

# Application for Environmental Leadership Development Project

AG-SCH 8150 Sunset Boulevard Owner, L.P.  
8150 Sunset Boulevard, Los Angeles, California, 90046

January 30, 2014



## **Application for Environmental Leadership Development Project**

**Project Title: 8150 Sunset**

**Project Applicant: AG-SCH 8150 Sunset Boulevard Owner, L.P.**

**Project Location: Los Angeles, California**

### **Project Proposal**

AG-SCH 8150 Sunset Boulevard Owner, L.P. (“The Applicant”) proposes a mixed-use commercial and residential project located at 8150 Sunset Boulevard, consisting of 249 apartment units (of which 28 are affordable housing units) and 111,339 square feet of commercial retail and restaurant uses. The Project would redevelop a 2.56-acre site located in the Hollywood community of the City of Los Angeles.

The subject property, one of the largest contiguous parcels along the world famous Sunset Strip, sits at the eastern gateway to the Strip and along Crescent Heights/Laurel Canyon Boulevard, a major thoroughfare from Los Angeles to the San Fernando Valley. The Project will be of the highest quality, fitting for a site of such prominence, and will create a world-class landmark destination. The design focus is centered on a pedestrian orientation by providing a mix of residential, retail and restaurant uses with broad walkways leading into a central pedestrian plaza. The Project’s unique iconic design will maintain and enhance the area’s urban character while bringing energy and architectural innovation that reflects the vitality that is the City of Los Angeles.

The Project would provide a vertical mix of uses within two buildings. The North Building would include three levels (one subterranean) of entirely commercial uses and would have a maximum height of three levels above grade along Sunset Boulevard. The South Building would include commercial uses on the first two levels, twelve levels of residential uses above the commercial floors, and a rooftop restaurant and lounge level on Level 16. The retail portion of the mixed-use Project would contain 106,438 square feet of retail floor area on three levels inclusive of one basement level below the Sunset grade, as well as approximately 4,901 square feet of enclosed space on the rooftop for a restaurant and lounge, for a total commercial floor area of 111,339 square feet.

Residential uses would total 222,564 square feet with 249 rental apartment units, including 28 restricted affordable units, which would be dispersed throughout the South Building. The height of the podium structure would be approximately 42 feet above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards, while the structure would increase in height to approximately 108 feet for the nine-story portion and approximately 191 feet for the 16-story portion of the South Building; the overall building height would be approximately

216 feet as measured from the low point of the site along Havenhurst Drive to the top of the 16-story portion of the South Building.<sup>1</sup> The Project would include a public open space area, the Corner Plaza, at the Sunset Grade, which would create opportunities for outdoor activities, visual connections to the surrounding area from within the Project and pedestrian connections to the three surrounding streets.

The Project's open space would provide a new, 9,134-square-foot public space ("Corner Plaza") at the northeast corner of the site (an area that is, and will continue to be, owned by the City, though the Applicant will be required to improve and maintain the area), a 34,050-square-foot central public plaza at the site interior ("Central Plaza"), public rooftop deck/garden areas ("Sunset Terrace") along Sunset Boulevard, a private pool and pool deck area for residents ("Garden Terrace"), as well as other resident-only amenities totaling approximately 6,900 square feet that would include a residential lobby, resident recreation room, fitness center, business center, changing rooms, and library, as well as a wrap-around landscaped terrace on the fourth floor of the South Building ("Garden Terrace").

Parking for all proposed uses would be provided on-site via a seven-level (three subterranean and semi-subterranean levels) parking structure housed within the podium structure that includes 849 total parking spaces (295 for residential uses and 554 for commercial retail and restaurant uses) inclusive of electric vehicle charging stations for use by the public and residents. Short- and long-term bicycle parking totaling 985 spaces would also be provided on-site, including 428 spaces for residential uses and 557 spaces for commercial uses. The total development would include up to 333,903 square feet of commercial and residential floor area with a maximum floor area ratio (FAR) of 3 to 1.

### **Project Site**

The Project Site lies at the western edge of the Hollywood community in the City of Los Angeles. The site is bordered by Sunset Boulevard to the north, Havenhurst Drive to the west, Crescent Heights Boulevard to the east, and residential development to the south. The Project Site is approximately 111,339 square feet of land currently occupied by two commercial buildings and surface parking fronting on Sunset Boulevard with 222 parking spaces. The main retail structure is located at the rear of the Project Site and provides a large range of retail uses, such as fast food restaurants, check cashing facility, dry cleaners, coffee shop, walk-in bank facility, fitness, massage parlor, pet grooming services, storage facility and dental office. A second structure that fronts on Sunset Boulevard is a two-story Chase Bank building. In total, the Project Site includes approximately 80,000 square feet of retail space. In addition, there is a standard-sized digital billboard at the Project Site to be removed.

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1. *Due to the sloping nature of the Project Site, the 16-story portion of the South Building would appear to be 20 stories in height at the southwest area of the Project Site along Havenhurst Drive.*

The Project Site is generally flat, with a topography that gently slopes down from the north to the south. Landscaping on the site is limited to ornamental trees and shrubbery, with the majority located along the Project Site perimeter fronting Sunset Boulevard and Crescent Heights Boulevard. Existing pedestrian access to the Project Site is relatively poor due to grade changes across the property, existing buildings and landscaping along the perimeter, and vehicular access configuration. With the exception of the existing Chase Bank fronting Sunset Boulevard, pedestrians are required to walk through the parking lot or across vehicular access driveways from surrounding streets to reach all other on-site uses.

The existing development at the Project Site is not inviting to pedestrians. Existing uses include a mix of fast food restaurants, a check cashing facility, walk-in bank, massage parlor, pet groomer and storage facility. A significant portion of the subject site is currently occupied by a surface parking lot fronting Sunset Boulevard. Development of this site will bring new life to the region and have significant positive impacts for those who will live at, work at and visit this new landmark project.

### **CONSISTENCY WITH STATUTORY REQUIREMENTS FOR CEQA STREAMLINING**

This application was prepared in accordance with the Governor's Guidelines for Streamlining Judicial Review under the California Environmental Quality Act (CEQA), which is provided on the Governor's Office of Planning and Research Website ([http://opr.ca.gov/s\\_californiajobs.php](http://opr.ca.gov/s_californiajobs.php)).

The following information (in addition to all exhibits) is submitted to establish that the Project satisfies the statutory requirements for CEQA streamlining as further informed by the criteria set forth in the Governor's Guidelines under California Public Resources Code Section 21178 et seq.

#### **Information to show the project is residential, retail, commercial, sports, cultural, entertainment, or recreational in nature.**

The Project is a mixed-use development that is both residential and commercial in nature, located on property zoned commercial and situated along the commercial corridor of Sunset Boulevard in the City of Los Angeles. The Project would include 111,339 square feet of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level. The residential space, consisting of 249 apartment units, including 28 affordable housing units, within the twelve upper levels, would be provided in 222,564 square feet of floor area. The Applicant proposes an abundance of public open space, including a 34,050-square-foot central public plaza at the site interior and a 21,668-square-foot roof deck. The Applicant would improve and maintain a new 9,134-square-foot public space at the northeast corner of the project site on land that is, and will continue to be, owned by the City of Los Angeles. The

Project would also provide open space amenities for the residents only, including a private pool and pool deck area, fitness center, business center, recreation room, library and a wrap-around landscaped terrace on the fourth floor of the South Building.

Proposed site plans for the Project are attached as Exhibit 1. Renderings of the Project are attached as Exhibit 2.

**Information to show the project will qualify for LEED Silver Certification. The application shall specify those design elements that make the project eligible for LEED Silver Certification, and the applicant shall submit a binding commitment to delay operating the project until it receives LEED Silver Certification. If, upon completion of construction, LEED Silver Certification is delayed as a result of the certification process rather than a project deficiency, the applicant may petition the Governor to approve project operation pending completion of the certification process.**

LEED® Silver Certification for 8150 Sunset Boulevard will encourage design and construction decisions that have the potential to reduce energy and water use, promote resource conservation through redevelopment and the sourcing of local construction materials and create healthier indoor environments. The project goal is to achieve LEED® Silver Certification. Achieving LEED® Silver Certification requires obtaining at least 65 points satisfying eight categories, which can be organized into three overarching themes: Siting and Transportation, Building Performance, and Material Selection. The end result is a positive impact on resource conservation, the built environment, and the local community.

Siting, Transportation, and Mixed Use addresses preservation of undeveloped property by encouraging infill development, facilitating pedestrian activity by integrating a diversity of uses and providing convenient access to public transportation. 8150 Sunset Boulevard is located in a prime urban location close to transit, entertainment and employment and will integrate a range of commercial, retail and residential spaces arranged around public and private open spaces. The Project's placement of residential units on the main commute arterial of Laurel Canyon increases efficiencies to the siting and transportation in the area. Additionally, the Project will provide short- and long-term bicycle parking and showers for bicycle commuters to facilitate "last mile" connectivity to transit options.

Building Performance emphasizes water and energy efficiency to maximize livability with reduced resource consumption. Consideration will be taken to select high-performance materials, fixtures and appliances to reduce energy and water consumption by 20% from the regional usage baseline. Additionally, a construction and demolition waste management plan will maximize recycling.

Material Selection attempts to reduce the building's life cycle impact through the selection of upcycled, recycled and locally sourced materials where feasible and also minimize exposure to environmental toxins by choosing low VOC materials. A few practices being considered are: utilizing a whole building life cycle assessment, maximizing naturally ventilated areas within the buildings, and

selecting materials that have positive environmental, economic, and social life-cycle impacts.

**Green Building Measures:** The Project would be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code and achieve the USGBC LEED® Silver Certification. The Project would incorporate measures and performance standards to support its LEED® Silver Certification, which include but are not limited to the following:

- The Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris or minimize the generation of construction waste to 2.5 pounds per square foot of building floor area. (LEED® Materials and Resources Credit 5 [v4]<sup>2</sup>);
- The Project would be designed to optimize energy performance and reduce building energy cost by 10 percent for new construction compared to ASHRAE 90.1-2010, Appendix G and the Title 24 Building Standards Code. (LEED® Energy and Atmosphere Credit 2 [v4]);
- The Project would reduce emissions through the use of grid-source, renewable energy technologies and carbon mitigation projects. The Project would engage in a contract for qualified resources, for a minimum of five years, to be delivered at least annually. The contract would specify the provision of 100 percent of the Project's energy from green power, carbon offsets, and/or RECs. The Project would commit to providing a minimum of 10 percent of the Project's energy from green power, carbon offsets, and/or RECs for two years after the minimum five year period. (LEED® Energy and Atmosphere Credit 7 [v4]); and
- The Project would reduce indoor water use by a minimum of 35 percent by installing water fixtures that exceed applicable standards. (LEED® Water Efficiency Credit 2 [v4]).

**Information to show the project will achieve at least 10 percent greater transportation efficiency than comparable projects.** “Transportation efficiency” is defined as the number of vehicle trips by employees, visitors, or customers to the project divided by the total number of employees, visitors, and customers. The applicant shall provide information setting forth its basis for determining and evaluating comparable projects and their transportation efficiency, and how the project will achieve at least 10 percent greater transportation efficiency. For the purpose of this provision, comparable means a project of the same size, capacity and location.

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<sup>2</sup> The bracketed text “v4” denotes version 4 of the LEED® Building Design and Construction credits.

Located at the southwest corner of the intersection of Sunset Boulevard and Crescent Heights Boulevard, the Project is situated along two streets designated as Major Highways within the City of Los Angeles. As a result, the Project is an urban infill development located along two primary transportation corridors in a densely populated area of the Los Angeles Basin that exhibits substantial employment, shopping and entertainment opportunities. Residents and workers at the Project Site will have public transit options that offer opportunities for less reliance on the automobile for transportation needs. MTA bus stops front the subject site and service Metro Lines 2/302 along Sunset Boulevard and Metro Line 218 along Laurel Canyon and Sunset Boulevards. Metro Line 217 and Metro Rapid Bus Line 780 operate along Fairfax Avenue with a bus stop approximately 1,560 feet from the subject site. Additional bus lines in the area run along La Brea Avenue and Santa Monica Boulevard. Ridership along these four bus lines have been estimated to total well over 11 millions trips in 2013<sup>3</sup>.

Effective March 13, 2013, Ordinance 182,386 was adopted by the City of Los Angeles to require new developments to provide long-term and short-term bicycle parking. Such parking is required for both commercial and residential uses. The Project would be required to provide a total of 985 bicycle parking spaces. The Ordinance permits a vehicular parking “replacement” provision whereby vehicular parking can be reduced as a result of providing the required amount of on-site bicycle parking. Within an urban area, the provision of bicycle parking will result in greater transportation efficiency.

The Project exhibits a number of factors that will reduce its trip generation levels as compared to other similar developments. The most significant of these factors is the Project’s location as an urban infill project within a high-density and heavily developed area. Located along two key transportation corridors, the Project will experience a substantial amount of “pass-through” traffic, as commuters travel through the project vicinity and past the Project Site itself on their way to or from work, particularly during the AM and PM peak commute periods. Considering the east/west and north/south linkages provided by Sunset Boulevard and Crescent Heights Boulevard/Laurel Canyon Boulevard, the “pass-through” traffic levels remain relatively high throughout the day. As a result, the Project’s commercial components will exhibit substantial “pass-by” patronage with commuters taking advantage of convenient services and shops provided by the Project during already-existing trips past the Project site, thereby reducing the amount of “new” project-related traffic added to the existing roadway network in the area.

The Project intends to implement an aggressive Transportation Demand Management (TDM) program to further reduce the amount of traffic generated by both its commercial and residential components.

The anticipated TDM program will include a number of measures to manage the traffic generated by the Project’s commercial components, potentially including:

- Preferential parking for carpools and vanpools.

