	1.6808	0.0993	0.0000	3.7667

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	8.28	1.6808	0.0993	0.0000	3.7667
Total		1.6808	0.0993	0.0000	3.7667

**8.2 Waste by Land Use**

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	1.8216	0.3698	0.0219	0.0000	0.8287
<b>Total</b>		<b>0.3698</b>	<b>0.0219</b>	<b>0.0000</b>	<b>0.8287</b>

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**

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**425-429 N. Palm Drive Condo Project**  
**Los Angeles-South Coast County, Annual**

### 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	74.00	Space	0.00	29,600.00	0
Condo/Townhouse High Rise	20.00	Dwelling Unit	0.52	55,090.00	57

#### 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

#### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project site size of 0.52 acres, floor area of 55090 sf

Construction Phase - Estimated 20 month construction schedule.

Trips and VMT - Assume 23000 CY export / 20 CY per truck trip = 2300 trips

Demolition -

Grading - 0.5 acre project site

Woodstoves - No woodstoves or fireplaces.

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	60.00
tblConstructionPhase	NumDays	100.00	300.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	2.00	30.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	17.00	0.00
tblFireplaces	NumberNoFireplace	2.00	20.00
tblFireplaces	NumberWood	1.00	0.00
tblGrading	AcresOfGrading	0.00	0.50
tblGrading	MaterialExported	0.00	23,000.00
tblLandUse	LandUseSquareFeet	20,000.00	55,090.00
tblLandUse	LotAcreage	0.67	0.00
tblLandUse	LotAcreage	0.31	0.52
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	HaulingTripNumber	2,875.00	2,300.00
tblWoodstoves	NumberCatalytic	1.00	0.00
tblWoodstoves	NumberNoncatalytic	1.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

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**2.2 Overall Operational**  
**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3684	2.4400e-003	0.2093	1.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	0.3388	0.3388	3.4000e-004	0.0000	0.3460
Energy	1.5500e-003	0.0133	5.6500e-003	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	97.6372	97.6372	4.0800e-003	1.0600e-003	98.0527
Mobile	0.0866	0.2761	1.0410	2.5700e-003	0.1709	3.8200e-003	0.1747	0.0458	3.5200e-003	0.0493	0.0000	199.1670	199.1670	8.1200e-003	0.0000	199.3376
Waste						0.0000	0.0000		0.0000	0.0000	1.8675	0.0000	1.8675	0.1104	0.0000	4.1852
Water						0.0000	0.0000		0.0000	0.0000	0.4134	7.4673	7.8808	0.0428	1.0700e-003	9.1125
<b>Total</b>	<b>0.4566</b>	<b>0.2918</b>	<b>1.2559</b>	<b>2.6600e-003</b>	<b>0.1709</b>	<b>6.0200e-003</b>	<b>0.1769</b>	<b>0.0458</b>	<b>5.7200e-003</b>	<b>0.0515</b>	<b>2.2809</b>	<b>304.6103</b>	<b>306.8913</b>	<b>0.1657</b>	<b>2.1300e-003</b>	<b>311.0340</b>

**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3684	2.4400e-003	0.2093	1.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	0.3388	0.3388	3.4000e-004	0.0000	0.3460
Energy	1.5500e-003	0.0133	5.6500e-003	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	97.6372	97.6372	4.0800e-003	1.0600e-003	98.0527
Mobile	0.0866	0.2761	1.0410	2.5700e-003	0.1709	3.8200e-003	0.1747	0.0458	3.5200e-003	0.0493	0.0000	199.1670	199.1670	8.1200e-003	0.0000	199.3376
Waste						0.0000	0.0000		0.0000	0.0000	1.8675	0.0000	1.8675	0.1104	0.0000	4.1852
Water						0.0000	0.0000		0.0000	0.0000	0.4134	7.4673	7.8808	0.0428	1.0700e-003	9.1118
<b>Total</b>	<b>0.4566</b>	<b>0.2918</b>	<b>1.2559</b>	<b>2.6600e-003</b>	<b>0.1709</b>	<b>6.0200e-003</b>	<b>0.1769</b>	<b>0.0458</b>	<b>5.7200e-003</b>	<b>0.0515</b>	<b>2.2809</b>	<b>304.6103</b>	<b>306.8913</b>	<b>0.1657</b>	<b>2.1300e-003</b>	<b>311.0333</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	2/11/2015	5	30	
2	Site Preparation	Site Preparation	2/12/2015	2/12/2015	5	1	
3	Grading	Grading	2/13/2015	3/26/2015	5	30	
4	Building Construction	Building Construction	3/27/2015	5/19/2016	5	300	
5	Paving	Paving	5/20/2016	5/26/2016	5	5	
6	Architectural Coating	Architectural Coating	5/27/2016	8/18/2016	5	60	

**Acres of Grading (Site Preparation Phase): 0.5**

**Acres of Grading (Grading Phase): 0.5**

**Acres of Paving: 0**

**Residential Indoor: 111,203; Residential Outdoor: 37,068; Non-Residential Indoor: 44,400; Non-Residential Outdoor: 14,800 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	113.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	2,300.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	27.00	7.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

**3.2 Demolition - 2015**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0123	0.0000	0.0123	1.8600e-003	0.0000	1.8600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0212	0.1791	0.1322	1.8000e-004		0.0131	0.0131		0.0125	0.0125	0.0000	16.3380	16.3380	3.3400e-003	0.0000	16.4081
<b>Total</b>	<b>0.0212</b>	<b>0.1791</b>	<b>0.1322</b>	<b>1.8000e-004</b>	<b>0.0123</b>	<b>0.0131</b>	<b>0.0254</b>	<b>1.8600e-003</b>	<b>0.0125</b>	<b>0.0144</b>	<b>0.0000</b>	<b>16.3380</b>	<b>16.3380</b>	<b>3.3400e-003</b>	<b>0.0000</b>	<b>16.4081</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.1800e-003	0.0189	0.0136	4.0000e-005	9.7000e-004	3.0000e-004	1.2600e-003	2.7000e-004	2.7000e-004	5.4000e-004	0.0000	3.8972	3.8972	3.0000e-005	0.0000	3.8979
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	1.0600e-003	0.0110	2.0000e-005	1.6400e-003	2.0000e-005	1.6600e-003	4.4000e-004	2.0000e-005	4.5000e-004	0.0000	1.6593	1.6593	1.0000e-004	0.0000	1.6614
<b>Total</b>	<b>1.9100e-003</b>	<b>0.0200</b>	<b>0.0247</b>	<b>6.0000e-005</b>	<b>2.6100e-003</b>	<b>3.2000e-004</b>	<b>2.9200e-003</b>	<b>7.1000e-004</b>	<b>2.9000e-004</b>	<b>9.9000e-004</b>	<b>0.0000</b>	<b>5.5565</b>	<b>5.5565</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>5.5593</b>

3.2 Demolition - 2015

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.5200e-003	0.0000	5.5200e-003	8.4000e-004	0.0000	8.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0212	0.1791	0.1322	1.8000e-004		0.0131	0.0131		0.0125	0.0125	0.0000	16.3380	16.3380	3.3400e-003	0.0000	16.4080
<b>Total</b>	<b>0.0212</b>	<b>0.1791</b>	<b>0.1322</b>	<b>1.8000e-004</b>	<b>5.5200e-003</b>	<b>0.0131</b>	<b>0.0186</b>	<b>8.4000e-004</b>	<b>0.0125</b>	<b>0.0134</b>	<b>0.0000</b>	<b>16.3380</b>	<b>16.3380</b>	<b>3.3400e-003</b>	<b>0.0000</b>	<b>16.4080</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.1800e-003	0.0189	0.0136	4.0000e-005	9.7000e-004	3.0000e-004	1.2600e-003	2.7000e-004	2.7000e-004	5.4000e-004	0.0000	3.8972	3.8972	3.0000e-005	0.0000	3.8979
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	1.0600e-003	0.0110	2.0000e-005	1.6400e-003	2.0000e-005	1.6600e-003	4.4000e-004	2.0000e-005	4.5000e-004	0.0000	1.6593	1.6593	1.0000e-004	0.0000	1.6614
<b>Total</b>	<b>1.9100e-003</b>	<b>0.0200</b>	<b>0.0247</b>	<b>6.0000e-005</b>	<b>2.6100e-003</b>	<b>3.2000e-004</b>	<b>2.9200e-003</b>	<b>7.1000e-004</b>	<b>2.9000e-004</b>	<b>9.9000e-004</b>	<b>0.0000</b>	<b>5.5565</b>	<b>5.5565</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>5.5593</b>

**3.3 Site Preparation - 2015**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-004	7.1500e-003	3.7000e-003	0.0000		4.4000e-004	4.4000e-004		4.0000e-004	4.0000e-004	0.0000	0.4466	0.4466	1.3000e-004	0.0000	0.4494
<b>Total</b>	<b>7.1000e-004</b>	<b>7.1500e-003</b>	<b>3.7000e-003</b>	<b>0.0000</b>	<b>2.7000e-004</b>	<b>4.4000e-004</b>	<b>7.1000e-004</b>	<b>3.0000e-005</b>	<b>4.0000e-004</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>0.4466</b>	<b>0.4466</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.4494</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	2.0000e-005	1.8000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0277	0.0277	0.0000	0.0000	0.0277
<b>Total</b>	<b>1.0000e-005</b>	<b>2.0000e-005</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0277</b>	<b>0.0277</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0277</b>

**3.3 Site Preparation - 2015**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-004	7.1500e-003	3.7000e-003	0.0000		4.4000e-004	4.4000e-004		4.0000e-004	4.0000e-004	0.0000	0.4466	0.4466	1.3000e-004	0.0000	0.4494
<b>Total</b>	<b>7.1000e-004</b>	<b>7.1500e-003</b>	<b>3.7000e-003</b>	<b>0.0000</b>	<b>1.2000e-004</b>	<b>4.4000e-004</b>	<b>5.6000e-004</b>	<b>1.0000e-005</b>	<b>4.0000e-004</b>	<b>4.1000e-004</b>	<b>0.0000</b>	<b>0.4466</b>	<b>0.4466</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.4494</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	2.0000e-005	1.8000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0277	0.0277	0.0000	0.0000	0.0277
<b>Total</b>	<b>1.0000e-005</b>	<b>2.0000e-005</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>3.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0277</b>	<b>0.0277</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0277</b>

3.4 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0129	0.0000	0.0129	6.4300e-003	0.0000	6.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0212	0.1791	0.1322	1.8000e-004		0.0131	0.0131		0.0125	0.0125	0.0000	16.3380	16.3380	3.3400e-003	0.0000	16.4081
<b>Total</b>	<b>0.0212</b>	<b>0.1791</b>	<b>0.1322</b>	<b>1.8000e-004</b>	<b>0.0129</b>	<b>0.0131</b>	<b>0.0260</b>	<b>6.4300e-003</b>	<b>0.0125</b>	<b>0.0190</b>	<b>0.0000</b>	<b>16.3380</b>	<b>16.3380</b>	<b>3.3400e-003</b>	<b>0.0000</b>	<b>16.4081</b>

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0240	0.3845	0.2774	8.6000e-004	0.0197	6.0200e-003	0.0257	5.4000e-003	5.5400e-003	0.0109	0.0000	79.3238	79.3238	6.5000e-004	0.0000	79.3374
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	1.0600e-003	0.0110	2.0000e-005	1.6400e-003	2.0000e-005	1.6600e-003	4.4000e-004	2.0000e-005	4.5000e-004	0.0000	1.6593	1.6593	1.0000e-004	0.0000	1.6614
<b>Total</b>	<b>0.0247</b>	<b>0.3855</b>	<b>0.2884</b>	<b>8.8000e-004</b>	<b>0.0213</b>	<b>6.0400e-003</b>	<b>0.0274</b>	<b>5.8400e-003</b>	<b>5.5600e-003</b>	<b>0.0114</b>	<b>0.0000</b>	<b>80.9831</b>	<b>80.9831</b>	<b>7.5000e-004</b>	<b>0.0000</b>	<b>80.9988</b>

**3.4 Grading - 2015**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.7900e-003	0.0000	5.7900e-003	2.8900e-003	0.0000	2.8900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0212	0.1791	0.1322	1.8000e-004		0.0131	0.0131		0.0125	0.0125	0.0000	16.3380	16.3380	3.3400e-003	0.0000	16.4080
<b>Total</b>	<b>0.0212</b>	<b>0.1791</b>	<b>0.1322</b>	<b>1.8000e-004</b>	<b>5.7900e-003</b>	<b>0.0131</b>	<b>0.0189</b>	<b>2.8900e-003</b>	<b>0.0125</b>	<b>0.0154</b>	<b>0.0000</b>	<b>16.3380</b>	<b>16.3380</b>	<b>3.3400e-003</b>	<b>0.0000</b>	<b>16.4080</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0240	0.3845	0.2774	8.6000e-004	0.0197	6.0200e-003	0.0257	5.4000e-003	5.5400e-003	0.0109	0.0000	79.3238	79.3238	6.5000e-004	0.0000	79.3374
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	1.0600e-003	0.0110	2.0000e-005	1.6400e-003	2.0000e-005	1.6600e-003	4.4000e-004	2.0000e-005	4.5000e-004	0.0000	1.6593	1.6593	1.0000e-004	0.0000	1.6614
<b>Total</b>	<b>0.0247</b>	<b>0.3855</b>	<b>0.2884</b>	<b>8.8000e-004</b>	<b>0.0213</b>	<b>6.0400e-003</b>	<b>0.0274</b>	<b>5.8400e-003</b>	<b>5.5600e-003</b>	<b>0.0114</b>	<b>0.0000</b>	<b>80.9831</b>	<b>80.9831</b>	<b>7.5000e-004</b>	<b>0.0000</b>	<b>80.9988</b>

**3.5 Building Construction - 2015**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1454	1.4378	0.8298	1.1300e-003		0.1000	0.1000		0.0920	0.0920	0.0000	108.1094	108.1094	0.0323	0.0000	108.7872
<b>Total</b>	<b>0.1454</b>	<b>1.4378</b>	<b>0.8298</b>	<b>1.1300e-003</b>		<b>0.1000</b>	<b>0.1000</b>		<b>0.0920</b>	<b>0.0920</b>	<b>0.0000</b>	<b>108.1094</b>	<b>108.1094</b>	<b>0.0323</b>	<b>0.0000</b>	<b>108.7872</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.1700e-003	0.0724	0.0899	1.5000e-004	4.2900e-003	1.1700e-003	5.4600e-003	1.2200e-003	1.0700e-003	2.3000e-003	0.0000	14.0879	14.0879	1.1000e-004	0.0000	14.0903
Worker	0.0131	0.0191	0.1985	3.8000e-004	0.0296	3.0000e-004	0.0299	7.8600e-003	2.8000e-004	8.1300e-003	0.0000	29.8676	29.8676	1.7800e-003	0.0000	29.9049
<b>Total</b>	<b>0.0203</b>	<b>0.0915</b>	<b>0.2884</b>	<b>5.3000e-004</b>	<b>0.0339</b>	<b>1.4700e-003</b>	<b>0.0354</b>	<b>9.0800e-003</b>	<b>1.3500e-003</b>	<b>0.0104</b>	<b>0.0000</b>	<b>43.9554</b>	<b>43.9554</b>	<b>1.8900e-003</b>	<b>0.0000</b>	<b>43.9852</b>

**3.5 Building Construction - 2015**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1454	1.4378	0.8298	1.1300e-003		0.1000	0.1000		0.0920	0.0920	0.0000	108.1093	108.1093	0.0323	0.0000	108.7870
<b>Total</b>	<b>0.1454</b>	<b>1.4378</b>	<b>0.8298</b>	<b>1.1300e-003</b>		<b>0.1000</b>	<b>0.1000</b>		<b>0.0920</b>	<b>0.0920</b>	<b>0.0000</b>	<b>108.1093</b>	<b>108.1093</b>	<b>0.0323</b>	<b>0.0000</b>	<b>108.7870</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.1700e-003	0.0724	0.0899	1.5000e-004	4.2900e-003	1.1700e-003	5.4600e-003	1.2200e-003	1.0700e-003	2.3000e-003	0.0000	14.0879	14.0879	1.1000e-004	0.0000	14.0903
Worker	0.0131	0.0191	0.1985	3.8000e-004	0.0296	3.0000e-004	0.0299	7.8600e-003	2.8000e-004	8.1300e-003	0.0000	29.8676	29.8676	1.7800e-003	0.0000	29.9049
<b>Total</b>	<b>0.0203</b>	<b>0.0915</b>	<b>0.2884</b>	<b>5.3000e-004</b>	<b>0.0339</b>	<b>1.4700e-003</b>	<b>0.0354</b>	<b>9.0800e-003</b>	<b>1.3500e-003</b>	<b>0.0104</b>	<b>0.0000</b>	<b>43.9554</b>	<b>43.9554</b>	<b>1.8900e-003</b>	<b>0.0000</b>	<b>43.9952</b>

**3.5 Building Construction - 2016**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0691	0.6853	0.4106	5.7000e-004		0.0470	0.0470		0.0432	0.0432	0.0000	53.4584	53.4584	0.0161	0.0000	53.7970
<b>Total</b>	<b>0.0691</b>	<b>0.6853</b>	<b>0.4106</b>	<b>5.7000e-004</b>		<b>0.0470</b>	<b>0.0470</b>		<b>0.0432</b>	<b>0.0432</b>	<b>0.0000</b>	<b>53.4584</b>	<b>53.4584</b>	<b>0.0161</b>	<b>0.0000</b>	<b>53.7970</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.1500e-003	0.0320	0.0416	8.0000e-005	2.1500e-003	4.8000e-004	2.6300e-003	6.1000e-004	4.4000e-004	1.0500e-003	0.0000	6.9679	6.9679	5.0000e-005	0.0000	6.9690
Worker	5.9000e-003	8.6100e-003	0.0898	1.9000e-004	0.0148	1.4000e-004	0.0149	3.9300e-003	1.3000e-004	4.0600e-003	0.0000	14.4353	14.4353	8.2000e-004	0.0000	14.4525
<b>Total</b>	<b>9.0500e-003</b>	<b>0.0406</b>	<b>0.1314</b>	<b>2.7000e-004</b>	<b>0.0169</b>	<b>6.2000e-004</b>	<b>0.0176</b>	<b>4.5400e-003</b>	<b>5.7000e-004</b>	<b>5.1100e-003</b>	<b>0.0000</b>	<b>21.4032</b>	<b>21.4032</b>	<b>8.7000e-004</b>	<b>0.0000</b>	<b>21.4215</b>

**3.5 Building Construction - 2016**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0691	0.6853	0.4106	5.7000e-004		0.0470	0.0470		0.0432	0.0432	0.0000	53.4583	53.4583	0.0161	0.0000	53.7969
<b>Total</b>	<b>0.0691</b>	<b>0.6853</b>	<b>0.4106</b>	<b>5.7000e-004</b>		<b>0.0470</b>	<b>0.0470</b>		<b>0.0432</b>	<b>0.0432</b>	<b>0.0000</b>	<b>53.4583</b>	<b>53.4583</b>	<b>0.0161</b>	<b>0.0000</b>	<b>53.7969</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.1500e-003	0.0320	0.0416	8.0000e-005	2.1500e-003	4.8000e-004	2.6300e-003	6.1000e-004	4.4000e-004	1.0500e-003	0.0000	6.9679	6.9679	5.0000e-005	0.0000	6.9690
Worker	5.9000e-003	8.6100e-003	0.0898	1.9000e-004	0.0148	1.4000e-004	0.0149	3.9300e-003	1.3000e-004	4.0600e-003	0.0000	14.4353	14.4353	8.2000e-004	0.0000	14.4525
<b>Total</b>	<b>9.0500e-003</b>	<b>0.0406</b>	<b>0.1314</b>	<b>2.7000e-004</b>	<b>0.0169</b>	<b>6.2000e-004</b>	<b>0.0176</b>	<b>4.5400e-003</b>	<b>5.7000e-004</b>	<b>5.1100e-003</b>	<b>0.0000</b>	<b>21.4032</b>	<b>21.4032</b>	<b>8.7000e-004</b>	<b>0.0000</b>	<b>21.4215</b>

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8000e-003	0.0266	0.0182	3.0000e-005		1.6500e-003	1.6500e-003		1.5300e-003	1.5300e-003	0.0000	2.4575	2.4575	6.7000e-004	0.0000	2.4717
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>2.8000e-003</b>	<b>0.0266</b>	<b>0.0182</b>	<b>3.0000e-005</b>		<b>1.6500e-003</b>	<b>1.6500e-003</b>		<b>1.5300e-003</b>	<b>1.5300e-003</b>	<b>0.0000</b>	<b>2.4575</b>	<b>2.4575</b>	<b>6.7000e-004</b>	<b>0.0000</b>	<b>2.4717</b>

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	2.9000e-004	2.9900e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.4812	0.4812	3.0000e-005	0.0000	0.4818
<b>Total</b>	<b>2.0000e-004</b>	<b>2.9000e-004</b>	<b>2.9900e-003</b>	<b>1.0000e-005</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>5.0000e-004</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4812</b>	<b>0.4812</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.4818</b>

3.6 Paving - 2016

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8000e-003	0.0266	0.0182	3.0000e-005		1.6500e-003	1.6500e-003		1.5300e-003	1.5300e-003	0.0000	2.4575	2.4575	6.7000e-004	0.0000	2.4717
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>2.8000e-003</b>	<b>0.0266</b>	<b>0.0182</b>	<b>3.0000e-005</b>		<b>1.6500e-003</b>	<b>1.6500e-003</b>		<b>1.5300e-003</b>	<b>1.5300e-003</b>	<b>0.0000</b>	<b>2.4575</b>	<b>2.4575</b>	<b>6.7000e-004</b>	<b>0.0000</b>	<b>2.4717</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	2.9000e-004	2.9900e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.4812	0.4812	3.0000e-005	0.0000	0.4818
<b>Total</b>	<b>2.0000e-004</b>	<b>2.9000e-004</b>	<b>2.9900e-003</b>	<b>1.0000e-005</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>5.0000e-004</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4812</b>	<b>0.4812</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.4818</b>

**3.7 Architectural Coating - 2016**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5578					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.0712	0.0565	9.0000e-005		5.9000e-003	5.9000e-003		5.9000e-003	5.9000e-003	0.0000	7.6598	7.6598	9.0000e-004	0.0000	7.6787
<b>Total</b>	<b>0.5688</b>	<b>0.0712</b>	<b>0.0565</b>	<b>9.0000e-005</b>		<b>5.9000e-003</b>	<b>5.9000e-003</b>		<b>5.9000e-003</b>	<b>5.9000e-003</b>	<b>0.0000</b>	<b>7.6598</b>	<b>7.6598</b>	<b>9.0000e-004</b>	<b>0.0000</b>	<b>7.6787</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	9.6000e-004	9.9800e-003	2.0000e-005	1.6400e-003	2.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.6039	1.6039	9.0000e-005	0.0000	1.6058
<b>Total</b>	<b>6.6000e-004</b>	<b>9.6000e-004</b>	<b>9.9800e-003</b>	<b>2.0000e-005</b>	<b>1.6400e-003</b>	<b>2.0000e-005</b>	<b>1.6600e-003</b>	<b>4.4000e-004</b>	<b>1.0000e-005</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.6039</b>	<b>1.6039</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>1.6058</b>

**3.7 Architectural Coating - 2016**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5578					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.0712	0.0565	9.0000e-005	5.9000e-003	5.9000e-003	5.9000e-003	5.9000e-003	5.9000e-003	5.9000e-003	0.0000	7.6598	7.6598	9.0000e-004	0.0000	7.6787
<b>Total</b>	<b>0.5688</b>	<b>0.0712</b>	<b>0.0565</b>	<b>9.0000e-005</b>	<b>5.9000e-003</b>	<b>5.9000e-003</b>	<b>5.9000e-003</b>	<b>5.9000e-003</b>	<b>5.9000e-003</b>	<b>5.9000e-003</b>	<b>0.0000</b>	<b>7.6598</b>	<b>7.6598</b>	<b>9.0000e-004</b>	<b>0.0000</b>	<b>7.6787</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	9.6000e-004	9.9800e-003	2.0000e-005	1.6400e-003	2.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.6039	1.6039	9.0000e-005	0.0000	1.6058
<b>Total</b>	<b>6.6000e-004</b>	<b>9.6000e-004</b>	<b>9.9800e-003</b>	<b>2.0000e-005</b>	<b>1.6400e-003</b>	<b>2.0000e-005</b>	<b>1.6600e-003</b>	<b>4.4000e-004</b>	<b>1.0000e-005</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.6039</b>	<b>1.6039</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>1.6058</b>

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0866	0.2761	1.0410	2.5700e-003	0.1709	3.8200e-003	0.1747	0.0458	3.5200e-003	0.0493	0.0000	199.1670	199.1670	8.1200e-003	0.0000	199.3376
Unmitigated	0.0866	0.2761	1.0410	2.5700e-003	0.1709	3.8200e-003	0.1747	0.0458	3.5200e-003	0.0493	0.0000	199.1670	199.1670	8.1200e-003	0.0000	199.3376

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse High Rise	131.80	143.20	121.40	450,869	450,869
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	131.80	143.20	121.40	450,869	450,869

**4.3 Trip Type Information**

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

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	82.2620	82.2620	3.7800e-003	7.8000e-004	82.5839
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	82.2620	82.2620	3.7800e-003	7.8000e-004	82.5839
NaturalGas Mitigated	1.5500e-003	0.0133	5.6500e-003	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	15.3752	15.3752	2.9000e-004	2.8000e-004	15.4688
NaturalGas Unmitigated	1.5500e-003	0.0133	5.6500e-003	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	15.3752	15.3752	2.9000e-004	2.8000e-004	15.4688

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse High Rise	288121	1.5500e-003	0.0133	5.6500e-003	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	15.3752	15.3752	2.9000e-004	2.8000e-004	15.4688
<b>Total</b>		<b>1.5500e-003</b>	<b>0.0133</b>	<b>5.6500e-003</b>	<b>8.0000e-005</b>		<b>1.0700e-003</b>	<b>1.0700e-003</b>		<b>1.0700e-003</b>	<b>1.0700e-003</b>	<b>0.0000</b>	<b>15.3752</b>	<b>15.3752</b>	<b>2.9000e-004</b>	<b>2.8000e-004</b>	<b>15.4688</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse High Rise	288121	1.5500e-003	0.0133	5.6500e-003	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	15.3752	15.3752	2.9000e-004	2.8000e-004	15.4688
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>1.5500e-003</b>	<b>0.0133</b>	<b>5.6500e-003</b>	<b>8.0000e-005</b>		<b>1.0700e-003</b>	<b>1.0700e-003</b>		<b>1.0700e-003</b>	<b>1.0700e-003</b>	<b>0.0000</b>	<b>15.3752</b>	<b>15.3752</b>	<b>2.9000e-004</b>	<b>2.8000e-004</b>	<b>15.4688</b>

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse High Rise	87957.6	25.1706	1.1600e-003	2.4000e-004	25.2691
Enclosed Parking with Elevator	199504	57.0914	2.6200e-003	5.4000e-004	57.3149
<b>Total</b>		<b>82.2620</b>	<b>3.7800e-003</b>	<b>7.8000e-004</b>	<b>82.5839</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse High Rise	87957.6	25.1706	1.1600e-003	2.4000e-004	25.2691
Enclosed Parking with Elevator	199504	57.0914	2.6200e-003	5.4000e-004	57.3149
<b>Total</b>		<b>82.2620</b>	<b>3.7800e-003</b>	<b>7.8000e-004</b>	<b>82.5839</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

---

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3684	2.4400e-003	0.2093	1.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	0.3388	0.3388	3.4000e-004	0.0000	0.3460
Unmitigated	0.3684	2.4400e-003	0.2093	1.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	0.3388	0.3388	3.4000e-004	0.0000	0.3460

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0558					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3060					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.5800e-003	2.4400e-003	0.2093	1.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	0.3388	0.3388	3.4000e-004	0.0000	0.3460
<b>Total</b>	<b>0.3684</b>	<b>2.4400e-003</b>	<b>0.2093</b>	<b>1.0000e-005</b>		<b>1.1300e-003</b>	<b>1.1300e-003</b>		<b>1.1300e-003</b>	<b>1.1300e-003</b>	<b>0.0000</b>	<b>0.3388</b>	<b>0.3388</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>0.3460</b>

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0558					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3060					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.5800e-003	2.4400e-003	0.2093	1.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	0.3388	0.3388	3.4000e-004	0.0000	0.3460
<b>Total</b>	<b>0.3684</b>	<b>2.4400e-003</b>	<b>0.2093</b>	<b>1.0000e-005</b>		<b>1.1300e-003</b>	<b>1.1300e-003</b>		<b>1.1300e-003</b>	<b>1.1300e-003</b>	<b>0.0000</b>	<b>0.3388</b>	<b>0.3388</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>0.3460</b>

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.8808	0.0428	1.0700e-003	9.1118
Unmitigated	7.8808	0.0428	1.0700e-003	9.1125

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse High Rise	1.30308 / 0.821507	7.8808	0.0428	1.0700e-003	9.1125
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>7.8808</b>	<b>0.0428</b>	<b>1.0700e-003</b>	<b>9.1125</b>

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse High Rise	1.30308 / 0.821507	7.8808	0.0428	1.0700e-003	9.1118
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>7.8808</b>	<b>0.0428</b>	<b>1.0700e-003</b>	<b>9.1118</b>

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.8675	0.1104	0.0000	4.1852
Unmitigated	1.8675	0.1104	0.0000	4.1852

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse High Rise	9.2	1.8675	0.1104	0.0000	4.1852
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>1.8675</b>	<b>0.1104</b>	<b>0.0000</b>	<b>4.1852</b>

**8.2 Waste by Land Use**

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse High Rise	9.2	1.8675	0.1104	0.0000	4.1852
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>1.8675</b>	<b>0.1104</b>	<b>0.0000</b>	<b>4.1852</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**

## **Appendix C**

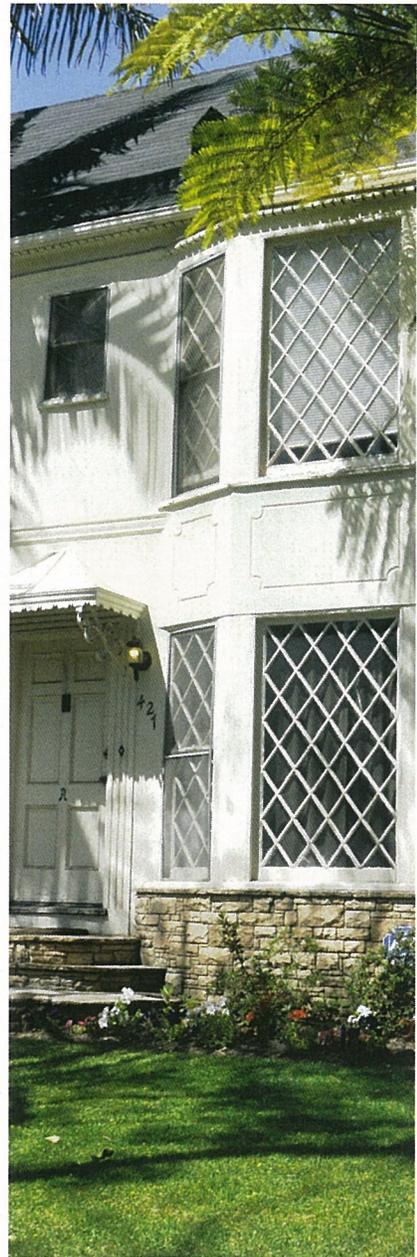
*Historic Resources Evaluation*



425-427 N. PALM DRIVE AND 429 N. PALM DRIVE  
HISTORIC RESOURCE EVALUATION

BEVERLY HILLS, CALIFORNIA  
[14089]

Prepared for  
PATRICK PERRY,  
ALLEN MATKINS



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JUNE 12, 2014

**FINAL**



## TABLE OF CONTENTS

<b>I. INTRODUCTION.....</b>	<b>1</b>
SUMMARY OF DETERMINATION .....	1
METHODOLOGY .....	2
<b>II. PAST EVALUATIONS .....</b>	<b>3</b>
NATIONAL REGISTER OF HISTORIC PLACES .....	3
CALIFORNIA REGISTER OF HISTORICAL RESOURCES .....	3
CALIFORNIA HISTORICAL RESOURCE STATUS CODE.....	3
BEVERLY HILLS HISTORIC RESOURCE SURVEYS .....	4
BEVERLY HILLS LOCAL REGISTER.....	5
<b>III. ARCHITECTURAL DESCRIPTION .....</b>	<b>6</b>
SITE.....	6
425-427 N. PALM DRIVE .....	6
429 N. PALM DRIVE .....	18
SURROUNDING NEIGHBORHOOD .....	22
<b>IV. HISTORIC CONTEXT .....</b>	<b>25</b>
BEVERLY HILLS HISTORY.....	25
CONSTRUCTION OF 425-427 N. PALM DRIVE.....	28
CONSTRUCTION OF 429 N. PALM DRIVE .....	32
<b>V. EVALUATION.....</b>	<b>34</b>
NATIONAL REGISTER OF HISTORIC PLACES & CALIFORNIA REGISTER OF HISTORICAL RESOURCES .....	34
INTEGRITY .....	39
BEVERLY HILLS LANDMARK DESIGNATION CRITERIA.....	41
<b>VI. CONCLUSION.....</b>	<b>44</b>
<b>VII. REFERENCES CITED.....</b>	<b>45</b>
<b>VIII. APPENDIX .....</b>	<b>47</b>
A.    SAMPLING OF TENANTS AT 425-427 N. PALM DRIVE AND 429 N. PALM DRIVE .....	47

## I. INTRODUCTION

This Historic Resource Evaluation (HRE) has been prepared at the request of Patrick Perry at Allen Matkins Leck Gamble Mallory & Natsis LLP, representing the owner of two adjacent properties with three multi-family residential buildings located at 425, 427, and 429 N. Palm Drive in Beverly Hills (Figure 1). 425 (a) to 427 (b) N. Palm Drive, at the northwest corner of Palm Drive and Beverly Boulevard, is a lot-tied, double-wide property with two similar 1941 two-story apartment buildings, each with six units (APN 4342-033-011). To the north is 429 N. Palm Drive (c), a single lot with a three-story condominium building constructed in 1974-5 (APN 4342-033-021). 425-427 N. Palm Drive and 429 N. Palm Drive are located on North Palm Drive, south of Santa Monica Blvd. and Civic Center Drive, northeast of Beverly Hill's Commercial Triangle, and a few blocks west of the city's eastern boundary at Doheny Drive (Figure 2).