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<sup>3</sup> Metro ridership information located at: <http://isotp.metro.net/MetroRidership/IndexSys.aspx>

- Free valet parking for vehicles with high vehicle occupancy (three or more persons).
- Discounts for patrons who utilize public transit to travel to the site.
- On-line shopping and home delivery to reduce the number of patrons needing to travel to the site.
- Demand pricing for parking.
- On-site Transportation Coordinator.
- Bicycle racks and showers/lockers.
- Flexible work hours/telecommute opportunities.
- Wayfinding information and signage.
- Improved or new bus/transit stop shelters and/or amenities.

The anticipated TDM program will include a number of measures to encourage Project residents to utilize alternative modes of transportation, potentially including:

- Unbundled residential parking (either parking spaces are not included in the rent for the apartments or residents will have to pay extra for more than one parking space).
- Assistance with the formation of carpools or ridesharing.
- Loaner bicycles.
- Transit passes or subsidies.
- Short-term rental cars provided on-site to encourage reductions in the number of vehicles needed by residents.

The Project's overall TDM program is estimated to result in a reduction in the Project's residential component trips of at least 15 percent (from the "with pass-by" trip levels identified above), along with a reduction of at least 10 percent (again, compared to the "with pass-by" condition) in the Project's commercial components.

The combined effects of the Project's urban infill location, along with the implementation of its TDM program, will reduce the proposed Project's anticipated daily trip generation by approximately 32.3 percent (from 8,354 to 5,657 total daily trips) as compared to a similar "mixed-use" project located in a suburban or outlying area with no trip reduction (TDM) program, including trip reductions of approximately 29.4 percent (from 286 to 202 total trips) during the AM peak hour and 32.5 percent (from 742 to 501 total trips) during the PM peak hour. The proposed Project would also exhibit a reduction in daily Vehicle Miles Travelled (VMT) of approximately 31.7 percent (from 709,515 to 54,285 VMT), including reductions in the AM peak hour VMT of approximately 28.5 percent (from 2,815 to 2,013 VMT) and of 31.9 percent (from 7,060 to 4,808 VMT) during the PM peak hour compared to similar "non-infill, no TDM" mixed-use projects.

The Environmental Leadership Development Project Application Traffic / Transportation Assessment, dated December 2013, is attached as Exhibit 3.

**Information to show the project is located on an infill site, defined at Public Resources Code section 21061.3, and in an urbanized area, as defined at Public Resources Code section 21071**

The Project is located on an infill site. Under Public Resources Code section 21061.3, an “infill site” is defined as a site that “has been previously developed for qualified urban uses.” In turn, a “qualified urban use” is defined, pursuant to PRC section 21072, as “any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.” Additionally, the Project is located in an “urbanized area,” which is defined under PRC section 21071 as “an incorporated city” that meets the criteria of having a population of at least 100,000 persons. The City of Los Angeles has a population of 3,857,799, according to the 2012 estimate by the United States Census Bureau. The Project would represent an urban infill development since it would be located near existing off-site commercial and retail destinations and in close proximity to existing public transit stops.

**For a project that is within a metropolitan planning organization for which a sustainable communities strategy or alternative planning strategy is in effect, information to show the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets. For the purposes of this provision, “in effect” means that the sustainable communities strategy or the alternative planning strategy has been adopted by the metropolitan planning organization, and that the Air Resources Board has accepted the metropolitan planning organization’s determination that the sustainable communities strategy or alternative planning strategy meets the adopted greenhouse gas reduction targets and is not the subject of judicial challenge.**

Senate Bill 375 requires that each metropolitan planning organization in the state prepare a Sustainable Communities Strategy (SCS) as part of a regional transportation plan (RTP). The Project is within the jurisdiction of the Southern California Association of Governments (SCAG). On June 4, 2012, the California Air Resources Board (ARB), by Executive Order G-12-039, determined that SCAG’s 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which had been adopted on April 4, 2012, would, if implemented, achieve the greenhouse gas emission reduction targets for passenger vehicles set by the ARB for 2020 and 2035. As noted by a letter from the ARB, SCAG’s efforts to develop the RTP and SCS that advance the goals of

SB 375 represented the first metropolitan planning organization in the region to adopt the SCS.<sup>4</sup>

Information about SCAG's 2012-2035 RTP/SCS Plan is contained on the website of the California Air Resources Board.<sup>5</sup> SCAG's strategies to reduce greenhouse gas emissions include the following:

- Compact growth in areas accessible to transit.
- Half of all new development on three percent of the region's land area.
- More multi-family housing; jobs and housing closer to transit.
- New housing and job growth focused in High Quality Transit Areas (HQTAs).
- Invests in biking and walking infrastructure to improve active transportation options, transit access.

The Project proposes higher density, consistent with compact growth, on a parcel of urban land accessible to and well served by public transit. The SCAG objective of more multi-family housing in proximity to jobs and transit would be accomplished by the proposed development. New housing and job growth, as a result of the completed project, is focused in a High Quality Transit Area, which SCAG defines as an area "within a half mile of a well-served transit stop. A well-served transit stop is one which has a 15 minute or less service frequency during peak commute hours."<sup>6</sup> The Project Site is located in close proximity to a Metro Rapid Bus line as well as other Metro bus lines. The Project provides 985 bicycle parking spaces on-site to encourage non-polluting transportation alternatives. The proposed ground retail development fronting on a major commercial corridor, with improved walking infrastructure, will activate more pedestrian activity.

Also noted on the ARB website is the measuring of the greenhouse gas benefits of SCAG's SCS. SCAG identified performance metrics and trends that help to explain and confirm greenhouse gas reduction benefits of their plan:

- Two thirds of new housing will be multi-family by 2035.
- Over 60% of all jobs will be within HQTAs by 2035.
- Over half of new homes and jobs will be within walking distance of transit.
- Fewer drive-alone trips and more transit use, biking and walking, and HOV (high occupancy) trips.
- Average auto trip length decreases through 2035.
- Per capita VMT decreases through 2035.

The Project provides 249 new multi-family residential units, including affordable housing units. The commercial development will provide new jobs in an area that is within a HQTAs. With the development's new housing and jobs created in the commercial space, the objective of providing housing and jobs within walking distance of transit is achieved, as several Metro bus lines, including a Metro

<sup>4</sup> Letter from James N. Goldstene, Executive Officer, ARB, dated June 4, 2012, to Mr. Hasan Ikhrata, Executive Director, SCAG (Exhibit 4)

<sup>5</sup> [http://www.arb.ca.gov/cc/sb375/scag\\_fact\\_sheet\\_for%20posting.pdf](http://www.arb.ca.gov/cc/sb375/scag_fact_sheet_for%20posting.pdf)

<sup>6</sup> Technical Evaluation of the Greenhouse Gas Emission Reduction Quantification for the Southern California Association of Governments' SB 375 Sustainable Communities Strategy, dated May 2012. Document located on the ARB website: [http://www.arb.ca.gov/cc/sb375/scag\\_scs\\_tech\\_eval0512.pdf](http://www.arb.ca.gov/cc/sb375/scag_scs_tech_eval0512.pdf)

Rapid Bus line, are less than one half mile from the Project Site. Fewer automobile trips are contemplated as the result of the proposed mixed-use development that is proximate to jobs and transit. Transportation alternatives are encouraged by the provision of 985 bicycle parking spaces to serve tenants and commercial users, facilitating increased transit options that do not involve the use of the automobile. The Project's traffic study verifies that the proposed development will result in decreases of the average auto trip length and per capita VMT.

The Project proposes to be consistent with the objectives of SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy. Executive Order G-12-039, adopted by the ARB on June 4, 2012, notes that SCAG's adopted 2012-2035 RTP/SCS provided its GHG quantification determination of 9 percent per capita reduction by 2020 and a 16 percent per capita reduction by 2035. By adhering to SCAG's strategies to reduce greenhouse gas emissions as noted above, the Project serves to fulfill the metropolitan planning organization's determination that the sustainable communities strategy meets the adopted greenhouse gas reduction targets.

**Information to show that the applicant has notified a lead agency prior to the release of the draft environmental impact report that it intends to certify a project for streamlined environmental review under the Jobs and Economic Improvement Through Environmental Leadership Act of 2011. Written acknowledgment from the lead agency of the applicant's intent to apply for certification may be used to satisfy this requirement.**

Prior to the circulation of the Draft Environmental Impact Report (DEIR) and well before approval of the project entitlements, the City of Los Angeles, lead agency for the Project, shall be notified that the Applicant is seeking certification for the Project under the Jobs and Economic Improvement Through Environmental Leadership Act of 2011, as amended by Senate Bill 743. Additionally, on August 19, 2013, the Applicant submitted a Master Land Use Permit Application to the City of Los Angeles for the purpose of obtaining affordable housing incentives and site plan review for the entitlement of the Project and a conditional use permit and variances in connection with the development of the Project. The development permit application is attached as Exhibit 5.

**Information to show that the project will result in a minimum investment of \$100 million in California through the time of completion of construction.**

The Project is a major mixed-use development consisting of 249 residential units and 111,339 square feet of commercial retail space. The construction is expected to take a minimum of 27 months and a maximum of 39 months. The scope of the Project requires the demolition of an approximately 80,000-square-foot retail strip mall and surface parking lots with approximately 222 parking spaces. A billboard located on the property will also be removed. The Project would redevelop the 2.56-acre property with two buildings over a single podium structure with various elements ranging in height from two stories to 16 stories in

height as measured from the intersection of Sunset and Crescent Heights Boulevards (approximately 42 feet above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards [the “North Building”]), increasing to approximately 108 feet for the nine-story portion and approximately 191 feet for the 16-story portion of the building [the “South Building”]; the overall building height is approximately 216 feet as measured from the low point of the Project Site along Havenhurst Drive to the top of the South Building.

The Project would consist of a total of 333,903 square feet of commercial and residential space as defined in the Los Angeles Municipal Code. Public and private open space amenities would be provided in 91,893 square feet. Parking for all proposed uses would be provided on-site via a seven-level (three subterranean and semi-subterranean levels) parking structure, accommodating a total of 849 automobile spaces and 985 bicycle parking spaces. The proposed Project is a major high-rise development similar to other high-rise mixed-use and/or residential projects constructed in certain designated areas of downtown Los Angeles. The Project will exceed \$200 million of invested capital as required by Public Resources Code section 21183 (a).

Operating on assumptions generated by a mixed-use project consisting of 249 apartment units and approximately 111,339 square feet of commercial retail and restaurant uses, with subterranean parking levels, on a 2.56-acre property indicates that the construction costs for the project, including land and hard costs, will be over \$200 million, far in excess of the \$100 million minimum investment required for an environmental leadership development project. The public benefits of the Applicant’s investment to the City of Los Angeles are estimated to be over \$800,000 annually in net public revenue. The on-site employment generated by 111,339 square feet of commercial space will result in 339 employment positions. Additionally, the project multiplier effect of direct, indirect and induced project employment will result in employment for 511 persons, while the project multiplier effect of direct, indirect and induced construction employment will result in employment for 1,375 persons.

**Information to show that the project will satisfy the prevailing and living wage requirements of Public Resources Code section 21183(b).**

The Project will create high-wage, highly skilled jobs that pay prevailing wages and living wages as required by Public Resources Code section 21183 (b) during construction. As amended by Senate Bill 743, “jobs that pay prevailing wages” means that all construction workers employed in the execution of the Project will receive at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the Labor Code. If the Project is certified for streamlining, the Project Applicant shall include this requirement in all contracts for the performance of the work. The Applicant will satisfy the prevailing and living wage requirements. The City of Los Angeles requires the payment of prevailing wages by all contractors working on City projects.

It is anticipated that the on-site employment generated by 111,339 square feet of commercial space will result in 339 employment positions. Additionally, the project multiplier effect of direct, indirect and induced project employment will result in employment for 511 persons, while the project multiplier effect of direct, indirect and induced construction employment will result in employment for 1,375 persons. The construction jobs will be the jobs that pay prevailing wages as required by Senate Bill 743.

**Information establishing that the project will not result in any net additional greenhouse gas emissions. This information includes (1) a proposed methodology for quantifying the project's net additional greenhouse gas emissions, and (2) documentation that quantifies both direct and indirect greenhouse gas emissions associated with the project's construction and operation, including emissions from the project's projected energy use and transportation related emissions; and quantifies the net emissions of the project after accounting for any mitigation measures. This information is subject to a determination signed by the Executive Officer of the Air Resources Board that the project does not result in any net additional greenhouse gas emissions, following the procedures set forth in section 6 of the Governor's Guidelines.**

The Project will not result in any net additional greenhouse gas (GHG) emissions. The proposed methodology for quantifying the Project's GHG emissions is attached as Exhibit 6.

The Project Site is currently built-out. The two structures, containing 80,000 square feet of retail tenancy, on the Project Site were built in 1960 and 1988. Construction of the two structures and associated parking areas and infrastructure resulted in one-time GHG emissions of carbon dioxide (CO<sub>2</sub>) and smaller amounts of methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) from heavy-duty construction equipment, haul trucks, and worker vehicles.

Prior to the onset of construction activity, the existing uses will be vacated and all facilities will cease to operate. The Project would demolish and remove the two existing structures and associated infrastructure from the Project Site. The Project would construct two buildings over a single podium structure. The North Building would include three levels (one subterranean) of entirely commercial uses. The South Building would include commercial uses on the first two levels, twelve levels of residential uses above the commercial floors, and a rooftop restaurant/lounge level on Level 16. The Project would include 111,339 square feet of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, 249 apartment units, including 28 affordable housing units, within the twelve upper levels representing 222,564 gross square feet of residential space. The Project would also provide a new, 9,134-square-foot Corner Plaza at the northeast corner of the site, a 34,050-square-foot Central Plaza, public rooftop deck/garden areas along Sunset Boulevard, a private pool and pool deck area for residents, as well as other resident-only amenities totaling approximately 6,900 square feet. Parking for all proposed

uses would be provided on-site via a seven-level Parking Structure housed within the podium structure that includes 849 total parking spaces. Short- and long-term bicycle parking totaling 985 spaces would also be provided on-site, including 428 spaces for residential uses and 557 spaces for commercial uses. The total development would include up to 333,903 square feet of commercial and residential space. Given the space limitations of the Project Site, the entire site would be fully built out prior to occupancy. Thus, the Project would not result in simultaneous construction and operation GHG emissions from partial occupancy during construction.