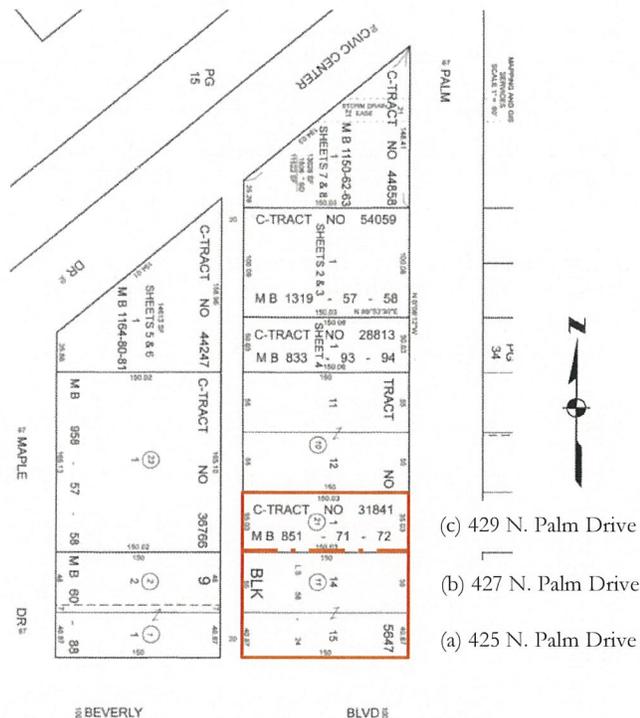


Figure 1. Map of 425-427 N. Palm Drive and 429 N. Palm Drive (highlighted in red). The dashed line separates the two legal parcels. Source: Los Angeles County Assessor, edited by Page & Turnbull, 2014.

## SUMMARY OF DETERMINATION

Constructed in 1941 by prolific developer Joe Eudemiller (or Endemiller), the two buildings at 425-427 N. Palm Drive are among several similar French Eclectic-style apartment buildings Eudemiller built from a standard plan.<sup>1</sup> The property at 425-427 N. Palm Drive does not appear to be significant in Eudemiller's career, nor does it appear that Eudemiller strongly influenced the neighborhood immediately surrounding 425-427 N. Palm Drive. Similar buildings constructed by Eudemiller in Beverly Hills south of Wilshire Blvd. have been identified as contributors to potential historic districts of multi-family residential (MFR) properties in the Tract 7710 MFR and Olympic Blvd. MFR potential districts. A survey of the area around the subject properties is outside the scope of this report, but few examples of 1920s to 1940s period revival-style multi-family housing remain in the

<sup>1</sup> Eudemiller's name is spelled "Endemiller" in some sources.

immediate area. It does not appear that a potential historic district of multi-family residential properties exist surrounding 425-427 and 429 N. Palm Drive.

Furthermore, longtime owners of 425-427 N. Palm Drive were Tony-award winning actress Isabel Bigley and her husband Lawrence Barnett, a Hollywood executive. Both were established figures in the entertainment industry, but there is no indication that the property is significant to the career of either Bigley or Barnett or was an important part of their holdings.

Local developer Nathan Rosenblatt built 429 N. Palm Drive in 1974-1975 as a condominium project during a trend when condominiums were replacing rental apartments in multi-family housing. The property does not appear to be noteworthy in this trend. Designed by Kolischer, an architect or firm with little information available, the building has elements of historic architectural styles, such as a false Mansard roof, but does not appear to be architecturally distinctive.

None of the buildings at 425-427 N. Palm Drive and 429 N. Palm Drive appears to be individually eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or the Beverly Hills Local Register of Historic Properties.

## METHODOLOGY

This Historic Resource Evaluation provides a summary of previous historical surveys and ratings, an architectural description, a historic context statement, a construction chronology, and an evaluation of the property's eligibility for listing on the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), and Beverly Hills Local Register of Historic Properties.

Page & Turnbull prepared this report using research collected at various repositories, including the City of Beverly Hills Records Management System, Beverly Hills Public Library, and the Los Angeles Public Library's electronic resource such as Sanborn maps and historic newspaper archives. A site visit was conducted in April 2014 to document the exteriors of the buildings.



Figure 2. Map of the three properties showing the immediate neighborhood. The subject site is in the red box, and the three buildings are shaded in blue. Source: Virtual Beverly Hills Comprehensive Interactive City Maps, edited by author.

## II. PAST EVALUATIONS

The following section examines the national, state, and local historical ratings currently assigned to the buildings at 425-427 N. Palm Drive and 429 N. Palm Drive, Beverly Hills, CA 90210.

### NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places (National Register) is the nation's most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

425-427 N. Palm Drive and 429 N. Palm Drive are not currently listed in the National Register of Historic Places.

### CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

425-427 N. Palm Drive and 429 N. Palm Drive are not currently listed in the California Register of Historical Resources.

### CALIFORNIA HISTORICAL RESOURCE STATUS CODE

Properties listed or under review by the State of California Office of Historic Preservation are assigned a California Historical Resource Status Code (Status Code) of "1" to "7" to establish their historical significance in relation to the National Register of Historic Places (National Register or NR) or California Register of Historical Resources (California Register or CR). Properties with a Status Code of "1" or "2" are either eligible for listing in the California Register or the National Register, or are already listed in one or both of the registers. Properties assigned Status Codes of "3" or "4" appear to be eligible for listing in either register, but normally require more research to support this rating. Properties assigned a Status Code of "5" have typically been determined to be locally significant or to have contextual importance. Properties with a Status Code of "6" are not eligible for listing in either register. Finally, a Status Code of "7" means that the resource has not been evaluated for the National Register or the California Register, or needs re-evaluation.

425-427 N. Palm Drive and 429 N. Palm Drive is not listed in the California Historical Resources Information System (CHRIS) database with any Status Code, which means that the buildings have not been formally evaluated using California Historical Resource Status Codes.

## BEVERLY HILLS HISTORIC RESOURCE SURVEYS

### 1985-86 Beverly Hills Historic Resources Survey

The 1985-86 Beverly Hills Historic Resources Survey (1986 Survey) was initiated as a result of a Landmarks Preservation section of the Conservation Element of the City's General Plan, which was adopted in 1979.<sup>2</sup> The Conservation Element proposed that an informal inventory be reviewed by the Architectural Commission and that the Commission subsequently prepare a list of Landmark designations. The 1985-86 Survey was undertaken to assemble the necessary information in order to accomplish the first step in meeting the goals of the Conservation Element. It also provided the background information needed to evaluate implementation measures for the City Landmarks program. While the inventory has not been adopted as a local register, it serves as a guide to potentially significant historic properties that may have historic or cultural significance to the City.

The survey team divided the city into six areas and conducted a windshield survey to identify the historic building stock in each area. Utilizing a precursor of the current California Historic Resources Status Code, a numerical rating of 1 through 6 was assigned. Sites evaluated at a "5" or better were documented with a Historic Resources Inventory form (State Office of Historic Preservation forms DPR 523 and 660) and further research conducted. From 2,790 structures surveyed, 371 were found to be potential historic resources.

425-427 N. Palm Drive and 429 N. Palm Drive are located near the city's eastern border, a few blocks west of Doheny Drive and south of Santa Monica Blvd. They are in Area 3 of the 1985-86 Survey. No structures from Area 3 were recommended for inclusion as potential historic resources.<sup>3</sup> As such, 425-427 N. Palm Drive and 429 N. Palm Drive were not identified as potential historic resources in the 1986 Survey.

### 2004 Survey Update

A 2004 update to the 1985-86 survey (2004 Survey) re-evaluated 386 previously identified historic resources, including individual properties, districts, and community design features.<sup>4</sup> It also conducted a reconnaissance level survey of Area 4, the multi-family residential area south of Wilshire Boulevard. From the 386 previously identified resources, 70 properties received new status codes due primarily to demolition or substantial alterations; a few, such as Anderton Court at 332 N. Rodeo Drive, designed by Frank Lloyd Wright, received higher status codes as new information or understandings of the resources surfaced with the passage of time.

The 2004 Survey identified five potential historic districts eligible for local listing, containing a total of 268 contributing multi-family residential properties. These included:

- Tract 7710 MFR District (5S3), 114 potential contributors
- Smithwood Drive MFR District (5S3), 10 potential contributors
- Beverly Vista MFR District (5S3), 55 potential contributors
- South Roxbury-Bedford Drive MFR District (5S3), 37 potential contributors
- Olympic Boulevard MFR District (5S3), 52 potential contributors.

425-427 N. Palm Drive and 429 N. Palm Drive were not evaluated as part of the 2004 Survey.

<sup>2</sup> Johnson Heumann Research Associates, "Beverly Hills Historic Resources Survey, 1985-1986," 1986.

<sup>3</sup> Johnson Heumann, p. 114.

<sup>4</sup> PCR Services Corporation, "Historic Resources Survey Report: City of Beverly Hills," 2004. Part I of the report is a historic resources survey update, while Part II is a survey of multi-family residences in Area 4.

### 2006 Survey Update

In 2006, a survey was conducted to update the 1986 Survey for Area 5, encompassing the Commercial Triangle and Wilshire corridor (2006 Survey).<sup>5</sup> The Commercial Triangle is bounded by Santa Monica Boulevard to the north, Rexford Drive to the east, and Wilshire Boulevard to the southwest, and is the historic and current commercial center of Beverly Hills. Wilshire Boulevard is a historically automobile-oriented corridor that runs from the city's eastern boundary at San Vicente Boulevard to the Los Angeles Country Club at its western end. Wilshire Boulevard is lined by larger and taller buildings, ranging from 1920s theaters to mid- and late-twentieth-century high-rise office buildings.

The 2006 Survey provided an expanded historic context of the city's 1950s and 1960s commercial development. It re-evaluated the 27 resources in Area 5 identified as historic in 1986, of which four properties were found to be no longer eligible for national, state, or local listing due to demolition or significant alterations. The survey also evaluated 60 resources not previously surveyed. It identified 22 properties individually eligible for the National Register or California Register, as well as 38 properties that appear to be contributors in three potential historic districts or thematic groupings eligible for the California Register: the Art Deco Moderne Buildings, Regency Revival Buildings, and Post World War II Commercial Buildings.

425-427 N. Palm Drive and 429 N. Palm Drive were not evaluated in the 2006 Survey.

Past surveys conducted by the City of Beverly Hills in 1986, 2004, and 2006 did not identify 425-427 N. Palm Drive or 429 N. Palm Drive as potential historic resources.

### BEVERLY HILLS LOCAL REGISTER

The Historic Preservation Ordinance, Chapter 10-3-3212 of the City of Beverly Hills Municipal Code, regulates designation criteria for listing on the local register. Individual structures and sites with historic or architectural significance may be listed as Landmarks on the Beverly Hills Local Register of Historic Properties if an application is submitted and approved by the Cultural Heritage Commission and City Council. Historic districts may also be listed if they meet the criteria listed in Chapter 10-3-3213.

The Beverly Hills Local Register of Historic Properties was established in February 2012 with the adoption of the Historic Preservation Ordinance.

425-427 N. Palm Drive and 429 N. Palm Drive are not currently listed in the Local Register.

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<sup>5</sup> Jones & Stokes, "Historic Resources Survey Report: City of Beverly Hills," June 2006, rev. April 2007. Part I of the report is a historic resources survey update, while Part II is a survey of commercial properties in Area 5.

### III. ARCHITECTURAL DESCRIPTION

#### SITE

425-427 N. Palm Drive and 429 N. Palm Drive are located on North Palm Drive, which lies south of Santa Monica Blvd., northeast of Beverly Hill's Commercial Triangle, and a few blocks west of the city's eastern boundary at Doheny Drive. The two properties, containing a total of three multi-family residential buildings, are located adjacent to one another in an R-4 (multi-family residential) zone at the northwest corner of Palm Drive and Beverly Blvd. (**Figure 3**). 425-427 N. Palm Drive each has a stand-alone garage to the rear (west).

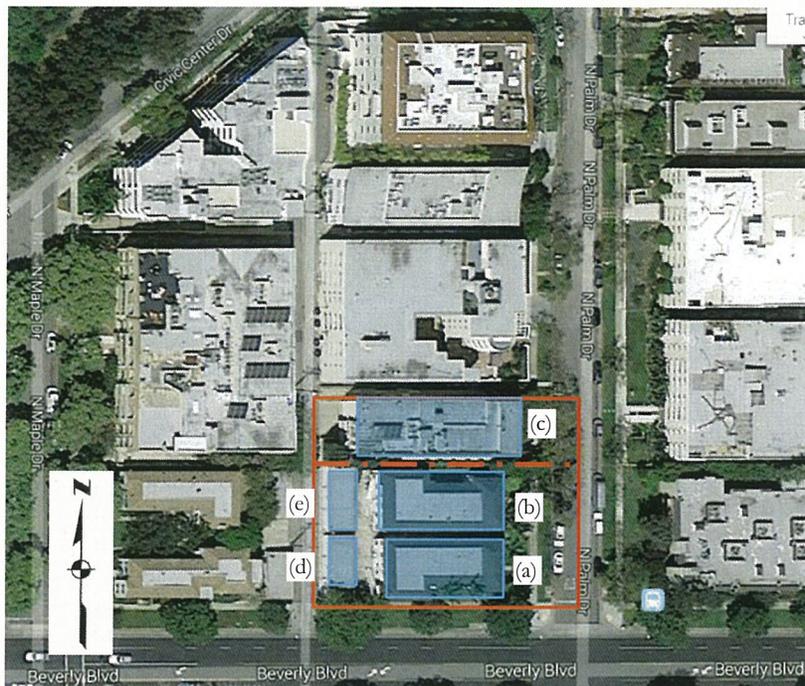


Figure 3. Aerial view of 425(a) - 427(b) N. Palm Drive and 429(c) N. Palm Drive. The stand-alone garages for 425 N. Palm Drive (d) and 427 N. Palm Drive (e) are west of the buildings.

Source: Google Maps, edited Page & Turnbull, 2014

#### 425-427 N. PALM DRIVE

425-427 N. Palm Drive is a lot-tied, double-wide property located on the northwest corner of Beverly Boulevard and North Palm Drive, the first lot north of Beverly Blvd (**Figure 4**). The rectangular lot measures 96 feet wide by 150 feet deep, with 425 N. Palm Drive (a) approximately 41 feet wide and 427 N. Palm Drive (b) larger at 55 feet wide. Two similar, mirror-image buildings are on the lot. 425 N. Palm Drive (a) is the southernmost building and 427 N. Palm Drive (b) is the northernmost building. A shared concrete walkway is between the two buildings.

The buildings have a front 25-foot setback from Palm Drive, with a raised lawn bordered by buff-colored stone-veneer curbs and planting beds next to the buildings. Similar stone-veneer steps and walkways lead from the sidewalk to unit doors on the primary (east) façades and to the walkway between the buildings. Planting beds with flowers, bushes, and palm trees are located along part of 425 N. Palm Drive's south façade and 427 N. Palm Drive's north façade.



Figure 4. East façade of 425 (left) and 427 (right) N. Palm Drive, looking west.  
Source: Page & Turnbull, 2014

Two small, detached six-car garages are at the rear (west) of the buildings, fronting the alley between North Palm Drive and North Maple Drive. A concrete patio separates the rears of 425 and 427 N. Palm Drive from their respective garage structures.

#### 425 N. Palm Drive (a)

Constructed in 1941, the two-story, six-unit multi-family residential building at 425 N. Palm Drive is French Eclectic in style with some Renaissance detailing (**Figure 5**). The building is wood-framed, clad in stucco, and C-shaped in plan opening south toward Beverly Blvd. A medium-pitched, hipped-shaped roof with a ridge and asphalt shingles tops the building; behind the ridge, the roof is flat. A slight eave overhangs with dentils below except at the north façade. The windows are wood sash throughout, and the operable sashes have screens.

The building is on a raised foundation, with the first floor several feet above grade level. Buff-colored, stone-vener steps lead to the entry doors of four units: one at the front (east) façade and three at the south façade. A set of concrete stairs at the south façade leads to the second-floor entry doors for the remaining two units.



Figure 5. Primary (east) façade of 425 N. Palm Drive.  
Source: Page & Turnbull, 2014

#### Primary (East) Façade

The primary façade of 425 N. Palm Drive faces east onto N. Palm Drive (**Figure 5**). The façade is asymmetrical with the northern half projecting slightly forward from the southern half, which is dominated by bay windows at the first and second floors. Decorative stucco quoin features are at the first floor at both corners of the projecting northern half, and at the south half's south corner. A horizontal, stucco belt course separates the first and second floors. Below the belt course is a band of decorative scoring at the south half between the bay windows. Below the roofline is another horizontal, stucco belt course with dentil molding over the second-floor bay window (**Figure 6**).

On the first floor, a wood-paneled unit door is slightly off-center and on the southern half. A set of three, half circle front steps, clad in stone veneer and with a simple, metal handrail lead to the door (**Figure 9**). A decorative metal awning shelters the door, supported by ornamental metal brackets. South of the front door is a three-sided, multi-light, wood-sash bay window (**Figure 8**). Two double-hung windows flank the large, fixed center window. All three windows have wood muntins in a diagonal pattern and multiple panes. Below the bay window, the façade is clad in stone veneer matching the front steps.

At the projecting northern end are two windows. The window north of the door is a vertically-oriented, six-over-six, double-hung window. A decorative stucco surround is around the window, with a pediment at top and an ogee shape below. The northernmost window is horizontally-oriented with three double-hung windows divided by wood mullions. Below the windows is a projecting stucco feature with two corbeled brackets that spans the width of the three windows (**Figure 7**).

The second-floor windows are nearly identical to the ground floor, except the vertically-oriented window at the northern end lacks the decorative stucco surround. A small, double-hung, wood-sash window with diagonal muntins creating an X-pattern and four triangular lites is located above the door.



Figure 6. 425 N. Palm Drive. Medium-pitched, hipped roof clad in shingles with a slight eave and dentil features. Shed dormer attic vent shown on right. Source: Page & Turnbull, 2014



Figure 7. 425 N. Palm Drive. Northern most windows on primary (east) façade with corbeled stucco feature below. Stucco quoins shown on corner. Source: Page & Turnbull, 2014

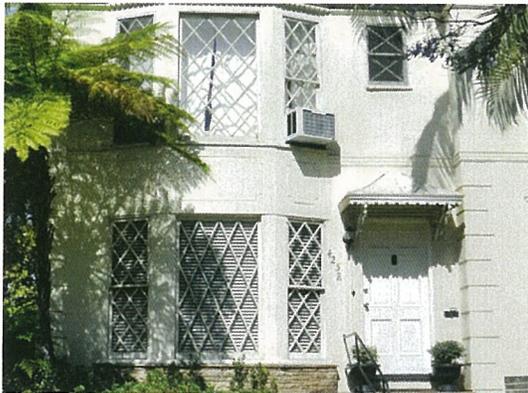


Figure 8. 425 N. Palm Drive. Stacked bay windows with divided lights and decorative metal awning above individual unit door. Source: Page & Turnbull, 2014

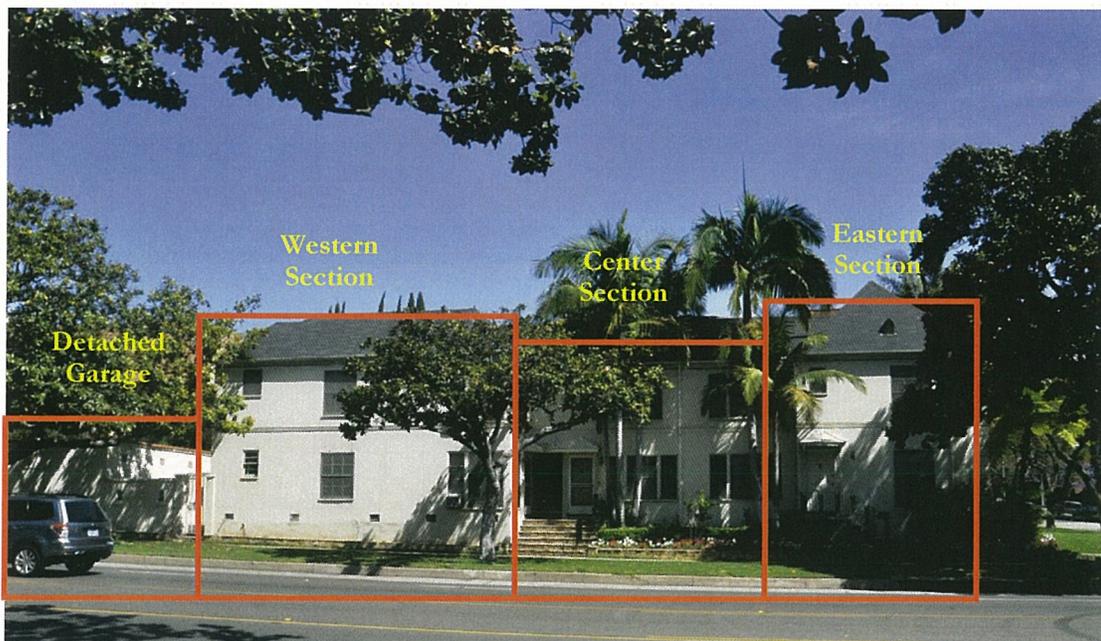


Figure 9. 425 N. Palm Drive. Entry stair with metal railing. Source: Page & Turnbull, 2014

### South Façade

The south façade (along Beverly Blvd.) is asymmetrical and has three sections (**Figure 10**). The westernmost section extends to the sidewalk along Beverly Blvd and has a stone-veneer curb at the base. The easternmost section is set back several feet from the sidewalk, and the center section is recessed an additional several feet. A horizontal, stucco belt course runs between the first and second levels, and another is below the roof line. Stucco quoin features are at the eastern corner, below the belt course, and wrapping around from the front (east) façade.

The south façade's first floor has three unit entry doors: one in the western section facing east, one in the center section facing south (toward Beverly Blvd), and one in the eastern section also facing south. Between the doors of the western and center section is a set of stairs to two second-floor unit entries. As the first floor is raised off the ground, the doors are accessed by exterior stairs off of the sidewalk. The stairs are clad in stone veneer and have a simple, metal handrail. Each entry door is wood paneled and sheltered by awnings with decorative metal brackets; the awning between the western and center section doors is a continuous L shape (**Figure 11**). The entry doors at the western and center sections have screen doors.



**Figure 10.** 425 N. Palm Drive. South façade facing Beverly Blvd. in three sections. Source: Page & Turnbull, 2014.

The fenestration pattern on the first and second floors is virtually identical, with the windows stacked above each other. The western section has three windows at each floor: a small, double-hung, two-over-two window is located at the right (west); a larger, six-over-six double-hung window is slightly off-center; and a two-over-two double-hung window separated by a wood mullion from a six-over-six double-hung window at the left (east). Four foundation vents are arranged across the western section below the first-floor windows. At the eastern return of the western section is another six-over-six double-hung window next to the paneled unit entry door.

The center, recessed section is asymmetrical with the second-floor stairs and a unit entry door located to the western side. East of the unit door are two sets of tripartite windows where the central window is a six-over-six double-hung flanked by two-over-two double-hung windows separated by

wood mullions. At the second floor is a small, two-over-two double-hung window above the stair entry, and two sets of the same tripartite window as the first floor.

The eastern section is asymmetrical with the unit entry door located to the western side (**Figure 12**). A double-hung, six-over-six window is east of the door. At the second floor is a small double-hung two-over-two window above the unit door and a six-over-six double-hung window above the same first-floor window. All the windows on the south façade have small, stucco sills but no other surrounds or decorative features.



Figure 11. Unit entry doors at the south façade of 425 N. Palm Drive with stairs to the second floor units. Source: Page & Turnbull, 2014



Figure 12. Eastern section of 425 N. Palm Drive south façade, looking west. Source: Page & Turnbull, 2014

West of the building is a high, metal gate and stucco wall that connects the south building façade to the south façade of the detached garage. The wall features two pointed arch decorative niches with stucco sills, a stucco cap, and a stone-veneer curb along the base. There are stucco pilasters on either side of the metal mesh and bar gate. (**Figure 13**). Centered on the south façade of the detached garage is a window opening that is boarded with plywood (**Figure 14**).

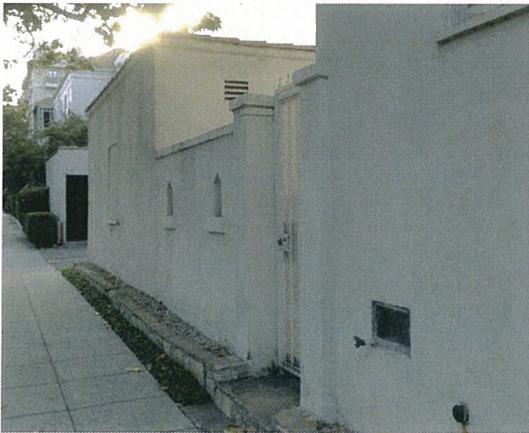


Figure 13. Rear (west) wall between the south façade of 425 N. Palm Drive (right) and its garage (left). Source: Page & Turnbull, 2014



Figure 14. Stucco wall at western end of 425 N. Palm Drive's south façade with decorative niches. Source: Page & Turnbull, 2014

#### North Façade

The north façade is asymmetrical with minimal detail and faces the similarly simple south façade of 427 N. Palm Drive, across a narrow concrete walkway. At the eastern (front) end are two sets of

three-step stairs that span the walkway and lead to rear unit doors (**Figure 15**). Between the steps is a recessed area with concrete stairs leading to the second floor and a paneled and glazed door. Two rectangular jalousie windows are in the recessed area (**Figure 16-17**). All other windows on the north façade are double-hung, wood-sash windows, with either six-over-six or smaller two-over-two configurations. Each window has a small stucco sill. There are no window surrounds or decorative features on the north façade (**Figure 18**). The slight eave on the north façade is plain with no dentils.

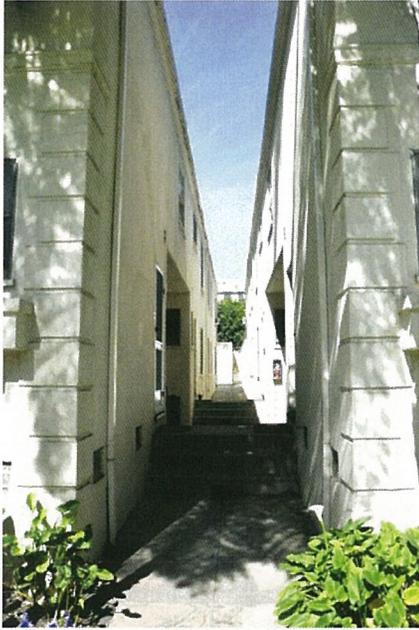


Figure 15. Narrow walkway between 425 N. Palm Drive (left) and 427 N. Palm Drive (right), looking west. Source: Page & Turnbull, 2014



Figure 16. North façade of 425 N. Palm Drive, looking west. Source: Page & Turnbull, 2014



Figure 17. North façade of 425 N. Palm Drive, with a rear unit door and rear stairs to second floor units, looking east. Source: Page & Turnbull, 2014.

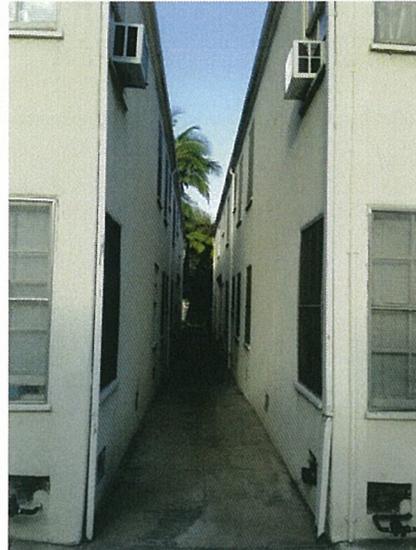


Figure 18. Walkway between 425 N. Palm Drive (right) and 427 N. Palm Drive (left), looking east. Source: Page & Turnbull, 2014

### West (Rear) Façade

The west façade is asymmetrical with minimal detail and dentils at the eave (**Figure 19**). The southern bay projects several feet and features a two-over-two double-hung window and a multi-light door at both the first and second floors. A simple metal overhang shelters the second-floor door. The rest of the façade features, from south to north (right to left) on each floor: two four-over-four double-hung windows north of the southern projecting bay; a rectangular jalousie window; and two more six-over-six double-hung windows toward the northern end.



Figure 19. West (rear) façade of 425 N. Palm Drive, looking southeast. Source: Page & Turnbull, 2014.

There are small, stucco sills under each window but no window surrounds or decorative features elsewhere on the rear (west) façade. An exterior wood stair with open treads and wood railing leads from the second-floor door to ground level. A wood utility shelter is centered on the first floor. A concrete paved patio separates the rear west façade from the rear east façade of the detached garage.

### **427 N. Palm Drive (b)**

427 N. Palm Drive is located directly to the north of 425 N. Palm Drive and is the northern building on the combined lots. Also constructed in 1941 in the same French Eclectic style with Renaissance detailing, 427 N. Palm Drive is a wood-framed structure clad in stucco and with C-shaped plan that opens north toward 429 N. Palm Drive. It is a nearly mirror image of 425 N. Palm Drive and also contains six units (**Figure 20**). A medium-pitched, hipped-shaped roof with a ridge and asphalt shingles tops the building; behind the ridge, the roof is flat. A slight eave overhangs with dentils below except at the south façade. The windows are wood sash throughout, and the operable sashes have screens.

The building is on a raised foundation, with the first floor raised several feet above grade level. Buff-colored, stone-veneer cladded steps lead to the entry doors of four units: one at the front (east) façade and three at the north façade. A set of concrete stairs at the south façade leads to the second-floor entry doors for the remaining two units.

### Primary (East) Façade

The primary façade of 425 N. Palm Drive faces east onto N. Palm Drive (**Figure 20**). The facade is asymmetrical, with the southern half projecting slightly forward from the northern half, which is dominated by bay windows at the first and second floors. Decorative stucco quoin features are at the first floor at both corners of the projecting southern half, and at the north half's north corner. A horizontal, stucco belt course separates the first and second floors. Below the belt course is a band of decorative scoring at the north half between the bay windows. Below the roofline is another horizontal, stucco belt course with dentil molding over the second-floor bay window.



Figure 20. The primary (east) façade of 427 N. Palm Drive, looking west. The building is a mirror image of 425 N. Palm Drive to the south (left). Source: Page & Turnbull, 2014.

On the first floor, a wood-paneled unit door is slightly off-center and on the northern half. A set of three, half circle front steps, clad in stone veneer with no handrail leads to the door, where a decorative metal awning shelters the door, supported by ornamental metal brackets. North of the front door is a three-sided, multi-light bay window where two double-hung windows flank the large, fixed center window. All three windows have wood muntins in a diagonal pattern and multiple panes. Below the bay window, the façade is clad in stone veneer matching the front steps.

At the projecting northern end are two windows. The window south of the door is a vertically-oriented, six-over-six, double-hung window. A decorative stucco surround is around the window, with a pediment at top and an ogee shape below. The southernmost window is horizontally-oriented with three double-hung windows divided by wood mullions. Below the windows is a projecting stucco feature with two corbeled brackets that spans the width of the three windows.

The second-floor windows are nearly identical and stacked above the first floor windows, except the six-over-six window lacks the decorative stucco surround. Above the door is a small, double-hung window with diagonal muntins creating an X-pattern and four triangular lites.

### North Façade

The north façade is asymmetrical and has three sections. The westernmost section extends across the rear of the lot. The eastern (front) section is set back from a stone-veneer paved side walkway, and

the center section is recessed an additional several feet (**Figure 21**). A horizontal, stucco belt course runs between the first and second floors, and another is below the roof line. Stucco quoin features are at the eastern corner, below the belt course and wrapping around from the front (east) façade.



Figure 21. North façade of 427 N. Palm Drive, looking west. Source: Page & Turnbull, 2014



Figure 22. North façade of 427 N. Palm Drive with its three sections: east (right), center, and west (left). Source: Page & Turnbull, 2014



Figure 23. North façade of 427 N. Palm Drive, looking east. Source: Page & Turnbull, 2014.



Figure 24. Unit entry doors and stairs to the second floor units at north façade of 427 N. Palm Drive. Source: Page & Turnbull, 2014.

The north façade's first floor has three unit entry doors: one in the western section facing east, one in the center section facing north, and one in the eastern section also facing north (**Figure 22**). Each door has a screen door. Between the doors of the western and center section is a set of stairs to two second-floor unit entries (**Figure 24**). As the first floor is raised off the ground, the first-floor doors are accessed by exterior, stone-veneer steps from the walkway. Each entry door is wood paneled and sheltered by awnings with decorative metal brackets; the awning between the western and center section doors is a continuous L-shape.

The fenestration pattern on the first and second floors is virtually identical, with the windows stacked above each other. The western (rear) section has three windows at each floor: a small double-hung, two-over-two window is located at the west end; a larger, six-over-six double-hung window is slightly

off-center; and a two-over-two double-hung window is separated by a wood mullion from a six-over-six double-hung window at the east. At the eastern return is another six-over-six double-hung window next to the paneled unit entry door (**Figure 24**).

The center, recessed section is asymmetrical with the second-floor stairs and a unit entry door located to at the western corner. East of the unit door are two sets of tripartite windows, where the central window is a six-over-six double-hung window flanked by two-over-two double-hung windows separated by wood mullions. At the second floor is a small, two-over-two double-hung window above the stair entry, and two sets of the same tripartite window as the first floor.

The eastern section is asymmetrical with the unit entry door located to the western side (**Figure 23**). A double-hung, six-over-six window is east of the door. At the second floor are a small double-hung two-over-two window above the unit door and a six-over-six double-hung window above the same first-floor window. All the windows on the north façade have small stucco sills but no other surrounds or decorative features.

#### South Façade

The south façade is asymmetrical with minimal detail, and it faces the similarly simple north façade of 425 N. Palm Drive across a narrow concrete walkway (**Figure 15**). At the eastern (front) end are two sets of three-step stairs that span the walkway and lead to rear unit doors. Between the steps is a recessed area with concrete stairs leading to the second floor and a paneled and glazed door. Two rectangular jalousie windows are in the recessed area. All other windows on the south façade are double-hung, wood-sash windows, with either six-over-six or smaller two-over-two configurations (**Figure 18**). Each window has a small stucco sill. There are no window surrounds or decorative features on the south façade. The slight eave on the north façade is plain with no dentils.

#### West (Rear) Façade

The west façade is asymmetrical with minimal detail and dentils at the eave (**Figure 25**). The northern bay projects several feet and features a two-over-two double-hung window and a multi-light door at both the first and second floors. A simple metal overhang shelters the second-floor door. The rest of the façade features from north to south (left to right) on each floor: two four-over-four double-hung windows north of the southern projecting bay; a rectangular jalousie window at the second floor above a double-hung window at the first floor; and two more six-over-six double-hung windows toward the southern end. There are small, stucco sills under each window but no window surrounds or decorative features elsewhere on the façade.

An exterior wood stair with open treads and wood railing leads from the second-floor door to ground level. A wood utility shelter is centered on the first floor. A concrete paved patio separates the rear façade from the east façade of the detached garage.



Figure 25. West (rear) façade of 427 N. Palm Drive, looking northeast. Source: Page & Turnbull, 2014.