Construction of the Project would result in one-time GHG emissions of CO<sub>2</sub> and smaller amounts of CH<sub>4</sub> and N<sub>2</sub>O from heavy-duty construction equipment, haul trucks, and worker vehicles. Construction emissions are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the off-road and on-road emissions factors. The emissions are estimated using the California Emissions Estimator Model (CalEEMod) tool, which incorporates the California Air Resources Board (CARB) OFFROAD2011 and EMFAC2011 models. The output values used in this analysis are adjusted to be Project-specific based on equipment types and the construction schedule. These values are applied to the construction phasing assumptions to generate GHG emissions values for each construction year. The CalEEMod tool provides options for specifying equipment, horsepower ratings, load factors, and operational hours per day. Since a construction contractor(s) has not yet been retained for the Project, specific equipment specifications are not yet known. Therefore, recommended default equipment and vehicle horsepower ratings and load factors provided in CalEEMod are used in this assessment. This assessment also assumes equipment would operate for 8 hours during a workday.

Construction of the Project would occur over a number of phases and include activities such as demolition, debris and soil hauling, building construction, architectural coating, and paving. The construction phases are not independent of each other, as there would be much overlap and efficiency built into the construction process. Information regarding the activities that would occur during these phases is provided below:

- **Demolition:** This phase is anticipated to begin in 2015 and last for approximately two months. Construction equipment would include an excavator, loader, concrete saw, haul trucks, and other construction equipment. Approximately 6,500 cubic yards (cy) of debris would be hauled off-site.
- **Grading and Excavation:** This phase is anticipated to begin after the demolition phase and last for approximately four months. Construction equipment would include a drill rig, excavator, dozer, loaders, scraper, water truck, and haul trucks.

Approximately 61,000 cy of soil would be exported and 2,500 cy would be imported.

- **Building Construction:** This phase is anticipated to begin in mid-2015 and last for approximately 18 months. During this phase, the parking structure and residential and commercial buildings would be constructed. Construction equipment would include a concrete pump, generator, off-highway truck, cranes, lifts, welders, and other construction equipment.
- **Site Work/Closeout:** This phase is anticipated to begin in 2016 and last for approximately 9 months. During this phase, concrete would be poured during construction of the buildings and infrastructure and surfaces would be paved. Construction equipment would include a concrete pump, concrete trucks, and paving equipment.
- **Architectural Coating:** This phase is anticipated to begin in mid-2016 and last for approximately five months. During this phase, the interior and exterior coating would be applied to the residential and commercial buildings. Coating equipment would include a mixer, mobile crane, and air compressor.

**Green Building Measures:** The Project would be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code and achieve the USGBC LEED® Silver Certification. The Project would incorporate measures and performance standards to support its LEED® Silver Certification, which include but are not limited to the following:

- The Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris or minimize the generation of construction waste to 2.5 pounds per square foot of building floor area. (LEED® Materials and Resources Credit 5 [v4]<sup>7</sup>);
- The Project would be designed to optimize energy performance and reduce building energy cost by 10 percent for new construction compared to ASHRAE 90.1-2010, Appendix G and the Title 24 Building Standards Code. (LEED® Energy and Atmosphere Credit 2 [v4]);
- The Project would reduce emissions through the use of grid-source, renewable energy technologies and carbon mitigation projects. The Project would engage in a contract for qualified resources, for a minimum of five years, to be delivered at least annually. The contract would specify the provision of 100 percent of the Project's energy from green power, carbon offsets, and/or RECs. The Project would commit to providing a minimum of 10 percent of the Project's energy from green power, carbon offsets, and/or RECs for two years after the minimum five-year period. (LEED® Energy and Atmosphere Credit 7 [v4]); and

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<sup>7</sup> The bracketed text "v4" denotes version 4 of the LEED® Building Design and Construction credits.

- The Project would reduce indoor water use by a minimum of 35 percent by installing water fixtures that exceed applicable standards. (LEED® Water Efficiency Credit 2 [v4]).

**Project Characteristics:** The Project characteristics listed below are consistent with the California Air Pollution Control Officer's Association (CAPCOA) guidance document, *Quantifying Greenhouse Gas Mitigation Measures*,<sup>8</sup> which provides emission reduction values for land-use transportation characteristics and measures, and would reduce vehicle trips to and from the Project Site compared to a business-as-usual project without these Project characteristics. They would therefore result in a corresponding reduction in VMT and associated GHG emissions.

- **Increased Density:** Increased density, measured in terms of persons, jobs, or dwelling units per unit area, reduces emissions associated with transportation as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies such as enhanced transit services. The Project would increase the site density to approximately 97 dwelling units per acre.
- **Location Efficiency:** Location efficiency describes the location of the Project relative to the type of urban landscape such as an urban area, compact infill, or suburban center. In general, compared to the statewide average, a project could realize VMT reductions up to 65 percent in an urban area, up to 30 percent in a compact infill area, or up to 10 percent in a suburban center. The Project Site represents an urban/compact infill location within the Hollywood community of the City of Los Angeles. The Project Site is served by existing public transportation with bus stops fronting the subject site as well as in close proximity. The Project Site is within an active urban center with many existing off-site commercial and residential buildings and serves as an eastern gateway to the Sunset Strip. The location efficiency of the Project Site would result in synergistic benefits that would reduce vehicle trips and VMT compared to the statewide average and would result in corresponding reductions in transportation-related emissions.
- **Increased Land Use Diversity and Mixed-Uses:** The Project would co-locate complementary commercial and residential land uses in close to proximity to existing off-site commercial and residential uses. The Project would include on-site retail and residential land uses and would be located within a quarter-mile of off-site commercial and residential uses. The Project Site is also located within a quarter-mile of open space/park uses at Havenhurst Park. The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation, which would result in corresponding reductions in transportation-related emissions.

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<sup>8</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, (2010).

- **Increased Destination Accessibility:** The Project would be located in an area that offers access to multiple other nearby destinations including the 8000 Sunset commercial center, which houses a movie theater, fitness center, restaurants, and grocery store, the Laugh Factory comedy club, and many other commercial and recreational destinations along the Sunset Strip. The access to multiple destinations in close proximity to the Project Site would reduce vehicle trips and VMT compared to the statewide average and encourage walking and non-automotive forms of transportation and would result in corresponding reductions in transportation-related emissions.
- **Increased Transit Accessibility:** The Project would be located within a quarter-mile of public transportation, including existing Metro bus routes (e.g., 2/302, 217, 218, and 780 Rapid). The Project would provide access to on-site uses from existing pedestrian pathways. The Project would also provide approximately 985 total bicycle parking spaces (428 bicycle parking spaces for residential uses and 557 spaces for commercial uses to encourage utilization of alternative modes of transportation). The increased transit accessibility would reduce vehicle trips and VMT versus the statewide average and encourage walking and non-automotive forms of transportation and would result in corresponding reductions in transportation-related emissions.
- **Integrated Affordable and Below Market Rate Housing:** Below market rate housing provides greater opportunity for people to live closer to job centers and to accommodate more people in urban infill areas. The Project would include 28 below market rate dwelling units (approximately 11 percent of the total number of dwelling units), which would result in an increase in alternative transit usage and a corresponding reduction in transportation-related emissions.

**Provide Pedestrian Network Improvements:** Providing pedestrian access that minimizes barriers and links the Project Site with existing or planned external streets encourages people to walk instead of drive. The Project was designed around maximizing the pedestrian experience. Walkability and pedestrian access were kept in mind at every step of the development process. The Project would provide an internal pedestrian network that links to the existing off-site pedestrian network, including existing off-site sidewalks, and would result in a small reduction in VMT and associated transportation-related emissions. Access to the central plaza would occur via pedestrian-only entrances fronting Crescent Heights Boulevard, Sunset Boulevard, and Havenhurst Drive, making the central plaza permeable to pedestrians from every possible direction. The Project would include expanded 15-foot sidewalks on Sunset Boulevard, a 9,000-square-foot pocket park, community gathering areas, seamless pedestrian connections throughout the project, and increased walkability.

Detailed GHG emissions calculations are provided in Exhibit 6.

**Information documenting a binding agreement between the project proponent and the lead agency establishing the requirements set forth in**

**Public Resources Code sections 21183(d) (all mitigation measures will be conditions of approval and enforceable, and environmental mitigation measures will be monitored and enforced for the life of the obligation), (e) (applicant will pay costs for hearing by Court of Appeal), and (f) (applicant will pay costs of preparing the administrative record).**

The Applicant's acknowledgement and agreement with the City of Los Angeles, as lead agency for the Project, regarding the Application's obligations under Public Resources Code sections 21183 (d) (e) and (f), as amended by Senate Bill 743, is attached as Exhibit 7.

Senate Bill 743 (effective January 1, 2014) has amended the AB 900 Guidelines, regarding the documentation of a binding agreement between the project proponent and the lead agency establishing the requirements set forth in Public Resources Code sections 21183 (d) (e) and (f), to remove the need for said binding agreement prior to the release of the Draft Environmental Impact Report. Section 21181 requires the Governor to certify the project as an environmental leadership development project eligible for streamlining prior to January 1, 2016. The Applicant is proceeding with the Draft EIR pursuant to the AB 900 Guidelines and the requirements of Public Resources Code section 21187.

## **CONSISTENCY WITH PLANNING GOALS, POLICIES AND OBJECTIVES OF THE CITY OF LOS ANGELES**

The Project Site is located within the Hollywood Community Plan area in the City of Los Angeles. The Project Site is zoned C4-1D and has a Community Plan designation of Neighborhood Commercial with corresponding zones of C1, C1.5, CR, C2, C4, RAS3 and P Zones in the Hollywood Plan. The Project Site is not located within any Specific Plan area and is not subject to any interim control ordinances. The site's "1D" designation permits a floor area ratio (FAR) of 1 to 1 as the site is subject to a "D" development limitation condition, which provides that the total floor area of all buildings on a lot may not exceed one (1) times the buildable area of the lot. The zoning designation and the Height District No. 1 designation in a commercial zone do not restrict height. Development projects that qualify for a density bonus pursuant to California Government Code Section 65915 et seq. and the Los Angeles Municipal Code (LAMC) Section 12.22 A.25 et seq. by providing on-site affordable housing units shall be granted incentives, including an increase in FAR to 3 to 1.

The Project is consistent with many of the goals, policies and objectives of the City of Los Angeles General Plan, the Housing Element and the City Planning Commission's Do Real Planning policy statement. In addition, all entitlements being considered for approval by the City of Los Angeles conform with the appropriate sections set forth in the Los Angeles Municipal Code and the underlying zoning.

### **General Plan Framework**

The General Plan Framework includes the following goals, objectives and policies relevant to the proposed mixed-use development.

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

***Policy 3.1.6: Allow for the adjustment of General Plan Framework Element land use boundaries to account for changes in the location or introduction of new transit routes and stations....and, in such cases, consider the appropriate type and density of use generally within one quarter mile of the corridor and station to reflect the principles of the General Plan Framework Element and the Land Use/Transportation Policy.***

The Project would provide 249 residential units, including 28 affordable units, and approximately 111,339 square feet of commercial retail floor area to replace approximately 80,000 square of existing commercial space on the project site. The range of housing types and additional commercial uses, including a grocery store and restaurants, represent a diversity of uses that support the needs of the City's existing and future residents, businesses and visitors.

Sunset Boulevard, from the City of West Hollywood boundary to the west to La Brea Avenue to the east, is a commercial corridor with the land use designation of Neighborhood Commercial. The vicinity of Sunset Boulevard and Crescent Heights Boulevard has emerged as a public transit route with several Metro bus lines. MTA bus stops front the subject site and service Metro Lines 2/302 along Sunset Boulevard and Metro Line 218 along Laurel Canyon and Sunset Boulevards. Metro Line 217 and Metro Rapid Bus 780 operate along Fairfax Avenue with a bus stop approximately 1,560 feet from the subject site. This proximity to major transit stops suggests that, in accordance with the above-referenced policy, the Project Site is an appropriate location for the type and density of use contemplated with the proposed mixed-use development. Increased density should be located in close proximity to public transit.

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

***Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.***

By locating in close proximity to mass transit options, the Project would promote an improved quality of life by facilitating a reduction of vehicle trips and vehicle miles travelled, as discussed above under the Governor's Guidelines to achieve 10 percent greater transportation efficiency.

The Project is located along two major transportation corridors of Sunset Boulevard and Crescent Heights Boulevard, as well as within walking distance of the major corridor of Fairfax Avenue which is served by the Metro Rapid Bus Line. The Project is pedestrian friendly and will encourage greater pedestrian

activity not only by residents but by the neighborhood residents attracted to the new commercial uses to be provided. The Project will provide 985 bicycle parking spaces, thereby encouraging easier and more frequent bicycle access within the neighborhood.