#### Detached Garages

Two detached, six-car garages are at the rear of the property, each aligned with 425 and 427 N. Palm Drive and separated by a concrete patio (Figure 26, 28 and 29). The garages are accessed from an alley between North Palm Drive and North Maple Drive, and a metal gate lies between the two garages (Figure 27). They are one-story buildings with three two-car bays enclosed by a segmented, rolling metal garage door in each bay. Each garage has a flat roof with a low parapet capped with clay barrel tile along the perimeter. The exterior stucco finish matches that on the main buildings. The southern garage's south façade is attached to the wall that extends from the west from the southwest corner of 425 N. Palm Drive (Figures 13 and 14). The garages' east façades have six small vents across the top but otherwise lack ornamentation.



Figure 26. Detached garages at rear (west) of 425-427 N. Palm Drive along alley, looking northeast. Source: Page & Turnbull, 2014



Figure 27. Detached garages with metal gate between, looking east. 425 N. Palm Drive is south (right) and 427 N. Palm Drive is north (left). Source: Page & Turnbull, 2014



Figure 28. Detached garage (left) west of 427 N. Palm Drive with concrete patio between, looking north. Source: Page & Turnbull, 2014.



Figure 29. Detached garage (right) west of 425 N. Palm Drive, looking south. Source: Page & Turnbull, 2014.

### 429 N. PALM DRIVE

429 N. Palm Drive is located directly north of 427 N. Palm Drive on a separate legal parcel (**Figure 3**). The rectangular lot measures 55 feet wide by 150 feet deep. The building has a front setback of twenty-five feet that is mostly paved. The building is three stories above a partially subterranean parking garage accessed off of N. Palm Drive. Constructed in 1974-5 with six residential condominium units, the building is a wood-framed structure, rectangular in plan and clad in stucco and brick. The first level is raised several feet above grade level. The building has a flat roof with a steeply-pitched, metal false Mansard-style roof at the primary (east) façade. The metal roof has seams roughly every twenty-four inches on center with a metal cap and is a reddish-brown color. A low parapet at the south side of the roof is clad with the seamed metal, which is pitched at an angle and extends up to screen the mechanical penthouse located approximately at the center of the south façade (**Figure 30**).



Figure 30. Aerial view of 429 N. Palm Drive's roof and south façade, looking north. Source: Google Maps, 2014, edited by author.

### Primary (East) Façade

The primary façade faces east onto N. Palm Drive (**Figure 31**). The facade is symmetrical with a central stucco section flanked by vertical bands of brick cladding running the height of the building. Wood trim forms the corners and also runs the height of the building to below the roof edge. The false Mansard roof projects over the façade, creating a deep overhang.

The central stucco section features three stacked, projecting balconies accessed through two pairs of aluminum-framed sliding glass doors on each floor. The stucco balcony wall steps down roughly eighteen inches in the center, accommodating a metal guardrail that spans the lowered section. A metal cap sits at the top of the stucco balcony wall, and two metal drains extend slightly from the lower portion of the balcony wall.



Figure 31. Primary (east) façade of 429 N. Palm Drive. Source: Page & Turnbull, 2014.

At the southern end of the ground level are stone tile-clad steps separated by a mid-level landing, which leads to a side walkway that provides access to the main entry at the south façade. Metal railings are on each side of the steps; a third railing divides the steps in the middle. Flanking the steps are integrated brick walls and planters. Brick retaining walls and planters are on either side of the driveway, which leads to the partially subterranean parking garage. There are several low brick walls and curbs in the front yard with mature trees and a grass lawn.

### South Façade

The south façade is asymmetrical and clad mostly in beige stucco (**Figure 32-33**). Two vertical bands of brick cladding run the height of the building on the façade. One is at the east corner, wrapping around the corner from the primary east façade and edge with wood trim. The other brick band is approximately in the center of the façade and marks the main entrance to the building (**Figure 34**). The base of the façade is slightly recessed. The roof projects slightly, creating a shallow eave. Multiple vent terminations are on the façade.

The main entrance is recessed in the central brick band, with a single step from the adjacent walkway and a metal awning over the metal mail boxes. The main entry door is a glazed, aluminum-framed door. The glazing is textured glass, which is also in the side light and transom window (**Figure 35**).



Figure 32. South façade of 429 N. Palm Drive (right), looking west. North façade of 427 N. Palm Drive is at left. Source: Page & Turnbull, 2014



Figure 33. South façade of 429 N. Palm Drive (left), looking east. North façade of 427 N. Palm Drive is at right. Source: Page & Turnbull, 2014



Figure 34. Band of brick cladding above the main entry door at the south façade of 429 N. Palm Drive. Source: Page & Turnbull, 2014.



Figure 35. Main entry for 429 N. Palm Drive at the south façade. Source: Page & Turnbull, 2014.

The south façade has six bays of windows, including one bay in the central brick band. Two bays are east of the central brick band, and three are west. All windows are aluminum-framed sliding windows of varying sizes, with no surrounds or sills. The windows of similar sizes are stacked from the first to third levels.

A walkway, which is paved in tiles in a diagonal pattern in the center and darker stone tile at the edge, lies along most of the south façade. At the west end is a low L-shaped wood railing and a set of stairs leading down to the below-grade garage.

### North Façade

The north facade is asymmetrical and is clad in beige stucco with little ornamentation (**Figure 36**). A vertical band of brick cladding runs the height of the building at the eastern end, wrapping around the corner from the east façade and edged with wood trim. Vertical scoring in the stucco creates dark colored reveals, which are arranged roughly every five feet on-center and are aligned with window edges. A stucco base is set back several inches from the rest of the wall plane. The roof projects slightly, creating a shallow eave; multiple vent terminations are on the façade.

All windows are aluminum-framed sliding windows of varying sizes. The windows span in between the reveals and stack from the first to third level. There are no surrounds or sills at the windows. A recessed solid rear door is located toward the western end; a set of concrete steps leads to the door from the adjacent concrete walkway. West of the steps is a projecting, enclosed utility shelter.

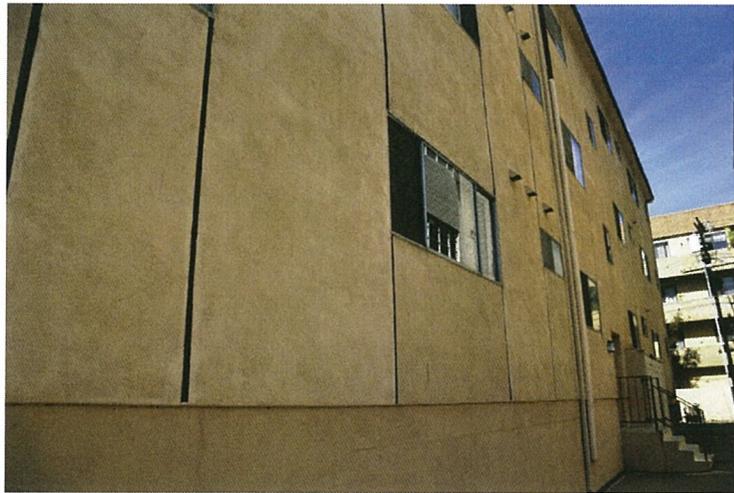


Figure 36. North façade of 429 N. Palm Drive with stucco reveals, horizontally-oriented sliding windows, and an exterior stair, looking west. Source: Page & Turnbull, 2014.

### Rear (West) Façade

The west (rear) facade is asymmetrical and clad in beige stucco with very little ornamentation (**Figure 37**). A bay of three projecting balconies is south of center, with a matching overhang projecting at the roofline. Aluminum-framed sliding glass doors are at each balcony. Screens enclose the first-floor balcony. A metal cap sits at the top of the stucco balcony wall, and two metal drains extend from the lower portion of the balcony wall. At the ground level is a sloped driveway accessing the subterranean garage.



Figure 37. Rear (west) façade of 429 N. Palm Drive, looking southeast. Source: Page & Turnbull, 2014.

### SURROUNDING NEIGHBORHOOD

The neighborhood surrounding the two properties consists primarily of three- to five-story multi-family residential buildings constructed between the 1960s and the present, with a few two-story multi-family residential buildings in revival styles from the 1920s to 1940s (Figures 38 to 41).

On the same Palm Drive block as the subject properties, several large-scale, multi-family condominium buildings dating from the 1960s and 1970s stand on double lots. A single, 1940 two-story apartment building, also in the French Eclectic style, is located at the northern end of the block.



Figure 38. View looking north along west side of Palm Drive with 427 and 429 N. Palm Drive at left. Source: Page & Turnbull, 2014.



Figure 39. West side of N. Palm Drive, looking west. 429 N. Palm Drive is at left. Source: Page & Turnbull, 2014.



Figure 40. 428 N. Palm Drive, east side of Palm Drive across from the subject properties. Source: Page & Turnbull, 2014.



Figure 41. East side of N. Palm Drive toward Santa Monica Blvd. with a French Eclectic building from 1940, a two-story 1970s building, and a new four-story building under construction. Source: Page & Turnbull, 2014.

Beverly Blvd., is a broad automobile corridor, is also lined by several large-scale multi-family residential buildings (Figure 42-45). A few two-story 1930s- and 1940s-era apartment buildings are west of the subject properties along Beverly Blvd.



Figure 42. View looking west along Beverly Blvd., with 425 N. Palm Drive at right. Source: Page & Turnbull, 2014.



Figure 43. South side of Beverly Blvd., catty corner from 425 N. Palm Drive, looking southeast. Source: Page & Turnbull, 2014.



Figure 44. Looking east along Beverly Blvd. toward 425 N. Palm Drive marked by the arrow. Source: Page & Turnbull, 2014.



Figure 45. Looking east along Beverly Blvd. toward 425 N. Palm Drive marked by the arrow. Source: Page & Turnbull, 2014.

Few buildings in the immediate neighborhood were identified as potentially historic in the 1986, 2004, or 2006 surveys. The 2004 Survey focused on the multi-family residential neighborhoods in

Area 4, an area bounded by Wilshire Boulevard to the north, S. Doheny Drive to the east, Whitworth Drive to the south, and S. Moreno Drive to the west. This area contains large and cohesive clusters of late-1920s- to early-1940s-era apartment buildings that are potential multi-family residential historic districts.

## IV. HISTORIC CONTEXT

### BEVERLY HILLS HISTORY

Mexican settlers Maria Rita Valdez and her husband Vicente Valdez were granted the Rancho Rodeo de las Aguas (The Ranch of the Gathering of the Waters) by the Mexican government in 1822. Its boundaries include roughly all of present-day Beverly Hills, as well as territory now in the cities of Los Angeles and West Hollywood to the east and south. Vicente, a retired soldier, died in 1828, leaving Maria in charge of the 4,500-acre ranch. The ranch was minimally developed with two small houses. The main adobe residence stood near the present northwest corner of Sunset Boulevard and Alpine Drive.<sup>6</sup>

The ranch was sold in 1854 to two Americans, and it was subsequently sold to and subdivided by various men for the next fifty years. During this time, the land was used for sheep herding, walnut orchards, lima bean farms, and other agricultural uses. Plans by different entrepreneurs for a German colony and a town called Morocco both failed.<sup>7</sup>

In 1906, the Amalgamated Oil Company, which initially hoped to find oil on the property, organized Rodeo Land and Water Company and subdivided the area as a real estate investment. Railroad tycoon Henry E. Huntington was one of the investors. Burton Green, the driving force behind the Rodeo Land and Water Company, played a leading role in formulating the plans for a garden city.<sup>8</sup> At this time, the ranch boundaries were Whittier Drive on the west, Doheny Drive on the east, Wilshire Boulevard on the south, and the foothills above Sunset Boulevard on the north.

The syndicate hired Wilbur F. Cook, Jr. to plan a residential community. Cook had worked in the office of famed landscape designer Frederick Law Olmsted prior to coming west in 1905 to design parks for the City of Oakland. Some of Cook's other Southern California projects include Exposition Park, the Palos Verdes Estates, Los Angeles Civic Center, and portions of Griffith Park.<sup>9</sup>

The City of Beverly Hills was designed so that it contained smaller lots at its southern edge, medium sized lots at the center, and large estates for the wealthy in the foothills at the north. Four blocks of gently curving streets for upper middle class families were located between Santa Monica and Sunset boulevards, while the territory north of Sunset was set aside for estates. The elite northern portion was divided from the southern portion by railroad tracks and a commercial triangle between Santa Monica and Wilshire boulevards. This triangle was originally known as "Beverly" while the rest of the city, located north of Santa Monica Boulevard, was known as "Beverly Hills." Land along the railway line was set aside for industrial uses east of Canon Drive.<sup>10</sup>

Horticulturist John J. Reeves was responsible for Beverly Hills' famous street tree planting concept, using different species of trees for the full length of each street. Reeves supervised the work from a cabin near Sunset Boulevard and Alpine Drive, located across the street from the old Beverly Hills Nursery, which occupied the south side of Sunset from Palm to Alpine. The nursery played a important role in the City's continual development, as it was used for landscaping at most of the major residences constructed in the 1920s.<sup>11</sup>

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<sup>6</sup> Johnson Heumann, p.5.

<sup>7</sup> Ibid, p. 8.

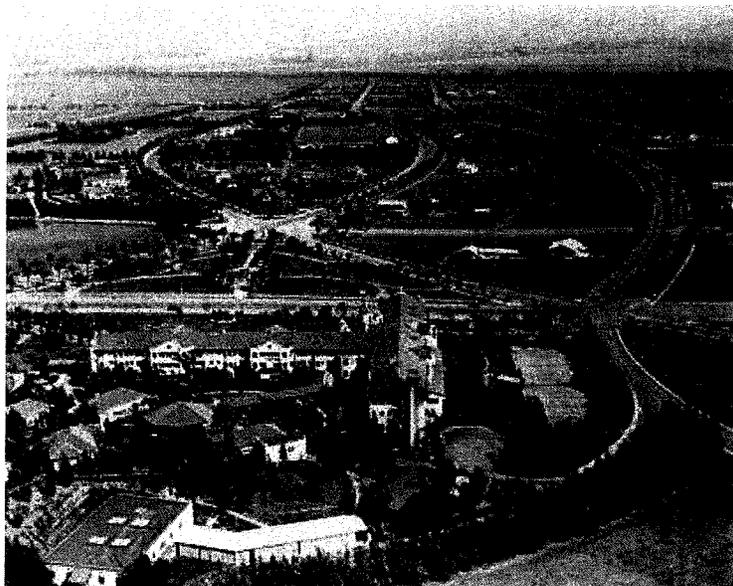
<sup>8</sup> Marc Wanamaker, *Images of America: Early Beverly Hills*, (Charleston, South Carolina: Acadia Publishing, 2005), p. 17.

<sup>9</sup> Ibid, p. 9.

<sup>10</sup> Ibid.

<sup>11</sup> Ibid, p. 10.

Maps were filed with the Los Angeles County Recorder in 1906 and 1907, and developers began to build model homes. Relatively far from the center of downtown Los Angeles, the Rodeo Land and Water Company's development languished during the depression of 1907-08 and was pulled off the market. Even when the economy recovered in 1910, the real estate market in Beverly Hills still proved sluggish. In 1911, the Rodeo Land and Water Company, in conjunction with Margaret J. Anderson, commissioned Elmer Grey to build his Craftsman/Mission Revival style Beverly Hills Hotel. The opening of the resort hotel in 1912 spurred real estate once again (**Figure 46**).<sup>12</sup>



**Figure 46.** Looking south toward Beverly Hills with Beverly Hills Hotel in the foreground, ca. 1918.  
Source: Digitally produced by the USC Archive ©2004, California Historical Society: TICOR/Pierce, CHS-9903.

In 1914, worry over the possibility of a water shortage and the desire to improve the local school system prompted a campaign to incorporate the area. The original boundaries of the City of Beverly Hills were much the same as they are today--although the area south of Wilshire Boulevard was annexed the following year (1915) and the Trousdale Estates was annexed in 1955. Most of the city was still open land, with development scattered around Canon Drive, Beverly Drive, Crescent Drive., and the downtown triangle and Beverly Hills areas.<sup>13</sup>

In the years following the City's founding until its major period of residential growth in the 1920s, the architecture of Beverly Hills was dominated by the Craftsman and Mission Revival styles as well as by period revival styles—Tudor, Georgian, and Beaux Arts Classicism—that were popular elsewhere in America.<sup>14</sup>

In 1920, the majority of residential and commercial lots were still vacant, and there were still many vestiges of its rural past. Clusters of ranch buildings remained. All of the area south of Wilshire, west of Roxbury, and east of Foothill was vacant. However, by the end of the 1920s, the city was largely developed and had assumed the basic form in which we know it today. In 1920, actors Douglas Fairbanks and Mary Pickford moved into their house, called "Pickfair," on Summit Drive, setting the precedent for other movie stars who followed. Within a few years, major entertainment industry

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<sup>12</sup> Ibid.

<sup>13</sup> Ibid, p. 11.

<sup>14</sup> Ibid.

figures, such as Gloria Swanson, Will Rogers, and Charlie Chaplin, had become residents of Beverly Hills. During this period, private houses exhibited elements of theatricality through their architecture and their recreational facilities.<sup>15</sup>

Notable residences constructed from the 1920s through the 1940s include Robert Farquhar's 1927 house occupied by mogul Harry Cohn located on Crescent near Lexington Drive, Gordon Kaufmann's 1925 house for producer Milton Goetz on North Beverly Drive, and Wallace Neff's half-circular Mediterranean villa for director Fred Niblo just outside the city limits on Angelo Drive. Wealthy businessmen built their own mansions. Most notable of these is Greystone on Doheny Road, built for E.L. Doheny, Jr., whose family then owned an extensive ranch.<sup>16</sup>

While earlier residences took on a number of revival styles, residences of the 1930s and 1940s were frequently designed in the Hollywood Regency style, which used simple Neoclassical forms. In the 1930s and 1940s, Beverly Hills' retail district began to compete with Hollywood's Miracle Mile district and the newly developed Westwood Village for the title of the most fashionable shopping district in metropolitan Los Angeles. Additionally, Beverly Hills' downtown became an important center for professional and business offices in the post-World War II era.<sup>17</sup>

Multiple-unit housing and commercial construction were designed in Modernist styles beginning in the 1950s. Stucco box apartment buildings, sometimes known as "Ding Bats" with tuck-under parking, were constructed in the 1960s. During the 1960s and 1970s, Beverly Hills' downtown triangle continued to densify. In recent decades, new construction in Beverly Hills has been scattered throughout the city, both on undeveloped properties in the hills and on redeveloped parcels in the residential and commercial sections of the "flats."<sup>18</sup>

#### Beverly Hills' Multi-Family Residential Properties

Known for its grand single-family residences, Beverly Hills also has a substantial amount of multi-family residences concentrated in pockets south of Wilshire, along Olympic Blvd., and near the city's eastern border at Robertson Blvd. and Doheny Ave. These areas generally remained undeveloped in the early 1920s, as the Los Angeles Auto Speedway dominated the area south of Wilshire (Area 4 in the 1986 citywide survey) and the Amalgamated Oil Company leased areas north of Wilshire for tanks (Area 3 in the 1986 survey).<sup>19</sup>

With the real estate boom of the 1920s and the demolition of the Speedway in 1924 to make way for a housing development tract, these areas began to develop as quickly as the rest of Beverly Hills. For multi-family housing, Spanish Colonial Revival duplexes were favored in the late 1920s and early 1930s. Into the 1930s, four- to eight-unit buildings and some larger apartment complexes in period revival styles became the norm. The units ranged in size from studios and one-bedroom apartments to multiple-bedroom units; some offered amenities such as furnishings, fireplaces, patios, two-story plans, and maid service.<sup>20</sup>

Developers built much of the multi-family housing in these areas. Some were extremely prolific and often acted as owner, builder and/or architect. Among the most active in Beverly Hills were Herbert Riesenberg, Albert Rothenberg, Walter Bollenbacher, M. Burgbacher, and Sons, Lincoln Mortgage

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<sup>15</sup> Ibid, 13-14.

<sup>16</sup> Ibid, 14.

<sup>17</sup> Ibid, 4.

<sup>18</sup> Ibid, 19.

<sup>19</sup> Johnson Heumann, p.55.

<sup>20</sup> Ibid., p. 59.

Company, R.F. Wade, C.I. Harter, Joe Endemiller [sic], M. Waldo, and S. Backus.<sup>21</sup> Many of the builders relied on a standard plan and constructed several of that design throughout the city; often, the building permits noted the plans were duplicates of other permits.<sup>22</sup>

In the postwar era (particularly after 1950), Modernism dominated multiple-unit housing, as well as commercial and office building architecture in Beverly Hills. Vernacular stucco box apartment houses—with flat surfaces, aluminum windows, and flat roofs decorated by abstract trim—were as prominent in Beverly Hills as elsewhere in Southern California. By the 1960s, apartment buildings had grown larger, occupying parcels assembled from several lots and constructed over underground parking.<sup>23</sup> In the 1970s and 1980s, larger-scale condominiums replaced some of the Spanish Colonial and period revival-style multi-family housing built between the 1920s and 1940s, particularly in the areas north of Burton Way near the city's eastern border at Doheny.<sup>24</sup>

### CONSTRUCTION OF 425-427 N. PALM DRIVE

Prior to the construction of 425-427 N. Palm Drive, the lot was vacant, as was much of Palm Drive and the surrounding streets. By 1926, only a handful of lots had been developed between Santa Monica Blvd. to the north, Beverly Blvd. to the south, and the eastern boundary of the city at Doheny Drive. Those few buildings were single-family houses, duplexes, and a six-unit courtyard apartment (**Figure 47**). By 1950, the area was fully developed with multi-family residential buildings, containing between three and twelve units; most were four- to six-unit, two-story buildings with detached garages in the rear alleys (**Figure 48**).

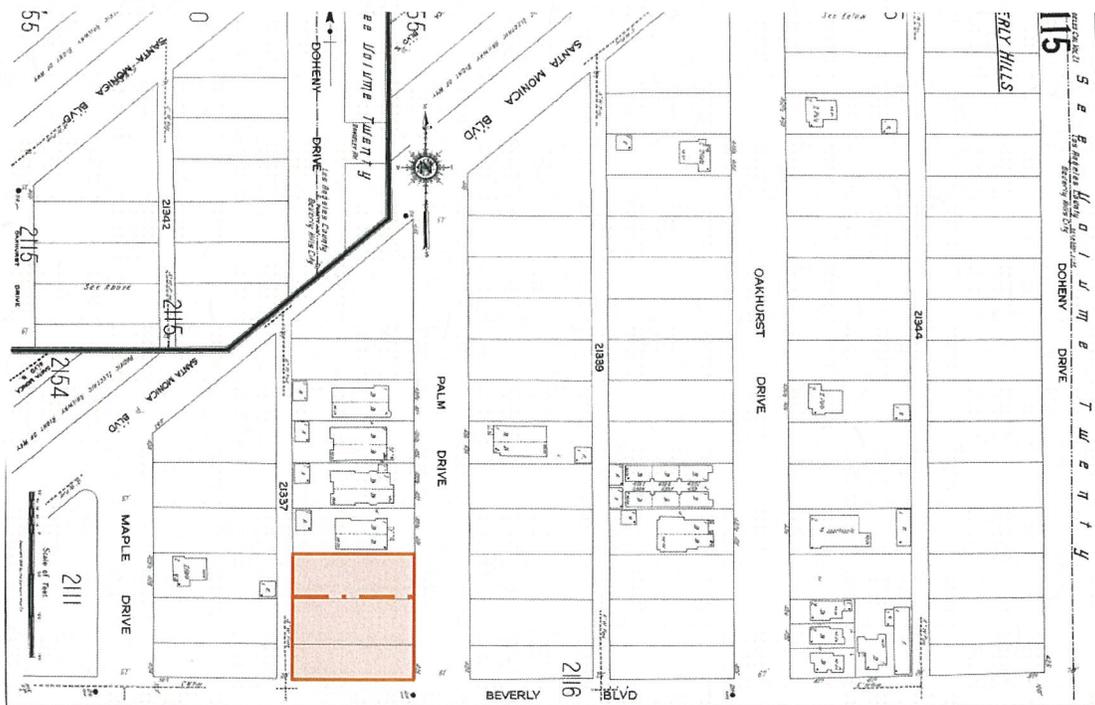


Figure 47. 1926 Sanborn Fire Insurance Map showing the area around the subject properties (in red) with little development. Source: Los Angeles Public Library

<sup>21</sup> Ibid., p.60. The Johnson Heumann report for the 1986 Survey identified Joe Eudemiller as Endemiller. The 2004 Survey report by PCR Services also uses the Endemiller spelling.

<sup>22</sup> Ibid.

<sup>23</sup> PCR Services Corporation, p.15.

<sup>24</sup> Elizabeth Mehren, "An Old Neighborhood Loses to Condomania," *Los Angeles Times*, November 7, 1980.

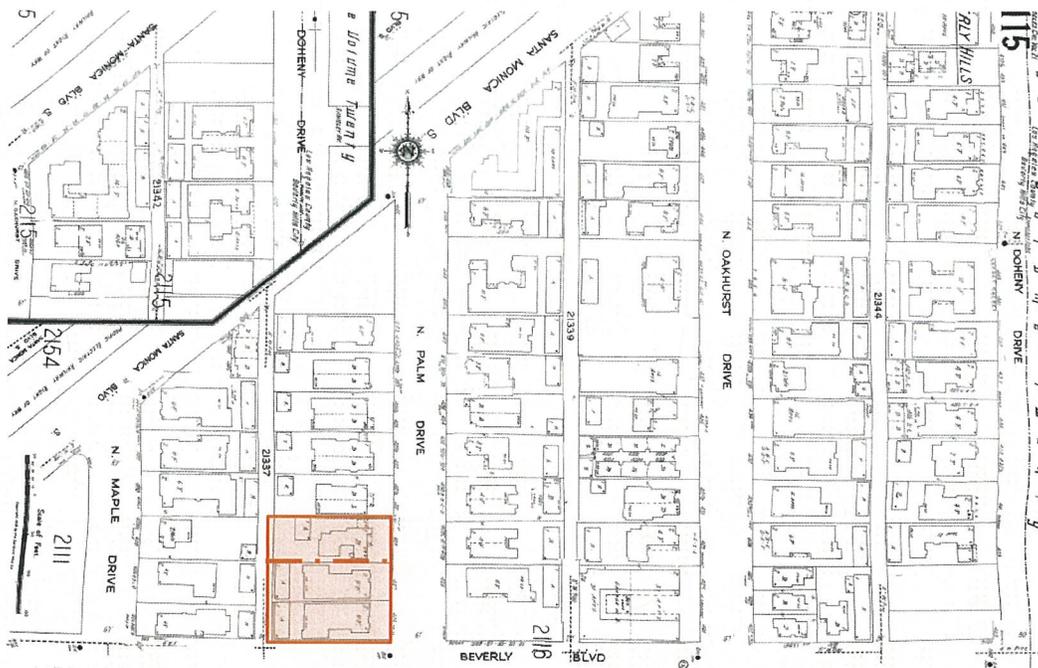


Figure 48. 1950 Sanborn Fire Insurance Map showing the area around the subject properties (in red) with little development. Source: Los Angeles Public Library

Builder Joe Eudemiller received a building permit in 1941 to construct a two-story, wood-framed stucco apartment building with six units at 425 N. Palm Drive.<sup>25</sup> He acted as the contractor, and no architect was listed on the original building permit. Although a permit was not found for 427 N. Palm Drive in the City of Beverly Hill's online property information system, it is likely that this building was also constructed at this time, as well as the stand-alone garages. No documentation was found detailing when the two lots were tied together. All four buildings at 425-427 N. Palm Drive were in place by the time the 1950 Sanborn map was published.

No substantial alterations appear to have occurred at either 425 N. Palm Drive or 427 N. Palm Drive. Most permits issued since the original construction focused on systems improvements, such as re-roofing, replacing water heaters and furnaces, replacing electrical fuses with circuit breakers, installing cable television, and installing a lawn sprinkler system. No historic photographs were found in the course of research to indicate the original appearance of the buildings, and it is not clear if the stone veneer detailing on the buildings and site is original or a later alteration.

#### Joe Eudemiller (aka Endemiller), Builder

The 1986 Survey listed Joe Endemiller as one of several developers who owned and built much of the multi-family housing in Beverly Hills.<sup>26</sup> This is likely the same developer/builder known as Joe Eudemiller, who was a prolific apartment house builder throughout the Los Angeles area beginning in the early 1930s.<sup>27</sup> In 1931, during the early Great Depression, he and partner R.A. Cowan purchased property along Crescent Heights Blvd. between Olympic and Pico. With backing from the

<sup>25</sup> Department of Buildings, permit no. 18199, issued May 3, 1941.

<sup>26</sup> Johnson Huemann, p. 60.

<sup>27</sup> Records in Ancestry.com show only a 1930 Census record for Joseph Endemiller and his wife Isabelle, with Endemiller born in Illinois ca. 1894 and occupation listed as "builder." The 1940 Census and other records show a Joseph Eudemiller, also a builder with a wife named Isabelle and two children living in Beverly Hills.

Ralph G. Wolff Company, they developed 39 duplex buildings in the Spanish Colonial style in what is today's Carthay Square neighborhood of Los Angeles.<sup>28</sup>

Starting in 1935, Eudemiller began developing two-story duplex apartment buildings in Beverly Hills in period revival styles, particularly the French Eclectic. He was particularly active along Olympic Blvd. but appears to have developed projects throughout Beverly Hills.

One of his standard plans appears to be a two-story, six-unit French Eclectic-style apartment building with a C-shaped plan. He constructed several in pairs, with the buildings' recessed areas adjacent to each other to create a central, shared courtyard. The buildings at 9348-54 W. Olympic Blvd., 9366-9379 W. Olympic Blvd., 136-140 S. Peck Drive, and 9953-9957 Robbins Drive are examples of Eudemiller's standard plan, and they are virtually identical to 425-427 N. Palm Drive except for different ornamentation between the floors (**Figure 49 to 51**). Unlike these other examples, the buildings at 425-427 N. Palm Drive do not share a central courtyard, but instead their unadorned, secondary side facades face each other across a narrow concrete walkway.



Figure 49. 9348-9354 Olympic Blvd., Beverly Hills. Source: Google Maps, 2014.



Figure 50. 136-140 S. Peck Drive, Beverly Hills. Source: Google Maps, 2014.

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<sup>28</sup> "Residence Construction Moves Briskly Upward," *Los Angeles Times*, March 27, 1932.



Figure 51. 9953-9957 Robbins Drive, Beverly Hills. Source: Google Maps, 2014.

Neither Eudemiller nor Endemiller is listed in the City of Beverly Hills' *List of Local Master Architects*. However, the 2004 Survey of Area 4 south of Wilshire Blvd. and around Olympic Blvd. identified several of his buildings as contributors to potential multi-family residential historic districts in the Olympic Blvd MFR District and the Tract 7710 MFR District. None appear to be individually eligible as a historic resource.

**Table 1** lists some, but not all, the properties in Beverly Hills previously attributed to Joe Eudemiller or Joe Endemiller, as builder and their California Historical Resource Status Code from the 2004 Survey, if any.

**Table 1.**

Address	Year Built	2004 Status Code	Contributor to Potential Historic District identified in 2004 Survey*
241 Elm Dr. South	1936	6L	n/a
253 Elm Dr. South	1936	6L	n/a
9318 Olympic Blvd.	1935	5B	Olympic Blvd MFR District
<b>9319 Olympic Blvd.</b>	<b>1937</b>	<b>5D3</b>	<b>Olympic Blvd MFR District</b>
9324 Olympic Blvd.	n.d.	n/a	n/a
<b>9348 Olympic Blvd.</b>	<b>1937</b>	<b>5D3</b>	<b>Olympic Blvd MFR District</b>
<b>9354 Olympic Blvd.</b>	<b>1937</b>	<b>5D3</b>	<b>Olympic Blvd MFR District</b>
<b>9366 Olympic Blvd.</b>	<b>1936</b>	<b>5D3</b>	<b>Olympic Blvd MFR District</b>
<b>9370 Olympic Blvd.</b>	<b>n.d.</b>	<b>n/a</b>	<b>n/a</b>
9556 Olympic Blvd.	1936	5D3	Olympic Blvd MFR District
9579 Olympic Blvd.	1935	5D3	Olympic Blvd MFR District
9654 Olympic Blvd.	1935	5B	Olympic Blvd MFR District
330 Palm Dr. North	1938	n/a	n/a
338 Palm Dr. North	1938	n/a	n/a
462 Palm Dr. South	1935	6L	
<b>136 Peck Dr.</b>	<b>1938</b>	<b>5D3</b>	<b>Tract 7710 MFR District</b>
<b>140 Peck Dr.</b>	<b>1938</b>	<b>5D3</b>	<b>Tract 7710 MFR District</b>

269 Reeves Dr. South	1937	n/a	n/a (possibly demolished)
256 Rexford Dr. South	1932	6L	n/a
<b>9953 Robbins Dr.</b>	<b>1937</b>	<b>5D3</b>	<b>Tract 7710 MFR District</b>
<b>9957 Robbins Dr.</b>	<b>1937</b>	<b>6L</b>	<b>n/a</b>

Sources: “Architects for 2,900 Properties, Compiled 1986,” City of Beverly Hills Historic Preservation Program, February 24, 2012 and PCR Services Corporation, “Historic Resources Survey Report: City of Beverly Hills,” 2004.

\*Properties in bold appear to be the same standard plan as 425-427 N. Palm Drive.

### Owners and Occupants

The information in this section was gathered through city directories, building permits, newspaper articles, and online sources. Page & Turnbull staff did not visit the Los Angeles County Assessor to research deed transfers for this report.

#### Owners

The original owner of 425-427 N. Palm Drive appears to be Joe Eudemiller, who also constructed the building. No information was found to indicate how long Eudemiller owned the property.

According to building permit records, the owner of 425-427 N. Palm Drive in 1977 was Isabel Bigley (Barnett), a Tony Award-winning singer and actress. From 1950 to 1953, she played Sarah Brown, the Salvation Army missionary, in the original Broadway production of *Guys and Dolls*. For this role, she won the 1951 Tony for best supporting or featured actress in a musical. In 1953, she married Lawrence R. Barnett, president of Music Corporation of America (MCA) in 1953. MCA was then the world’s largest talent agency.<sup>29</sup> Isabel Bigley retired from the entertainment industry after marrying and raised her family in Rye, NY. She donated her theater memorabilia to Ohio State University, where she and her husband funded the Lawrence and Isabel Barnett Fellowships and endowed the Barnett Arts and Public Policy Symposium.

Isabel Bigley was listed in city directories as a tenant of 427 N. Palm Drive in the late 1950s, and again in a unit in 425 N. Palm Drive in the 1980s. It appears that members of the Barnett family—including sons Jim and Lawrence Barnett—owned the property from the late 1970s through at least the mid-1990s.<sup>30</sup> Lawrence Barnett Sr. passed away in 2012.

The current owner, K Pacific Development LLC, purchased 425-427 N. Palm Drive in 2013.

#### Occupants

Since the 1941 construction of 425-427 N. Palm Drive, many tenants have resided in the six apartment units. **Appendix A** includes a representative sampling of occupants at each address based on city directories. It appears the only notable tenant was Isabel Bigley.