***Neighborhood Districts: Neighborhood Districts are intended focal points of surrounding residential neighborhoods and serve populations of 15,000 to 25,000 residents. They contain a diversity of uses that serve daily needs, such as restaurants, retail outlets, grocery stores, child care facilities, community meeting rooms, pharmacies, religious facilities and other similar uses. The clustering of uses minimizes automobile trips and encourages walking to and from adjacent residential neighborhoods. Pedestrian-oriented areas are encouraged, and the district may be served by local shuttle service.***

A Neighborhood District land use designation has the corresponding zones of C1, C1.5, C4 and [Q]C2. The Project Site is zoned C4 and has the Community Plan land use designation of Neighborhood Commercial. The following goal, objective and policy support the Neighborhood District designation:

***Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.***

***Objective 3.8: Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.***

***Policy 3.8.2: Encourage the retention of existing and development of new commercial uses that primarily are oriented to the residents of adjacent neighborhoods and promote the inclusion of community services.***

The Project seeks to augment the pedestrian-oriented nature of Sunset Boulevard with an enhanced local identity achieved by the project's architecture and its relationship to the street. By eliminating unappealing surface parking lots fronting on the boulevard, the Project proposes an urban design concept that appeals to pedestrians, with easily visible commercial uses and the openness of a public plaza that invites passersby to enjoy the Project's public amenities. The Project strives to be a catalyst for change in the community and appeal to pedestrians by providing public gathering areas, easy access to the site, enhanced pedestrian safety, activating street activity with retail fronting Sunset Boulevard, community and residential programming, and by keeping vehicular circulation underground.

The Project would accommodate residential growth without encroaching on the existing residential neighborhoods in the surrounding area. The Project's lower level retail uses would be similar in scale to existing multi-family development in the vicinity as well as to other commercial uses along Sunset Boulevard. The Project's taller residential elements would have a stepped profile with notable setbacks from existing multi-family residential development adjacent to the

Project Site, providing a spatial buffer from those units. The addition of new residential development along Sunset Boulevard would contribute to a mixed-use environment and provide support for retail and entertainment businesses along the corridor.

Though the Project would capture the “pass-through” traffic along Sunset and Crescent Heights Boulevard that would take advantage of the various commercial businesses to be located on-site, the Project itself is designed to be oriented primarily to the residents of adjacent neighborhoods. The grocery store would provide a much-needed service to the community. The proposed walk-in bank would serve local businesses and residents. The offerings of new restaurants would appeal to residents of the adjacent neighborhoods. The Project would be designed to attract local residents with the pedestrian orientation of its commercial uses to those walking along Sunset Boulevard.

A Neighborhood District is a focal point for surrounding residential neighborhoods. The Project Site adjoins residential properties to the south, and with the clustering of commercial retail uses in 111,339 square feet of commercial space, residents from adjacent neighborhoods will be encouraged to walk to and from this new commercial center that would cater to the neighborhood. As a result of this clustering of the commercial uses, local residents would minimize the automobile trips because the Project intends to offer a wide variety of neighborhood-serving retail uses.

#### **Housing Element 2013-2021**

The Project is consistent with several goals, objectives and policies of the Housing Element 2013-2021, recently adopted by the Los Angeles City Council on December 3, 2013.

The City of Los Angeles is committed to providing affordable housing and amenity-rich sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population.

***Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy, sanitary and affordable to people of all income levels, races, ages, and suitable for their various needs***

***Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.***

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

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

The Project would provide a number of rental housing types for households of varying income levels and housing needs. The Project includes 249 units ranging in size from studios to three-bedroom units that are to be provided in a new development that will offer a safe, healthy and sanitary environment for people of all income levels, races and ages. The Project would provide housing to low income groups that need assistance as 28 of the Project's units are set aside for affordable housing. The Project adds 249 residential units to the housing stock as the existing development to be demolished does not provide any housing units. The Project expands opportunities for residential development by creating a mixed-use project that is located along a commercial corridor in close proximity to numerous public transit options, including a major transit stop situated 1,560 feet from the Project Site.

***Goal 2: A City in which housing helps to create safe, livable and sustainable neighborhoods.***

***Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.***

***Policy 2.2.2: Provide incentives and flexibility to generate new multi-family housing near transit and centers, in accordance with the General Plan Framework element.***

***Policy 2.2.3: Promote and facilitate a jobs/housing balance at a citywide level.***

The Project would create a safe, livable and sustainable neighborhood by introducing a 24-hour population into a commercial area, where residents will serve as "eyes" on the street to create a safer community. The Project promotes a sustainable neighborhood by facilitating a jobs/housing balance in that the development will provide job opportunities in its commercial component in close proximity to residents of the Project as well as neighboring residents. The Project would be a high-end, fully serviced complex complete with a 24-hour doorman and 24-hour security on site, as well as a state-of-the-art security system and increased communication with local law enforcement. The Project would generate new multi-family housing near several transit options.

***Objective 2.5: Promote a more equitable distribution of affordable housing opportunities throughout the City.***

***Policy 2.5.1: Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts and designated Centers.***

The Project offers affordable housing opportunities for lower-income residents in an area that predominantly is home to higher income residents, thereby promoting a more equitable distribution of affordable housing opportunities, as desired by the Housing Element. The Project targets its housing resources to include affordable housing in a mixed-use development that is proximate to transit options, including a major transit stop.

### **City Planning Commission – Do Real Planning**

Promoting the ideals of inspired, principled land use planning concepts at a citywide level, the Los Angeles City Planning Commission has fostered new visions with its “Do Real Planning.” The proposed Project fulfills several of these important objectives and goals:

**Demand a Walkable City:** This concept poses the question of whether a project actively welcomes its own users, its neighbors and its passersby. The Project proposes a walkable concept at a major intersection along a commercial corridor. To invite its own residents as well as the neighborhood, the commercial retail spaces are oriented to the street frontages along Sunset Boulevard and Crescent Heights Boulevard. The Project is designed to enhance the pedestrian experience by locating vibrant retail uses along Sunset Boulevard, creating large open spaces to encourage pedestrian activity. The main retail component consists of a two-story street level complex facing Sunset Boulevard and Crescent Heights Boulevard and surrounding a large central plaza that would be open to the public.

**Offer Basic Design Standards:** The concept is to eliminate the sea of stucco boxes, blank walls, street-front parking lots and other inhospitable streetscapes. The scale, massing and location of the Project’s buildings will respond to the unique shape of the site, and the surrounding urban context. The site is one of the largest development sites in the area, and its position on the eastern edge of the Sunset Strip as well as on the main north-south arterial of Laurel Canyon Boulevard make it ideal for a landmark development that will serve as a gateway and beacon for the community. The existing street-front parking lot is replaced by, among other things, a large central plaza that is open to the public, serving to attract more pedestrian activity. Additionally, a landscaped area on the ground level creates an area set aside for outdoor dining and other public gathering areas. The two-story street-level complex containing commercial retail spaces also creates a unique architectural design that generates a hospitable, visually appealing streetscape that also invites pedestrians. The street-level massing also reduces shade and shadow impacts, and reduces the proximity of larger massing to the hillside areas.

**Require Transit Around Density:** The concept is to locate development projects in close proximity to numerous transit options. The Project is situated along major transportation corridors with numerous public transit options. Residents and workers at the Project Site will have public transit options that offer opportunities for less reliance on the automobile for transportation needs. MTA bus stops front the subject site and service Metro Lines 2/302 along Sunset Boulevard and Metro Line 218 along Laurel Canyon and Sunset Boulevards. Metro Line 217 and Metro Rapid Bus 780 operate along Fairfax Avenue with a bus stop approximately 1,560 feet from the subject site. Additional bus lines in the area run along La Brea Avenue and Santa Monica Boulevard. Numerous City policies promote the direction of new growth around transit. This Project congregates additional density in an area with easy and close access to numerous bus stops. Thus, new density is encouraged where a mass transit relief valve is already in place.

Locate Jobs Near Housing: The Commission observes that “the time for segregating jobs from housing in Los Angeles has passed.” The Commission observes that the City has “several stale business boulevards and districts that are ripe for renovation; in these traditionally commercial-only locations, we must include both jobs and housing in the mix.” Sunset Boulevard is a commercial corridor primed for the renovation proposed by the Commission insofar as the project brings both jobs and housing into the mix with a proposed mixed-use development.

Produce Green Buildings: This concept proposes a menu of benefits that any developer who will commit to building a LEED-certified project can expect in return from the Department of City Planning. Effective November 1, 2008, a mixed-use project of 50,000 gross square feet or more of floor area in excess of six stories is subject to the green building program standard of sustainability. The Project complies with the City’s green building requirements, which came to fruition after the City Planning Commission expressed its own vision to promote green buildings.

Identify Smart Parking Requirements: This concept seeks to revisit the “one size fits all” suburban parking standards and to eliminate the mandate for acres of parking spaces and parking lots that often occupy prime street frontage. The parking proposed will be contained within the Project’s interior subterranean parking levels and concealed from street view, thereby eliminating the existing parking lots that occupy prime street frontage.

**Exhibit 1: Project Site Plans**

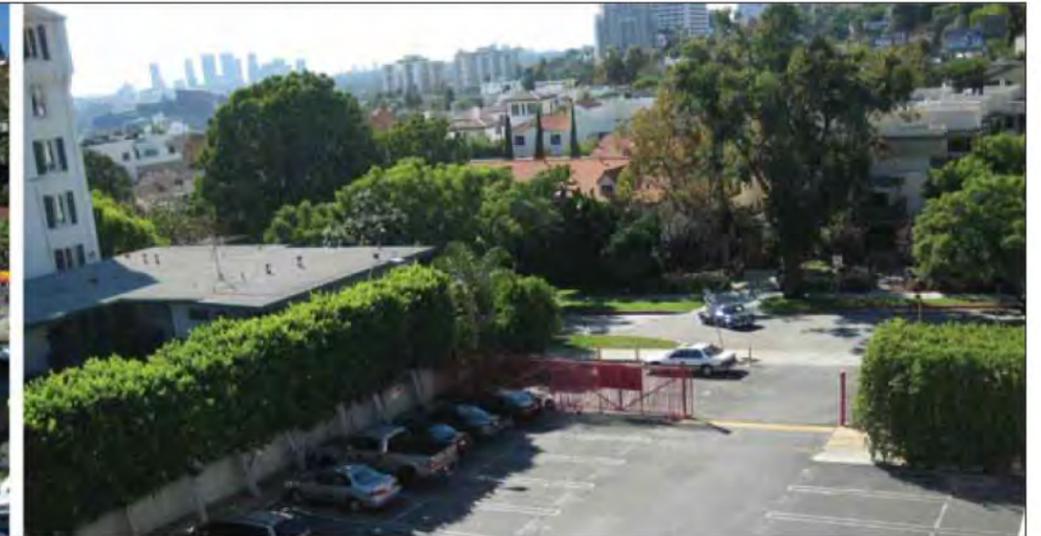




SUNSET AND NORTH CRESCENT LOOKING SOUTH



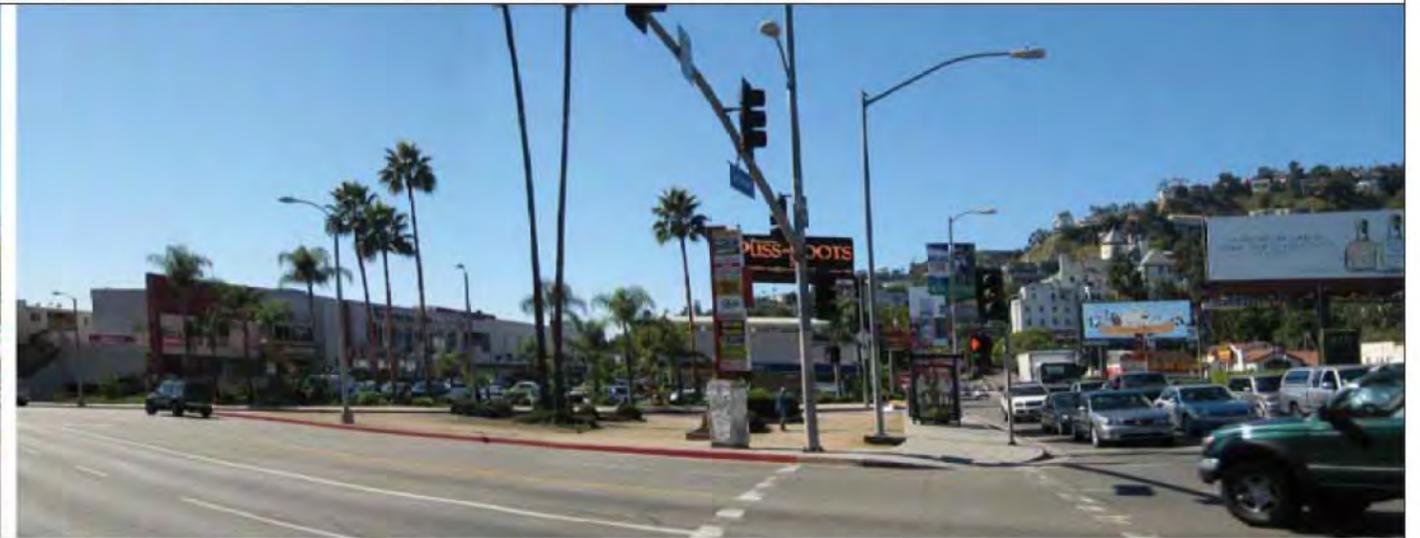
CHASE BANK, SUNSET AND HAVENHURST



VIEW TOWARDS HAVENHURST



NORTH CRESCENT GARAGE ENTRANCE



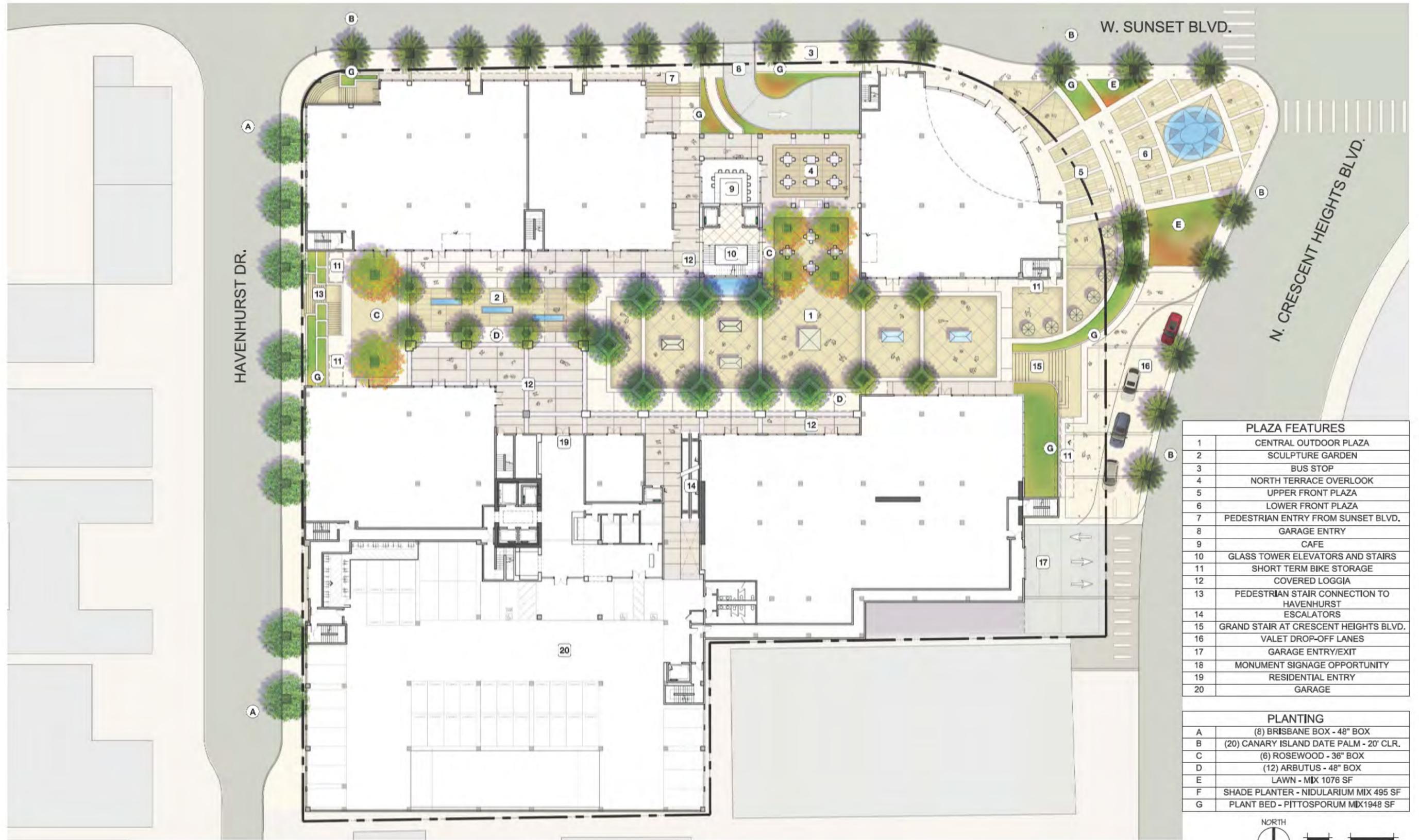
CORNER OF SUNSET AND NORTH CRESCENT, LOOKING WEST



EXISTING RETAIL

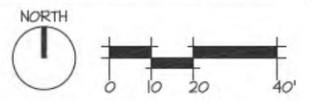


SUNSET AND NORTH CRESCENT, LOOKING NORTH



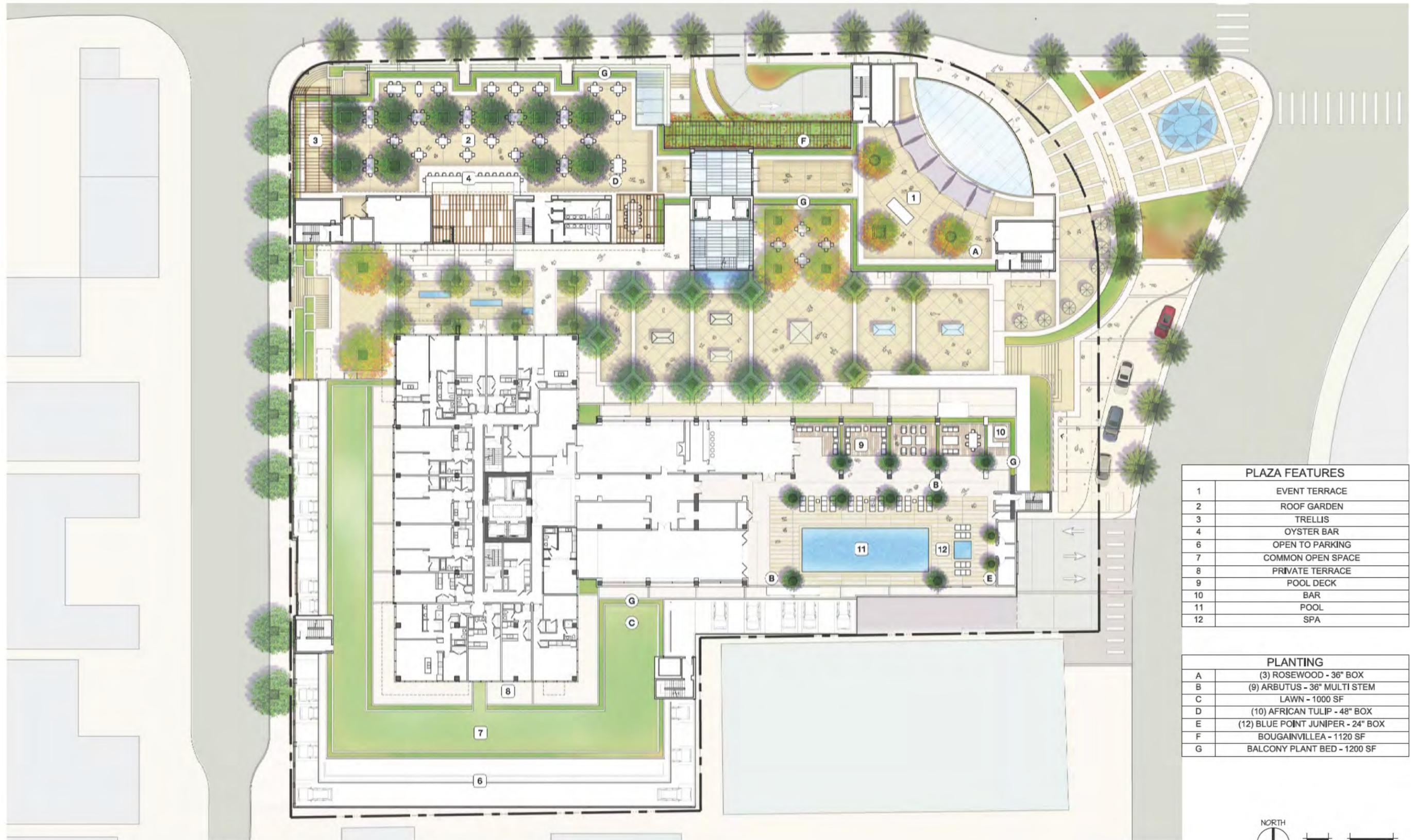
PLAZA FEATURES	
1	CENTRAL OUTDOOR PLAZA
2	SCULPTURE GARDEN
3	BUS STOP
4	NORTH TERRACE OVERLOOK
5	UPPER FRONT PLAZA
6	LOWER FRONT PLAZA
7	PEDESTRIAN ENTRY FROM SUNSET BLVD.
8	GARAGE ENTRY
9	CAFE
10	GLASS TOWER ELEVATORS AND STAIRS
11	SHORT TERM BIKE STORAGE
12	COVERED LOGGIA
13	PEDESTRIAN STAIR CONNECTION TO HAVENHURST
14	ESCALATORS
15	GRAND STAIR AT CRESCENT HEIGHTS BLVD.
16	VALET DROP-OFF LANES
17	GARAGE ENTRY/EXIT
18	MONUMENT SIGNAGE OPPORTUNITY
19	RESIDENTIAL ENTRY
20	GARAGE

PLANTING	
A	(8) BRISBANE BOX - 48" BOX
B	(20) CANARY ISLAND DATE PALM - 20' CLR.
C	(6) ROSEWOOD - 36" BOX
D	(12) ARBUTUS - 48" BOX
E	LAWN - MIX 1076 SF
F	SHADE PLANTER - NIDULARIUM MIX 495 SF
G	PLANT BED - PITTOSPORUM MIX 1948 SF



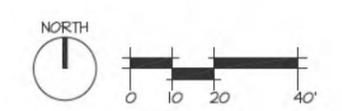
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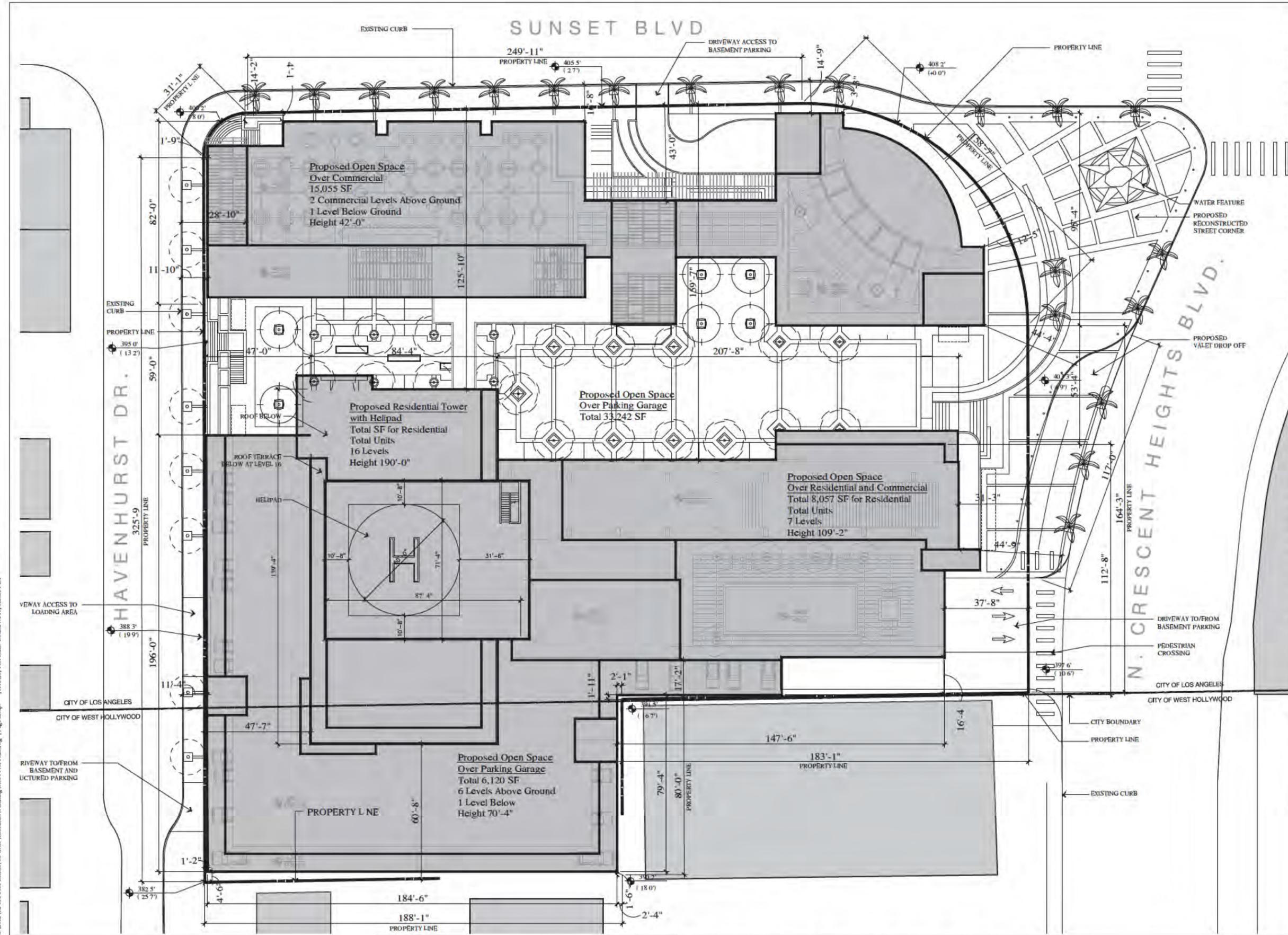


PLAZA FEATURES	
1	EVENT TERRACE
2	ROOF GARDEN
3	TRELLIS
4	OYSTER BAR
6	OPEN TO PARKING
7	COMMON OPEN SPACE
8	PRIVATE TERRACE
9	POOL DECK
10	BAR
11	POOL
12	SPA

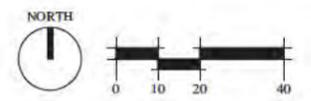
PLANTING	
A	(3) ROSEWOOD - 36" BOX
B	(9) ARBUTUS - 36" MULTI STEM
C	LAWN - 1000 SF
D	(10) AFRICAN TULIP - 48" BOX
E	(12) BLUE POINT JUNIPER - 24" BOX
F	BOUGAINVILLEA - 1120 SF
G	BALCONY PLANT BED - 1200 SF