### CONSTRUCTION OF 429 N. PALM DRIVE

Prior to the construction of 429 N. Palm Drive in 1974-1975, a one-story, single-family house existed at the site (**Figure 48**). Beverly Hills issued a building permit to owner Nathan Rosenblatt on January 15, 1974 for a three-story condominium with six units. The architect was Kolischer and the engineer

<sup>29</sup> Dennis McLellan, “Obituaries: Isabel Bigley Barnett, 80; Last of Original ‘Guys and Doll’ Leads Won a Tony for Her Role,” *Los Angeles Times*, October 3, 2006.

<sup>30</sup> Building, Beverly Hills, permits for 425-427 N. Palm Drive.

Paul Koshi.<sup>31</sup> The Type V, wood-framed building received its certificate of occupancy on October 1, 1975.<sup>32</sup>

No substantial alterations appear to have occurred at 429 N. Palm Drive. A solar water heating system was installed in 1984.<sup>33</sup> No historic photographs were found in the course of research to indicate the original appearance of the buildings, and it is not clear if the stone tile paving at the side walkway and steps is original or a later alteration.

Developer and contractor Nathan Rosenblatt built condominium projects in the Los Angeles area, including in Beverly Hills. Among his other projects in Beverly Hills are a 1970-71 three-story, six-unit condominium complex at 9201 Charleville and a 1973 nine-unit, three-story condominium project at 241 S. Reeves Drive, both designed by architect Samuel Wacht.<sup>34</sup> Rosenblatt also built the Encino Hills Retirement Hotel with Samuel Wacht Associates in 1978.<sup>35</sup> In the 1980s, Rosenblatt was involved in two projects designed by architect John L. Barakonski: Camden Plaza in Westwood from 1981-82, and a condominium project at 100 N. Swall Drive.<sup>36</sup> His firm, Rosenblatt Properties, remains in business in Beverly Hills as a “family owned third generation real estate management, construction and development company,” focused in Beverly Hills, Beverly Hills Adjacent, West Hollywood, and West Los Angeles.<sup>37</sup>

No information could be found for Kolischer, the architect listed for 429 N. Palm Drive.

#### Owners and Occupants

The information in this section was gathered through city directories, building permits, newspaper articles, and other online sources. Page & Turnbull did not visit the Los Angeles County Assessor to research deed transfers for this report.

Although constructed by builder Nathan Rosenblatt as a condominium project in 1974-5, it is not clear if 429 N. Palm Drive originally operated as condominiums or as rental housing. Through his firm, Rosenblatt either owned or managed the property though at least 2002.

**Appendix A** includes a representative sampling of occupants at 429 N. Palm Drive in the 1980s and 1990s, when Haines Los Angeles West Suburban Criss-Cross Directories with reserve listings were available. None of the tenants listed appear to be historically significant individuals.

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<sup>31</sup> Building, Beverly Hills, permit 740041, applied June 28, 1973, issued January 15, 1974.

<sup>32</sup> Final Inspection Card, 429 N. Palm Drive

<sup>33</sup> City of Beverly Hills, Department of Building & Safety, permit no. 846377, issued March 16, 1984.

<sup>34</sup> “6-Unit Beverly Hills Complex Under Way,” *Los Angeles Times*, January 11, 1970 and “Forster-O’Neill Picked for Riverside Project,” *Los Angeles Times*, June 17, 1973.

<sup>35</sup> “Open House This Week,” *Los Angeles Times*, March 26, 1978.

<sup>36</sup> “\$4.2 Million Condominium Project to be Constructed in Westwood,” *Los Angeles Times*, August 16, 1981; “Condominium Project under Construction,” *Los Angeles Times*, November 10, 1985;

<sup>37</sup> “About Us,” Rosenblatt Properties website, accessed May 23, 2014, <http://www.rosenblattproperties.com>.

## V. EVALUATION

### NATIONAL REGISTER OF HISTORIC PLACES & CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The National Register of Historic Places (National Register) is the nation's most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. According to *National Register Bulletin Number 15: How to Apply the National Register Criteria for Evaluation*, resources over fifty years of age are typically eligible for listing in the National Register if they meet any one of the four criteria of significance (A through D) and if they sufficiently retain historic integrity. However, resources under fifty years of age can be determined eligible if it can be demonstrated that they are of "exceptional importance," or if they are contributors to a potential historic district.

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The California Register of Historical Resources follows nearly identical guidelines to those used by the National Register, but identifies the Criteria for Evaluation numerically (1 through 4).

In order for a property to be eligible for listing in the National Register or California Register, it must be found significant under one or more of the following criteria.

- *Criterion A/1 (Events)*: Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- *Criterion B/2 (Persons)*: Resources that are associated with the lives of persons important to local, California, or national history.
- *Criterion C/3 (Architecture)*: Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
- *Criterion D/4 (Information Potential)*: Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California, or the nation.

Resources eligible for the National Register are automatically listed in the California Register of Historical Resources.<sup>38</sup>

#### Criteria Consideration G: Properties that Have Achieved Significance within the Last Fifty Years

According to National Register evaluation criteria, resources that are less than fifty years old must meet "Criteria Consideration G: Properties that Have Achieved Significance within the Last Fifty

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<sup>38</sup> California Office of Historic Preservation, *Technical Assistant Series No. 7, How to Nominate a Resource to the California Register of Historic Resources* (Sacramento, CA: California Office of State Publishing, 4 September 2001) 11.

Years” in order to be eligible for listing in the National Register.<sup>39</sup> Criteria Consideration G states that “[a] property achieving significance within the last fifty years is eligible if it is of exceptional importance.” In order for a property to be evaluated under Criteria Consideration G, there must be sufficient historical perspective to determine that the property is exceptionally important, as well as a comparison among other related properties within a geographic area to determine if the property qualifies as exceptionally important.

For the California Register, a resource less than fifty years old may be considered for listing if it can be demonstrated that sufficient time has passed to understand its historical importance through scholarly perspective on the events or individuals associated with the resource.<sup>40</sup>

The following section examines the eligibility of 425-427 N. Palm Drive and 429 N. Palm Drive for listing in the National and California Registers.

#### 425-427 N. Palm Drive Evaluation

##### Criterion A/1 (Events)

The buildings at 425-427 N. Palm Drive do not appear to be significant for their association with events that made a significant contribution to the broad patterns of local, regional, or national history. Built by developer Joe Eudemiller in 1941, the two six-unit apartment buildings appear to be part of the multi-family development that occurred in Beverly Hills in the period between the two World Wars. Designed in period revival styles and built by developers often from standard plans, the multi-family housing from the 1930s and early 1940s provided denser, middle-class dwellings following the single-family tract development that dominated in the 1920s real estate boom. While the buildings at 425-427 N. Palm Drive were part of the multi-family housing trend, they do not appear to be particularly noteworthy or important to be significant under Criterion A/1, and are therefore not individually eligible for the National Register or California Register for association with significant events.

##### Criterion B/2 (Persons)

The buildings at 425-427 N. Palm Drive do not appear to be significant for their association with the lives of persons important to local, California, or national history. As a prolific developer, Joe Eudemiller built many multi-family dwellings throughout Beverly Hills and Los Angeles. Among his noteworthy developments were the approximately 40 Spanish Colonial-style duplexes in the Carthay Square neighborhood of Los Angeles and the many period revival style apartment buildings along Olympic in Beverly Hills. The buildings at 425-427 N. Palm Drive appear to be one of many individual developments by Eudemiller throughout the region and do not appear to have a significant association with his career.

Tony-award winning actress Isabel Bigley Barnett and her husband, former MCA president Lawrence Barnett, were distinguished figures in the entertainment industry and noted for their philanthropic work. They and their family were the long-time owners of 425-427 N. Palm Drive. It appears Isabel Bigley lived at the property in the late 1950s after she married Lawrence Barnett, and she maintained a unit at the property in the 1980s. However, there is no indication that the property is significant to the career of either Bigley or her husband, or was an important part of their holdings.

As such, the buildings at 425-427 N. Palm Drive do not appear to meet Criterion B/2 for individual listing in the National Register or California Register for their association with significant individuals.

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<sup>39</sup> National Park Service, p.41.

<sup>40</sup> California Office of Historic Preservation, *Technical Assistant Series No. 7*, p.12.

### Criterion C/3 (Architecture)

The buildings at 425-427 N. Palm Drive do not appear to be significant for their architectural design, method of construction, or possess high artistic value. Except for minor decorative detailing, the buildings match developer Joe Eudemiller's standard French Eclectic-style C-plan apartment buildings. They feature French Eclectic and Renaissance style detailing with bay windows and concrete scoring on the front (east) façades but do not fully embody the characteristics of the styles. The buildings are not the work of a master architect or designer, nor do they possess high artistic value.

Several examples of this standard plan exist in Beverly Hills, especially along Olympic Blvd. and in Tract 7710 where they have been identified as contributors to potential multi-family residential historic districts in those neighborhoods, but not as individually eligible for the National Register or California Register. As no potential historic district exists in the neighborhood surrounding 425-427 N. Palm Drive (see Historic District Discussion below), the buildings do not appear to be individually eligible or contribute to a potential historic district eligible for the National Register or California Register under Criterion C/3.

### Criterion D/4 (Information Potential)

The "potential to yield information important to the prehistory or history of the local area" typically relates to archeological resources rather than built resources. When Criterion D/4 does relate to built resources, it is for cases when the building itself is the principal source of important construction-related information. Based on historic research, Criterion D/4 is not applicable to 425-427 N. Palm Drive.

In sum, the buildings at 425-427 N. Palm Drive do not appear to meet any criteria for listing in the National Register or California Register.

### 429 N. Palm Drive Evaluation

#### Criterion A/1 (Events)

429 N. Palm Drive does not appear to be significant for its association with events that made a significant contribution to the broad patterns of local, regional, or national history. Built by developer Nathan Rosenblatt in 1974-5, the three-story condominium building appears to be part of the trend for condominium development that occurred in Beverly Hills in the late 1960s through the 1980s. Built by developers from architect-designed plans that featured decorative motifs from various historical architectural styles, the condominiums replaced rental apartments with a shared ownership structure for multi-family housing. Insufficient scholarly research has been conducted on the development of condominiums in this period, but there is no indication that 429 N. Palm Drive is significant as part of the condominium trend in the mid- to late-twentieth century. As such, 429 N. Palm Drive does not appear to meet Criterion A/1 for individual listing in the National Register or California Register.

#### Criterion B/2 (Persons)

429 N. Palm Drive does not appear to be significant for its association with the lives of persons important to local, California, or national history. Nathan Rosenblatt is a real estate developer who has built condominiums and other projects in Southern California starting in the 1970s. Insufficient

information exists to support evaluation of Rosenblatt as a person significant to local, state or national history. None of the tenants who lived at 429 N. Palm Drive appear to be significant individuals. As such, 429 N. Palm Drive does not appear to meet Criterion B/2 for individual listing in the National Register or California Register.

#### Criterion C/3 (Architecture)

429 N. Palm Drive does not appear to be significant for its architectural design, method of construction, or possess high artistic value.

No information could be found for Kolischer, the building's architect, who is therefore not recognized as a master architect. The design of 429 N. Palm Drive is similar to other 1970s-era condominium buildings that incorporate some historical detailing, such as the faux Mansard roof, but is otherwise undistinguished and does not possess high artistic value. As such, 429 N. Palm Drive does not appear to meet Criterion C/3 for individual listing in the National Register or California Register.

#### Criterion D/4 (Information Potential)

The “potential to yield information important to the prehistory or history of the local area” typically relates to archeological resources, rather than built resources. When Criterion D/4 does relate to built resources, it is for cases when the building itself is the principal source of important construction-related information. Based on historic research, Criterion D/4 is not applicable to 429 N. Palm Drive.

#### Criterion Consideration G (Properties under Fifty Years Old)

Constructed less than fifty years ago, 429 N. Palm Drive would need to demonstrate “exceptional importance” in order to be eligible for the National Register. For the California Register, sufficient time must have passed for its historical importance to be understood through scholarly work on the events or individuals associated with the property. Based on the research conducted, 429 N. Palm Drive does not appear to meet the “exceptional importance” consideration, nor has scholarly work identified 429 N. Palm Drive as associated with significant events or individuals. As such, 429 N. Palm Drive does not appear to meet Criterion G for individual listing in the National Register or similar consideration for properties under fifty years old for the California Register.

In sum, 429 N. Palm Drive does not appear to meet any criteria for individual listing in the National Register or California Register.

#### Historic District Discussion

Although the buildings at 425-427 N. Palm Drive do not appear to be individually eligible as historic resources, similar buildings developed by Joe Eudemiller have been identified as contributors to potential historic districts in previous surveys. The 2004 Survey focused on the multi-family residential neighborhoods in Area 4, an area bounded by Wilshire Boulevard to the north, S. Doheny Drive to the east, Whitworth Drive to the south, and S. Moreno Drive to the west. In this area, large and cohesive clusters of late-1920s- to early-1940s-era apartment buildings form potential multi-family residential historic districts (**Figure 53**). Several buildings developed by Eudemiller are contributors to the potential Olympic Blvd. MFP and Track 7710 MFP historic districts (**Table 1**).

The area around 425-427 N. Palm Drive was surveyed in 1986, but no individual historic resources or potential historic districts were identified at that time. A comparison of building footprints in historic Sanborn maps with current online maps and a brief windshield survey of buildings in the area surrounding 425-427 N. Palm Drive indicate that no cohesive historic district likely exists (Figure 47, 48, and 52). Larger-scale apartment and condominium buildings from the late 1960s through the present have replaced the pre-World War II apartment buildings that once dominated the neighborhood. These buildings tend to have three to five stories or more, are bulkier in massing across two or more original lots, and have underground parking. A few prewar two-story apartment buildings in period revival styles remain, but together they are insufficient to constitute a potential historic district as compared to the districts found by the 2004 Survey in Area 4.



Figure 52. Map of building footprints surrounding the two subject projects in red box. Source: Google Maps, 2014, edited by author.

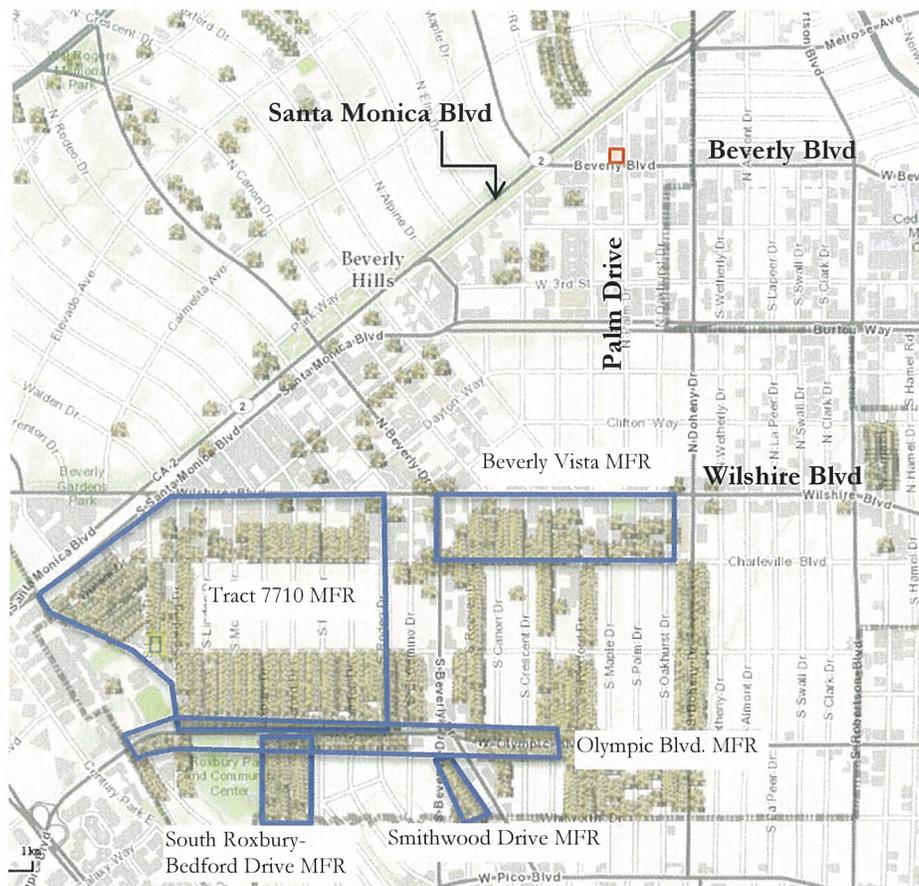


Figure 53. Map of the potential multi-family residential historic districts clustered in Area 4 south of Wilshire Blvd. The two subject properties are shaded in red. Source: Virtual Beverly Hills Interactive Historic Resource Survey Map, 2014, edited by author.

## INTEGRITY

In addition to qualifying for listing under at least one of the National or California Register criteria for historic significance, a resource must also retain historic integrity. Integrity is defined as “the authenticity of an historical resource’s physical identity by the survival of certain characteristics that existed during the resource’s period of significance,” or more simply defined as “the ability of a property to convey its significance.”<sup>41</sup> The process of determining integrity is similar for both the California Register and the National Register of Historic Places. A building or structure must stand up under seven variables, or aspects, which define integrity - location, design, setting, materials, workmanship, feeling and association. According to the National Park Service’s *National Register Bulletin Number 15: How to Apply the National Register Criteria for Evaluation*, the aspects of integrity are defined as follows:

- *Location* is the place where the historic property was constructed.

<sup>41</sup> California Office of Historic Preservation, *Technical Assistance Series No. 7: How to Nominate a Resource to the California Register of Historical Resources* (Sacramento, CA: California Office of State Publishing, 4 September 2001), p. 11; National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, 1997), p. 44.