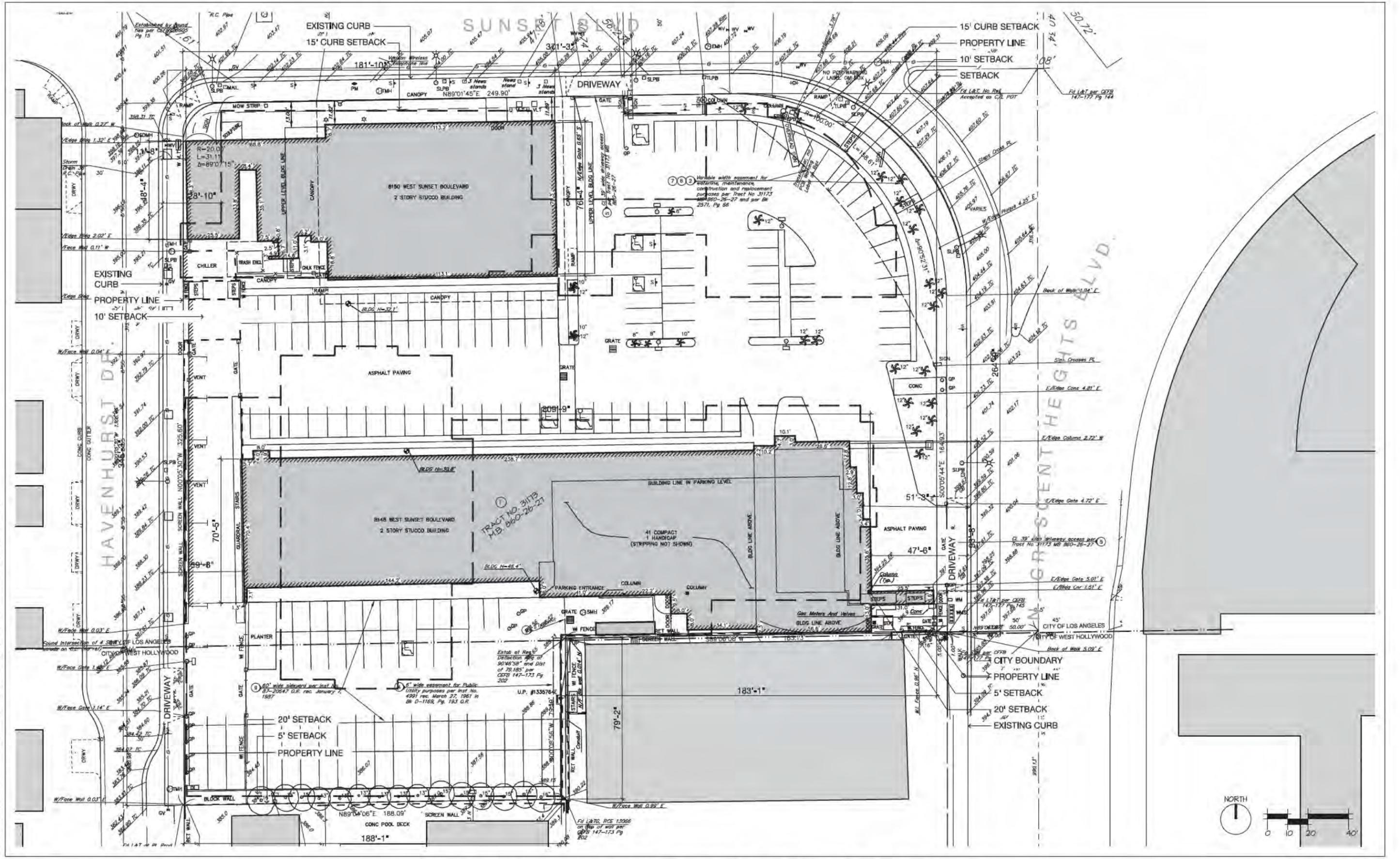
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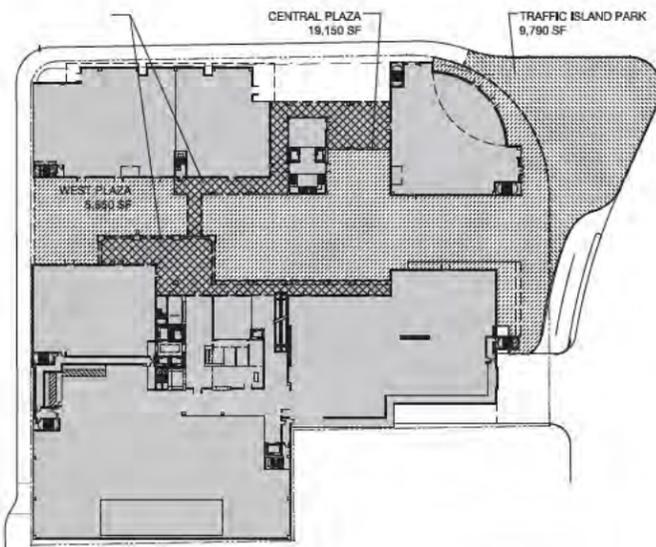


PROJECT DESCRIPTION	
Lot	1
Tract	31173
ARB	None
PROGRAM SUMMARY	
Residential (NSF)	222,564
Commercial (NSF)	111,308
<b>Total Floor Area:</b>	<b>333,872</b>
AREA SUMMARY	
Lot Area	111,339
<b>FAR</b>	<b>3.00</b>
COMMERCIAL AREA SUMMARY	
Retail	51,150
Restaurant	22,189
Supermarket	24,811
Health Club/Fitness	8,095
Walk-in Bank	5,094
<b>Total</b>	<b>111,339</b>
VEHICULAR PARKING	
Residential - Provided	295
Commercial - Provided	554
<b>Total</b>	<b>849</b>
BICYCLE PARKING	
Residential - Provided	428
Commercial - Provided	557
<b>Total</b>	<b>985</b>
PARKING SPACES PER LEVEL	
Level 3	133
Level 2	55
Level 1.5	55
Level 1	52
B1M	92
B1	89
B2	373
<b>Total Parking Spaces:</b>	<b>849</b>
OPEN SPACE	
Required	26,450
PRIVATE: Balconies	3,650
PRIVATE: Terraces	1,300
COMMON: Recreation Rooms	3,487
COMMON: Roof Decks	18,604
<b>Total Residential Open Space:</b>	<b>27,041</b>
PUBLIC: Plaza	34,050
PUBLIC: Traffic Island	9,134
PUBLIC: Roof Deck	21,668
<b>Total Public Open Space</b>	<b>64,852</b>
<b>Total O/S and Public:</b>	<b>91,893</b>
<b>Total Landscaped Area</b>	<b>8,247</b>

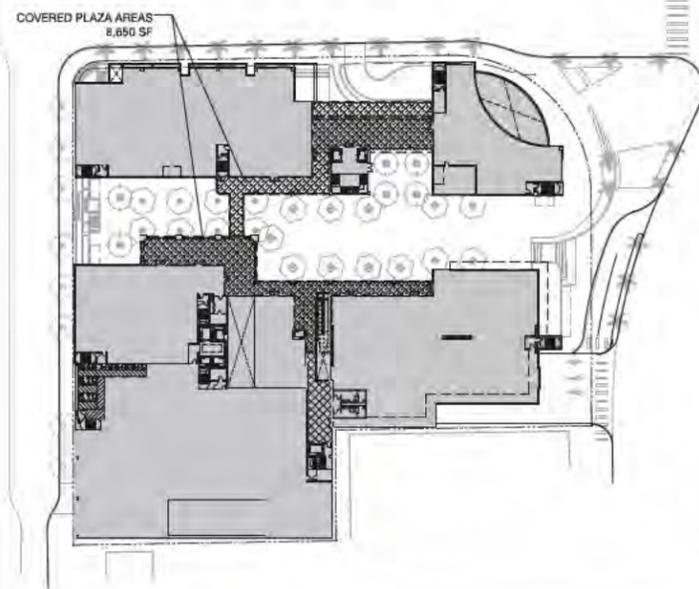


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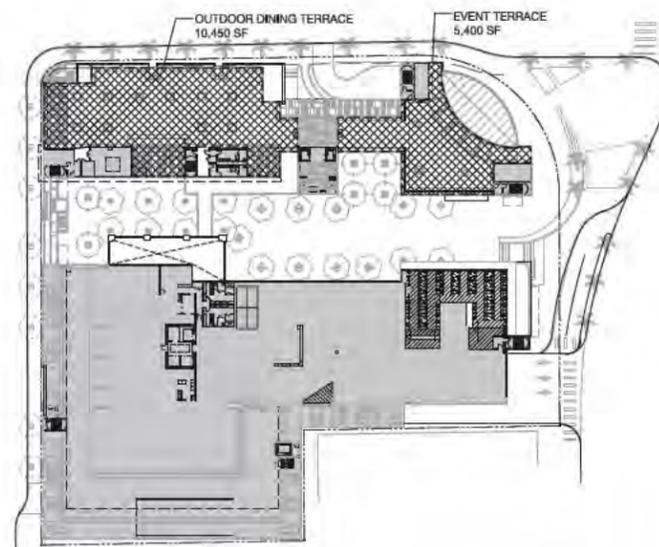




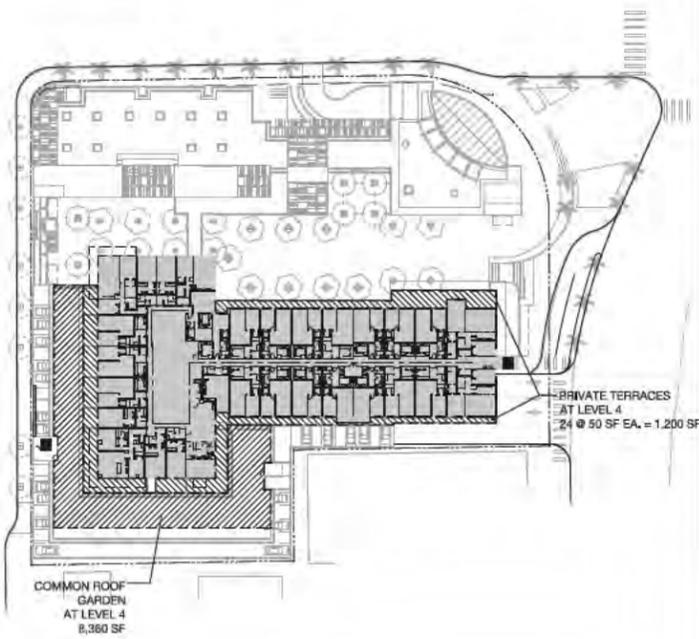
LEVEL 1- GROUND FLOOR PLAN (PLAZA LEVEL)



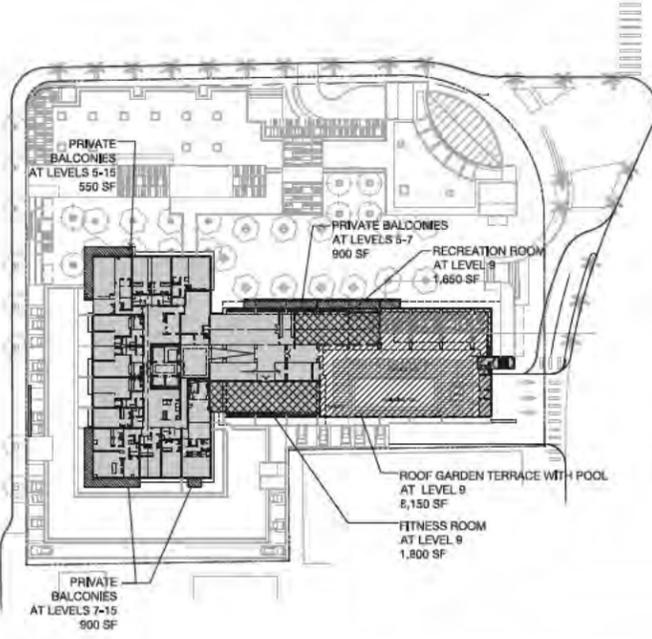
LEVEL 2



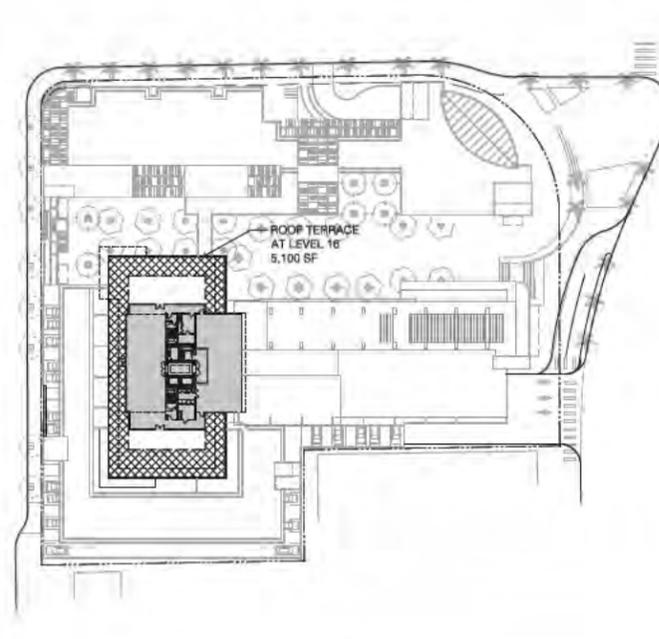
LEVEL 3



LEVEL 4



LEVEL 9- RESID. AMENITY LEVEL PLAN

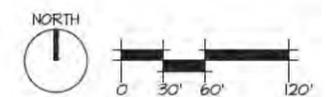


LEVEL 16- ROOF LOUNGE PLAN

	SF	Acres
<b>REQUIRED OPEN SPACE</b>	<b>26,450</b>	<b>0.6</b>
<b>PROVIDED OPEN SPACE</b>		
<b>PRIVATE / RESIDENTIAL</b>		
PRIVATE: Balconies	3,650	
PRIVATE: Terraces	1,300	
COMMON: Recreation Rooms	3,487	
COMMON: Roof Decks	18,604	
<b>Subtotal</b>	<b>27,041</b>	<b>0.6</b>
<b>PUBLIC</b>		
PUBLIC: Roof Decks	21,668	
PUBLIC: Plazas	43,184	
PUBLIC: Traffic Island (City Parcel)	9,134	
<b>Subtotal</b>	<b>73,986</b>	<b>1.7</b>
<b>Open Space Provided On-Parcel</b>	<b>101,027</b>	<b>2.3</b>
Traffic Island Park (City Parcel)	9,134	0.2
<b>TOTAL</b>	<b>110,161</b>	<b>2.5</b>

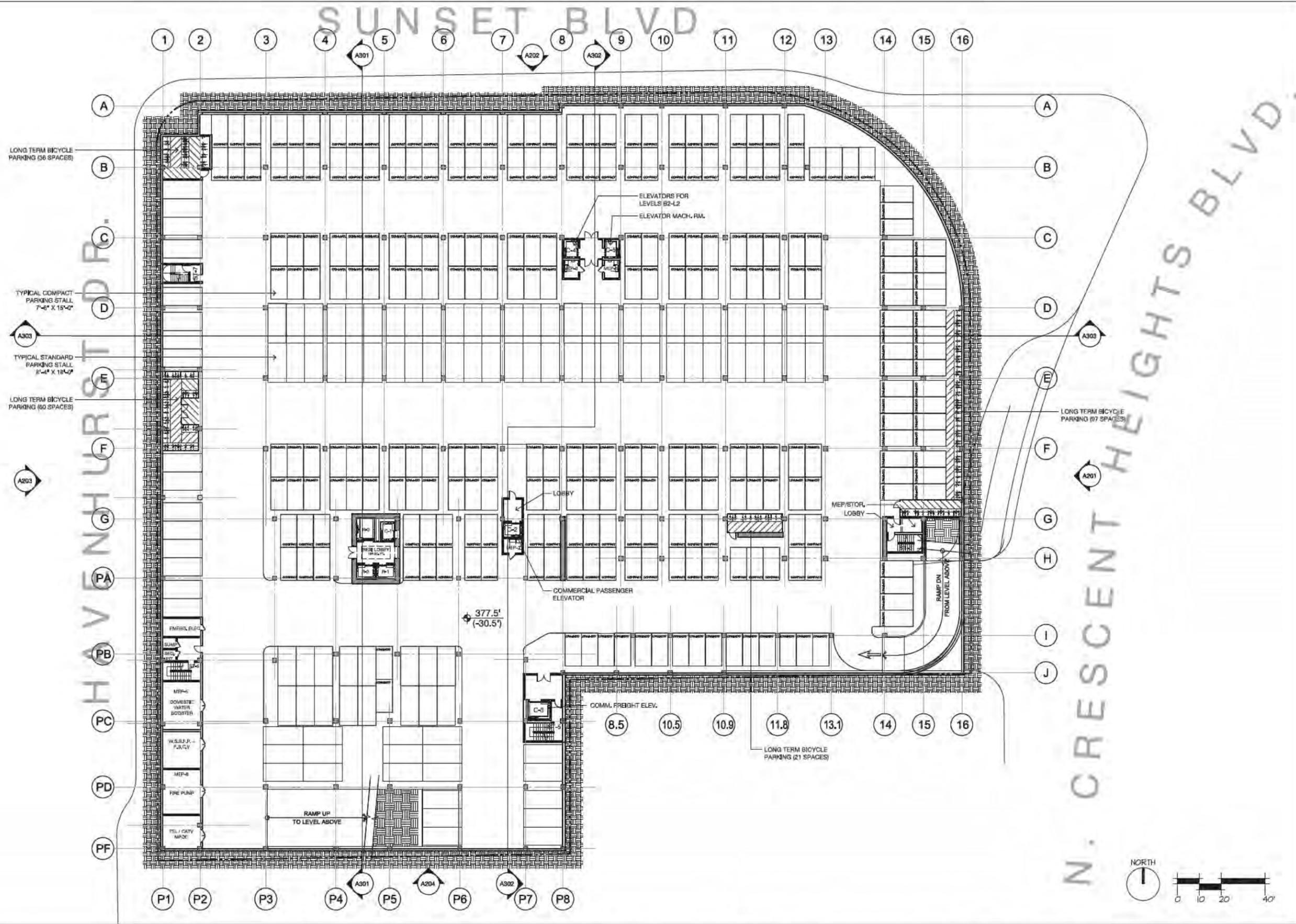
**KEY**

- PRIVATE BALCONIES
- PRIVATE TERRACES
- COMMON OPEN SPACE
- COMMON OPEN SPACE - ENCLOSED
- PUBLIC OPEN SPACE - COVERED
- PUBLIC OPEN SPACE
- PUBLIC OPEN SPACE - ON PUBLIC R.O.W.

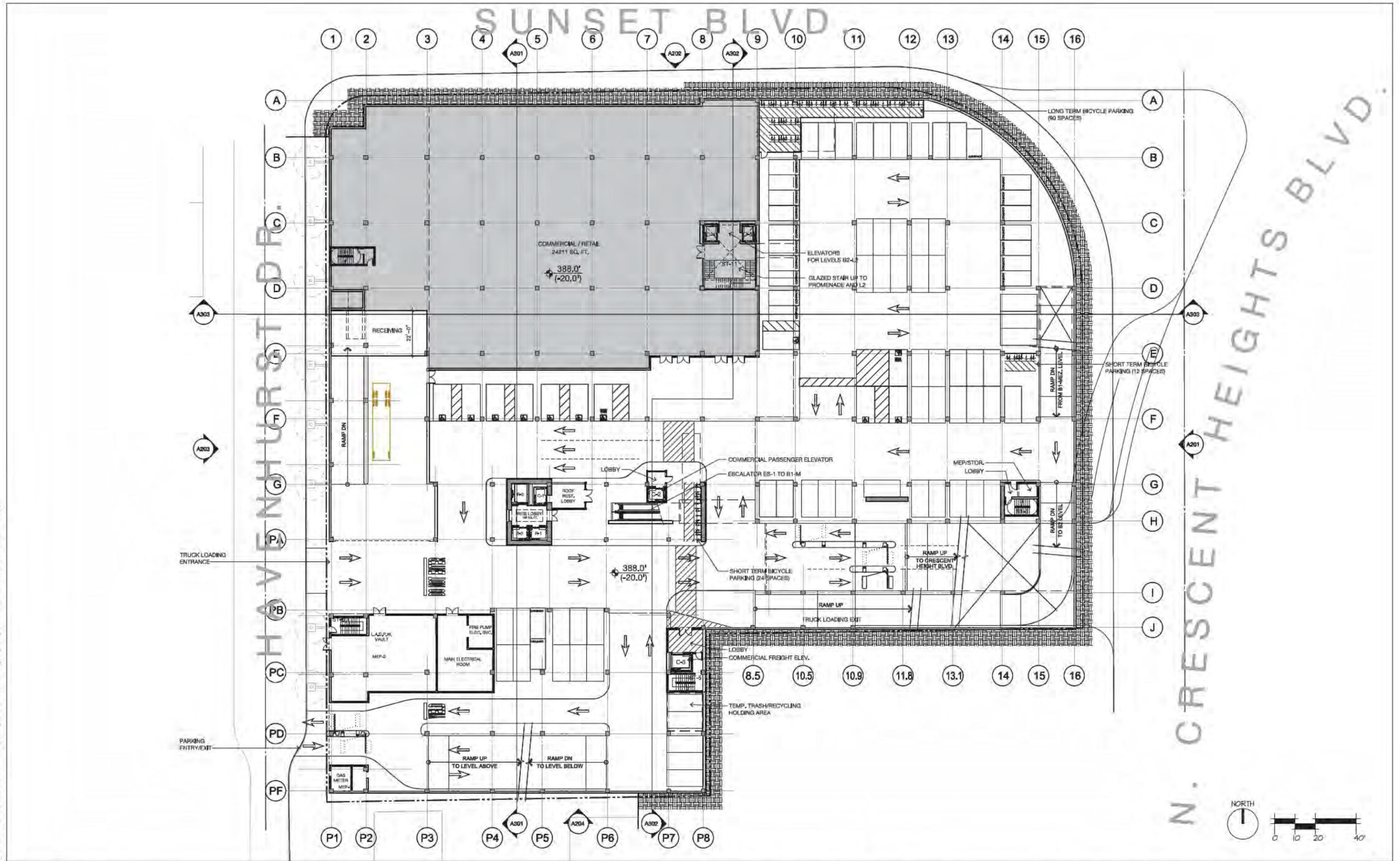


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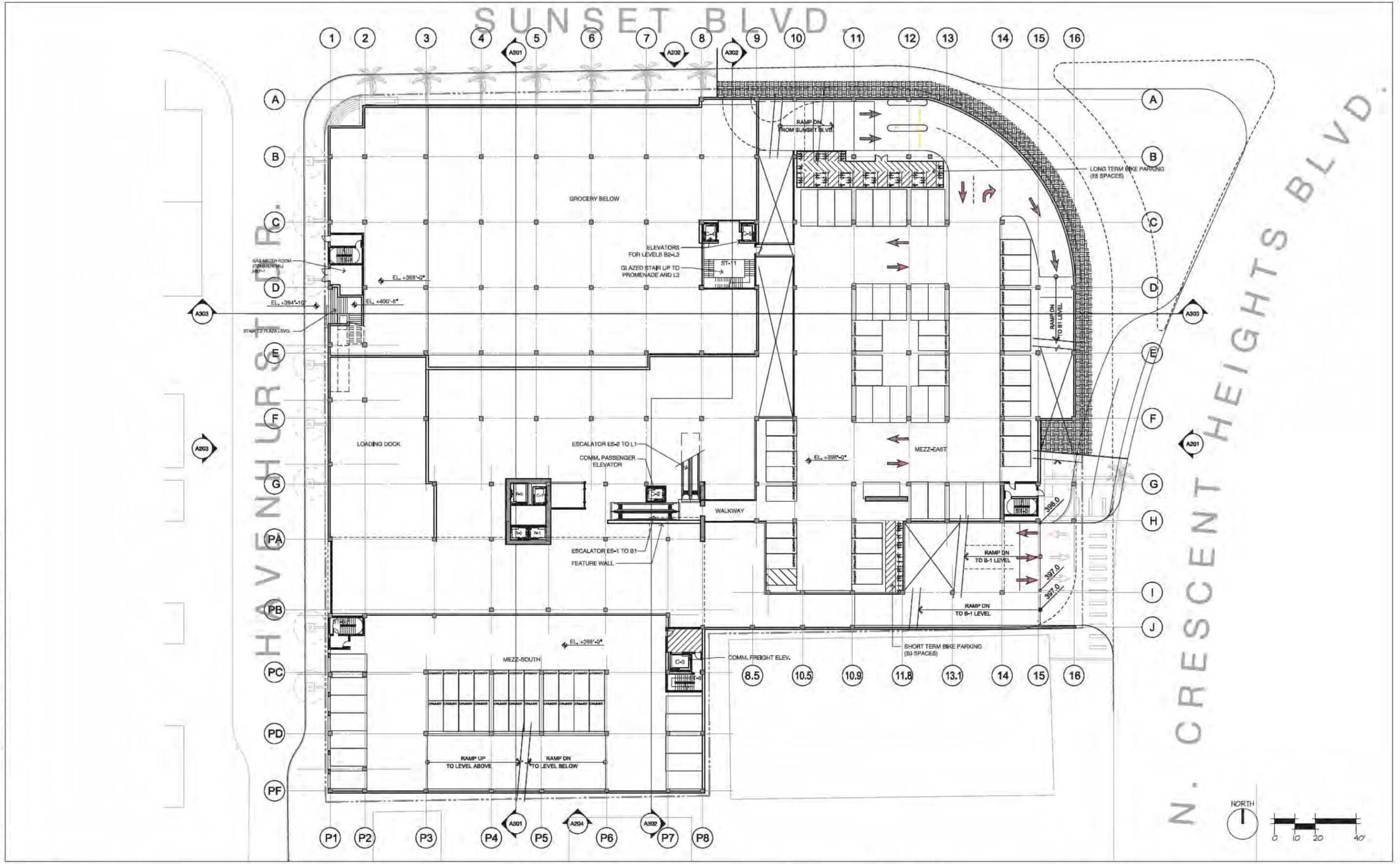
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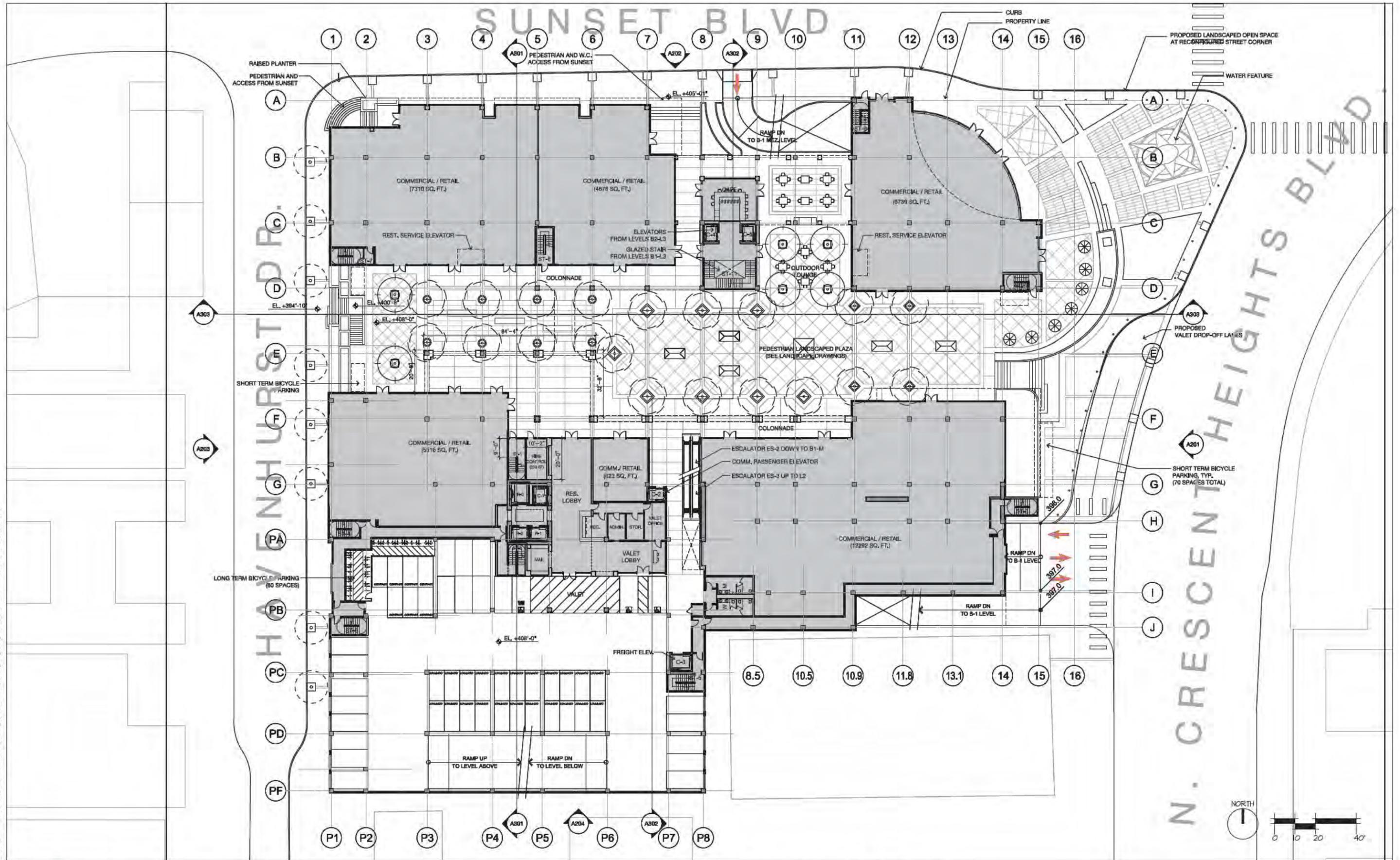