- *Design* is the combination of elements that create the form, plan, space, structure and style of the property.
- *Setting* addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s).
- *Materials* refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history.
- *Feeling* is the property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and an historic property.

Integrity is a "yes" or "no" determination. A historic property either has adequate integrity, or it does not. To retain historic integrity, a property will often possess several, if not all of the aforementioned aspects. Specific aspects of integrity may also be more important, depending on the criteria for which it is significant.

It is important to note that historic integrity is *not* synonymous with condition. A building or structure can possess all or many of the seven aspects of integrity, even if the condition of the materials has degraded. Condition comes into consideration when there is a substantial loss of historic material or other character-defining features.

Although neither 425-427 N. Palm Drive nor 429 N. Palm Drive appears to be eligible for listing in the National Register and California Register, a brief integrity assessment is provided for reference.

#### 425-427 N. Palm Drive Integrity

The buildings at 425-427 N. Palm Drive appear to have integrity of location, design, materials, workmanship, feeling, and association, as few alterations have occurred. The surrounding setting has been altered from similarly small-scaled apartment buildings to larger-scale multi-family apartment and condominium buildings. Nonetheless, if the buildings at 425-427 N. Palm Drive were eligible as historic resources, they would have sufficient integrity to convey their significance.

#### 425-427 N. Palm Drive Integrity

Similarly, 429 N. Palm Drive appears to have integrity of location, design, setting, materials, workmanship, feeling, and association, as it has had few alterations since its original construction. While the setting has changed somewhat, the surrounding neighborhood was much the same as its current configuration at the time 429 N. Palm Drive was built in 1975. If 429 N. Palm Drive were eligible as a historic resource, it would have sufficient integrity to convey its significance.

## BEVERLY HILLS LANDMARK DESIGNATION CRITERIA

The Historic Preservation Ordinance, Chapter 10-3-3212 of the City of Beverly Hills Municipal Code, regulates designation criteria for listing on the local register. Individual structures and sites with historic or architectural significance may be listed in the Beverly Hills Local Register of Historic Properties if an application is submitted to and approved by the Cultural Heritage Commission and City Council.

A building may be listed as a Landmark if the following findings can be made:

A nominated property may be designated as a landmark if it is more than forty five (45) years of age and satisfies the requirements set forth below.

Properties that are less than forty five (45) years of age can be designated, but in addition to meeting the criteria below, they must also exhibit "exceptional significance" as defined in this article.

For the purposes of this section, any interior space or spaces open to the general public, including, but not limited to, a lobby area, may be included in the landmark designation of a property if the city council finds that the public space(s) satisfies the following criteria:

To be designated as a landmark, a property must satisfy the following criteria:

A. The property meets at least two (2) of the following criteria:

1. Is identified with important events in the main currents of national, state, or local history, or directly exemplifies or manifests significant contributions to the broad social, political, cultural, economic, recreational, or architectural history of the nation, state, city, or community;
2. Is directly associated with the lives of significant persons important to national, state, city or local history;
3. Embodies the distinctive characteristics of a style, type, period, or method of construction;
4. Represents a notable work of a person included on the city's list of master architects or possesses high artistic or aesthetic value;
5. Has yielded or has the potential to yield information important in the prehistory or history of the nation, state, city, or community;
6. Is listed or has been formally determined eligible by the National Park Service for listing on the National Register of Historic Places, or is listed or has been determined eligible by the State Historical Resources Commission for listing on the California Register of Historical Resources.

B. The property retains integrity from its period of significance. The proposed landmark retains integrity of location, design, setting, materials, workmanship, and association. Integrity shall be judged with reference to the particular criteria specified in subsection A

of this section. A proposed landmark's deferred maintenance, dilapidated condition, or illegal alterations shall not, on their own, be construed to equate to a loss of integrity.

- C. The property has historic value. The proposed landmark is of significant architectural value to the community, beyond its simple market value, and its designation as a landmark is reasonable, appropriate, and necessary to promote, protect, and further the goals and purposes of this article. (Ord. 12-O-2617, eff. 2-24-2012)

The buildings at 425-427 N. Palm Drive were constructed in 1941 and meet the 45-year threshold to be eligible for designation in the Beverly Hills Local Register of Historic Properties. 429 N. Palm Drive was constructed in 1975 and does not meet the 45-year threshold for local listing. It does not appear to exhibit "exceptional significance" and is therefore currently not eligible for the Beverly Hills Local Register.

The following section examines the eligibility of 425-427 N. Palm Drive for listing under the criteria outlined in A, B, and C.

#### Criterion A

The buildings at 425-427 N. Palm Drive do not meet any parts of Criterion A. They are not identified with important events in the main currents of national, state, or local history nor do they directly exemplify or manifest significant contributions to the broader national, regional or local history. 425-427 N. Palm Drive were developer-built multi-family dwellings among other similar properties built by the same developer and other developers in Beverly Hills in the 1930s and early 1940s.

Developer Joe Eudemiller was a prolific builder in Beverly Hills and the Los Angeles area, but the buildings at 425-427 N. Palm Drive do not appear to be associated significantly with his career. It was one of several projects built by Eudemiller and not part of a larger or cohesive area in which Eudemiller's projects had a collective impact. In addition, longtime owners Isabel Bigley Barnett and Lawrence Barnett were distinguished members of the entertainment industry, but the property at 425-427 N. Palm Drive does not appear to be particularly significant in their careers or holdings. As such, 425-427 N. Palm Drive do not appear directly associated with the lives of significant persons important to national, state, city or local history.

Architecturally, the buildings at 425-427 N. Palm appear to have been built from a standard plan, and while they feature some distinguished architectural elements on their primary (east) façades, the buildings do not fully embody the distinctive characteristics of the French Eclectic style. The buildings were not designed by an architect or person listed in the city's list of master architects and do not appear to possess high artistic or aesthetic value.

425-427 N. Palm Drive do not appear to have yielded information important in the prehistory or history of the nation, state, city or community and are not listed or formally determined eligible for listing in the National Register or California Register.

#### Criterion B

Based on the discussion in the Integrity section above, 425-427 N. Palm Drive retain sufficient integrity but do not otherwise meet any criteria for listing in the Beverly Hills Local Register.

#### Criterion C

425-427 N. Palm Drive do not appear to have historic value for Beverly Hills as

In sum, although the buildings at 425-427 N. Palm Drive are over 45 years old, they do not meet at least two criteria for listing under Criterion A and do not appear to have historic value under Criterion C. As such, 425-427 N. Palm Drive do not meet criteria for listing in the Beverly Hills Local Register of Historic Properties. Constructed in 1974-5, 429 N. Palm Drive does not meet the 45-year threshold and not appear to exhibit "exceptional significance" in order to be eligible for the Beverly Hills Local Register.

## VI. CONCLUSION

None of the buildings at 425-427 N. Palm Drive or 429 N. Palm Drive appears to be individually eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or the Beverly Hills Local Register of Historic Properties.

Constructed in 1941 by prolific developer Joe Eudemiller (or Endemiller), the two buildings at 425-427 N. Palm Drive are among several similar French Eclectic-style apartment buildings Eudemiller built from a standard plan within Beverly Hills. The property at 425-427 N. Palm Drive does not appear to be significant in Eudemiller's career, nor does it appear that Eudemiller strongly influenced the neighborhood immediately surrounding 425-427 N. Palm Drive. Similar buildings constructed by Eudemiller have been identified as contributors to potential historic districts of multi-family residential (MFR) properties in the area south of Wilshire Blvd. in the Tract 7710 MFR and Olympic Blvd. MFR potential districts. A formal survey of the area around 425-427 N. Palm Drive is outside the scope of this report, but few revival style multi-family housing from the same period remain in its immediate surroundings, and a potential historic district of multi-family residential properties does not appear to exist.

Furthermore, long-time owners of 425-427 N. Palm Drive, Tony-award winning actress Isabel Bigley and Hollywood executive Lawrence Barnett, were established figures in the entertainment industry. However, there is no indication that the property is significant to the career of either Bigley or Barnett, or was an important part of their real estate holdings.

Local developer Nathan Rosenblatt built 429 N. Palm Drive as a condominium project in 1974-1975, when many condominiums were being built to replace rental apartment houses throughout Beverly Hills. The property does not appear to be noteworthy within this trend. Designed by an unknown architect or firm named Kolischer, the building has elements of historic architectural styles, such as a faux Mansard roof, but does not appear to be architecturally distinctive.

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## VIII. APPENDIX

### A. SAMPLING OF TENANTS AT 425-427 N. PALM DRIVE AND 429 N. PALM DRIVE

The list of tenants at 425, 427, and 429 N. Palm Drive was gathered from the reserve directory sections of City of Beverly Hills City and Telephone Directories (1942 to 1958) and the Haines Los Angeles West Suburban Criss-Cross Directories (1980-1992).

Directory Year	Building Number	Unit Number	Tenant Name	Occupation
1942	425	a	Keane, H A	
		b	vacant	
		c	Tesler, Jack	artist
		d	vacant	
		e	Gooley, L H	
		f	Beery, Reta Mrs.	
	427	a	Sword, J H	bank teller
		b	Peters, G A	
		c	Vacant	
		d	Hitchens, B F	
		e	Schick, M M	
		f	Bettenhausen, H W	
1943	425	a	Stephenson, C L Mrs.	high school teacher
		b	Blackman, Max	market opr.
		c	Tesler, Jack	
		d	Zingerie, GC Mrs.	
		e	Coons, Virginia Mrs.	
		f	Frommer, E M	phys.
	427	a	Jenkins, Harry	film writer
		b	Decker, M L	
		c	Hair, J S Mrs.	
		d	Mills, H D	
		e	Vacant	
		f	Bettenhausen, H W	
1945	425	a	Stephenson, C L Mrs.	
		b	Blackman, Max	
		c	Tesler, Jack	
		d	Zingerie, GC Mrs.	
		e	Coons, Virginia Mrs.	
		f	Frommer, E M	
	427	a	Jenkins, Harry	
		b	Montgomery, G E Jr.	
		c	Hair, J S Mrs.	asst. mgr. Plastic die/tool
		d	Mills, H D	
		e	Cline, S E	
		f	Bettenhausen, H W	regional mgr. Chrysler motor parts
1946	425	a	Stephenson, C L Mrs.	
		b	Rawlings, Ralph Mrs.	
		c	Tesler, Jack	
		d	Werner, Elsa Jane	asst. editor Whitman Publishing Co.
		e	Coons, Virginia Mrs.	
		f	Frommer, Esther Mrs.	

	427	a	Jenkins, Harry	
		b	Hyde, E G	Fairchild Publishing
		c	Hair, J S Mrs.	
		d	Mills, H D	
		e	Cline, S E	
		f	Bettenhausen, H W	
1948	425	a	Stephenson, C L Mrs.	
		b	Walke, I K Mr.s	
		c	Tesler, Jack	
		d	Werner, Elsa Jane	
		e	Coons, John	
		f	Frommer, Esther Mrs.	
	427	a	Woods, J E	
		b	Hyde, E G	
		c	Wynkoop, N D	
		d	Mills, H D	
		e	Cline, S E	
		f	Willumsen, E H	
1949	425	a	Stephenson, C L Mrs.	
		b	Walke, I K Mr.s	
		c	Tesler, Jack	
		d	Stevens, Emma A	
		e	Coons, John	
		f	Frommer, Esther Mrs.	
	427	a	Woods, J E	
		b	Hyde, E G	
		c	Wynkoop, N D	
		d	Mills, H D	
		e	Cline, S E	
		f	Willumsen, E H	
1950	425	a	Stephenson, C L Mrs.	
		b	Walke, I K Mr.s	
		c	Vacant	
		d	Stevens, E A Mrs.	
		e	Jordan, J J	
		f	Lindsay, B B Mrs.	
	427	a	Leonetti, Marino	tailor
		b	Hyde, E G Jr.	
		c	Vacant	
		d	Stevens, E A Mrs.	
		e	Cline, S E	
		f	Frommer, Esther Mrs.	
1951	425	a	Stephenson, C L Mrs.	
		b	Walke, I K Mr.s	
		c	Miller, S B	
		d	Johnson, M M	struct engr
		e	Pajares, G P	enr
		f	Rand, E G Mrs.	
	427	a	Murrell, Nellie Mrs.	
		b	Hyde, E G Jr.	
		c	Kameon, W M	
		d	Mills, H D	
		e	Darling, A F	emp. Crane Co.

		f	Frommer, Esther Mrs.	
<b>1952</b>	<b>425</b>	a	Darling, A F	
		b	Walke, I K Mrs.	
		c	Miller, S B	
		d	Johnson, M M	
		e	Moran, M J	
		f	Rand, E G Mrs.	
	<b>427</b>	a	Murrell, Nellie Mrs.	
		b	Hyde, E G Jr.	
		c	Gurwin, H A	
		d	Mills, H D	
		e	Nisbet, B A Mrs.	
		f	Vacant	
<b>1955</b>	<b>425</b>	a	Schlesinger, Natalie Mrs.	
		b	Walke, I K Mr.s	
		c	Goodwin, Charlotte	
		d	Johnson, M M	
		e	Vacant	
		f	Hicks, Wm R	
	<b>427</b>	a	Murrell, Nellie Mrs.	
		b	Hyde, E G Jr.	
		c	Moran, M J	
		d	Vacant	
		e	Nisbet, B A Mrs.	
		f	Vacant	
<b>1956</b>	<b>425</b>	a	Schlesinger, Natalie Mrs.	
		b	Witzel, J	
		c	Newman, Ruth	
		d	Johnson, M M	
		e	Sebastian, Carmen M	
		f	Rowe, L	
	<b>427</b>	a	Saunders, C W	
		b	Hyde, E G Jr.	
		c	Deegan, E Mary Mrs.	
		d	Moran, Marie Mrs	
		e	Nisbet, Blanche	
		f	Reiss, M	
<b>1957</b>	<b>425</b>	a	Schlesinger, Natalie Mrs.	
		b	Witzel, J	
		c	Llewellyn, Rev Frank	reverend
		d	Newman, Ruth	
		e	Sebastian, Carmen M	
		f	Broder, W P	bus. Mgr
	<b>427</b>	a	Saunders, C W	
		b	van Meter, J M	
		c	Gigley, Isabel Mrs. (?)	
		d	Moran, Marie Mrs	
		e	Bigley, Isabel Mrs.	
		f	Reiss, M	
<b>1958</b>	<b>425</b>	a	Schlesinger, Natalie Mrs.	
		b	Witzel, J	
		c	Llewellyn, Rev Frank	
		d	Newman, Ruth	

		e	No listing	
		f	Dippell, J H	
	427	a	Saunders, C W	
		b	Perry, W H	
		c	Lieberman, Herman	
		d	Moran, Marie Mrs	
		e	Bigley, Isabel Mrs.	
		f	Reiss, M	

Directory Year	Building Number	Unit Number	Tenant Name	Occupation
1980	425		Bigley, Isabel Mrs.	
			Heyward, Abigail	film industry, mother of NY attorney general Eric Schneiderman
			Moran, M J	
	427		Barnett, Lawrence R	
			Segal, Jeff	
			Soloway, B	
			Weise, Donn	
	429		Almond, Gabriel	
			Gelman, Morris	
			Gusinow, Blanche	
			Gusinow, N RMD	
			Sanders, Melvin	
1983	425		Bigley, Isabel Mrs.	
			Heyward, Abigail Q	
			Moran, M J	
	427		Barnett, Lawrence R	
			Segal, Jeff	
			Soloway, B	
			Weise, Donn	
	429		Morris, Gelman	
			Gusinow, Blanche	
			Gusinow, N RMD	
1985	425		Heyward, Abigail Q	
			Moran, M J	
	427		Barnett, JAS J	
			Barnett, Lawrence R	
			Rogers, Fave B	
			Segal, Jeff	
			Soloway, B	
	429		Gelman, Morris	
			Gusinow, Blanche	
			Gusinow, N RMD	
1987	425		Heyward, Abigail Q	
	427		Barnett, JAS J	
			Barnett, Lawrence R	
			Segal, Jeff	
			Soloway, B	
	429		Faerstain, Laszlo	
			Faerstain, Magda	

			Gusinow, N RMD
<b>1988</b>	<b>425</b>		Heyward, Abigail Q
	<b>427</b>		Barnett, Jas J
			Barnett, Lawrence R
			Segal, Jeff
			Soloway, B
	<b>429</b>		Prime Time Design
			Fereydoon, Yadegar
<b>1989</b>	<b>425</b>		Heyward, Abigail Q
			Lee, N
			Relative Ease (Business)
	<b>427</b>		Barnett, JAS J
			Jennings, Annie
			Soloway, B
			Warsinske, Dawn Ann
	<b>429</b>		Moghadam, Nace
			Yadegar, Fereydoon
<b>1990</b>	<b>425</b>		Heyward, Abigail Q
			Lee, N
	<b>427</b>		No listing
	<b>429</b>		Ceresa, Glauco
			Charouli, Nors
			Moghadam, Nace
			Sanz, Leonor
			Fereydoon, Yadegar
<b>1991</b>	<b>425</b>		Heyward, Abigail Q
	<b>427</b>		No listing
	<b>429</b>		Ceresa, Glauco
			Ceresa, Glauco
			Charouli, Nora
			Club House Collection
			Yadegar Fereydoon
<b>1992</b>	<b>425</b>		Greene, Michael
			Heyward, Abigail Q
	<b>427</b>		Wolin, Maurice
	<b>429</b>		Ceresa, Glauco
			Charouli, Nora
			Club House Collection
			Yadegar Fereydoon



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**ATTACHMENT F**

**ARCHITECTURAL PLANS**

**(PROVIDED AS A SEPARATE ATTACHMENT)**