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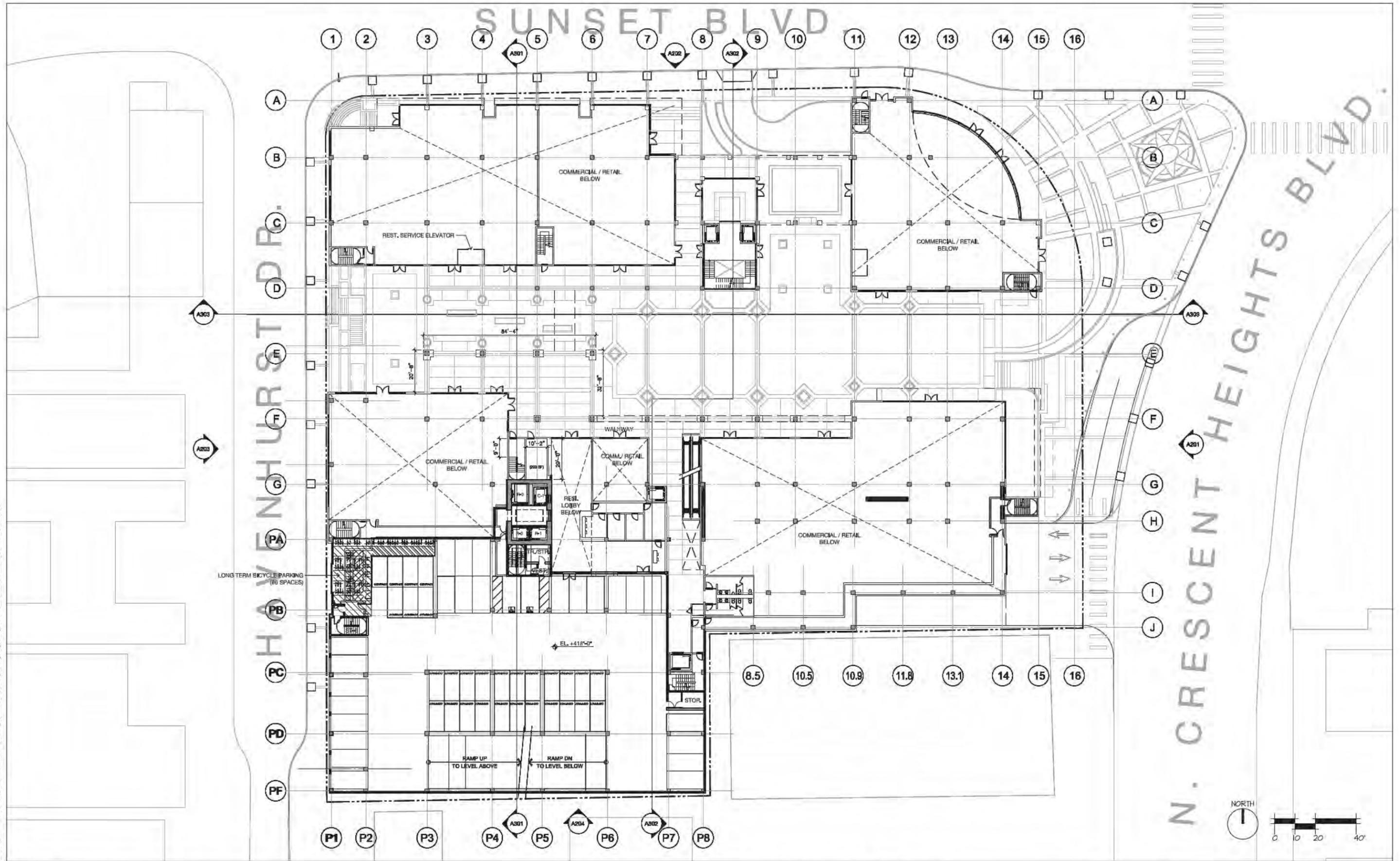
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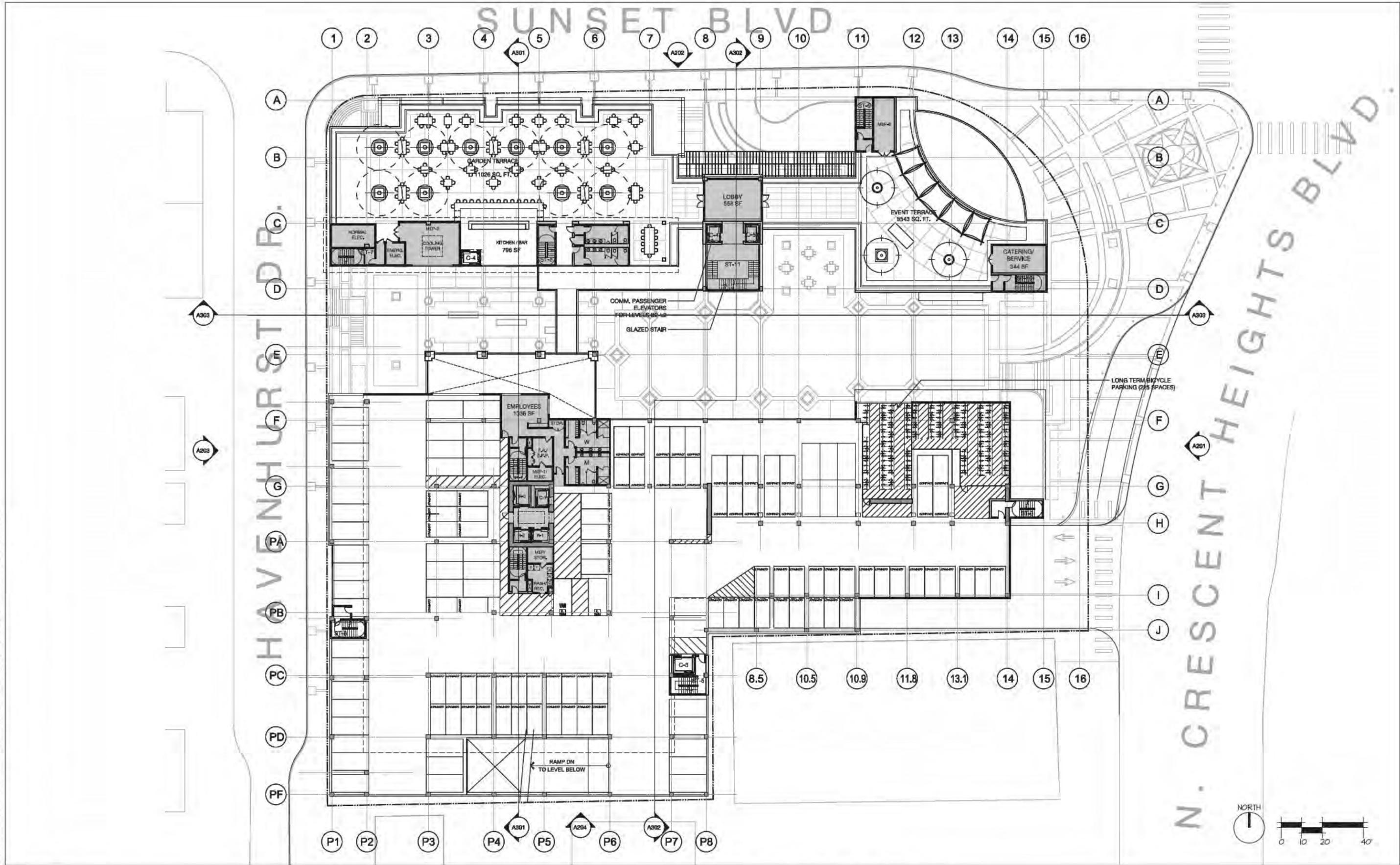
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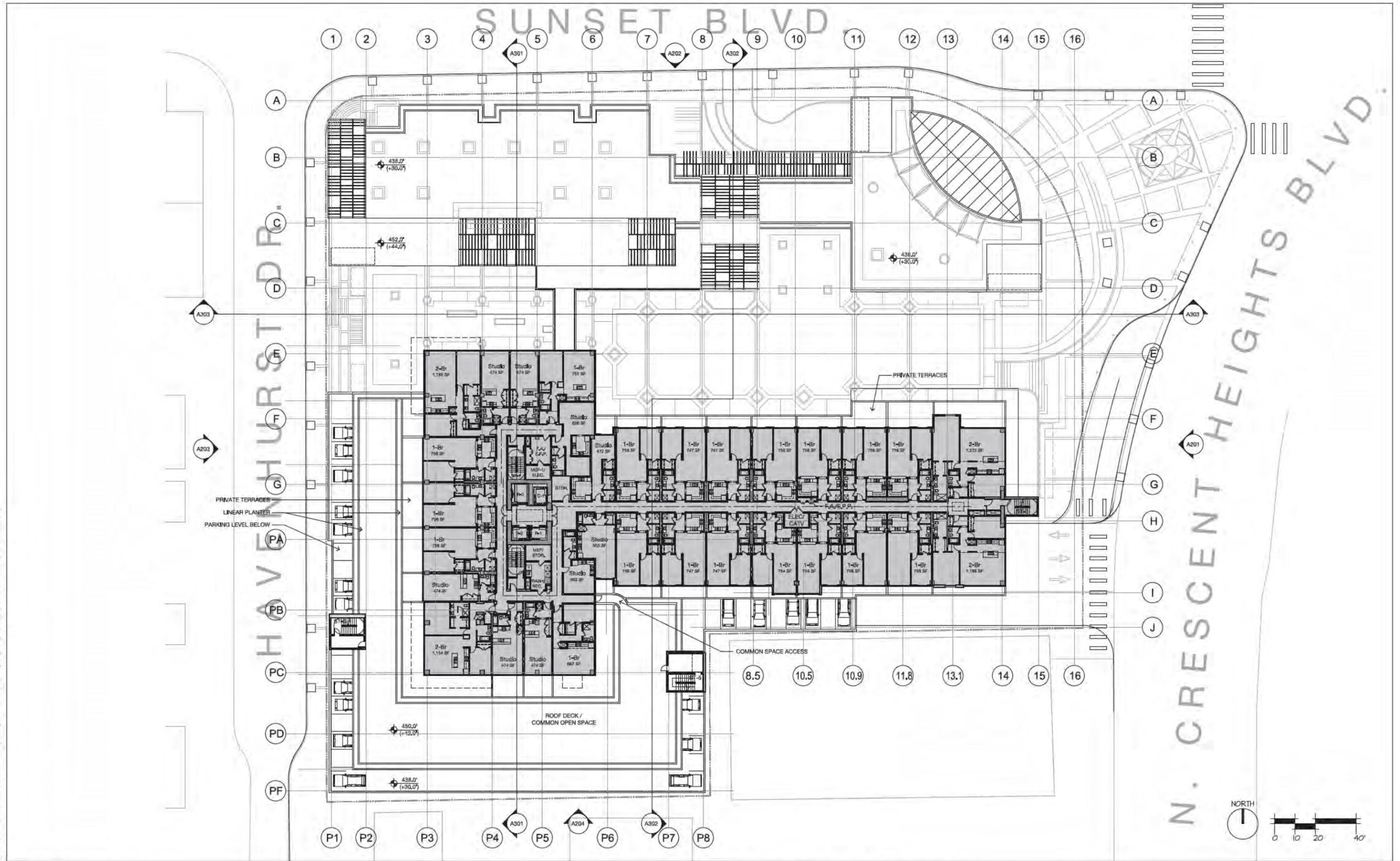
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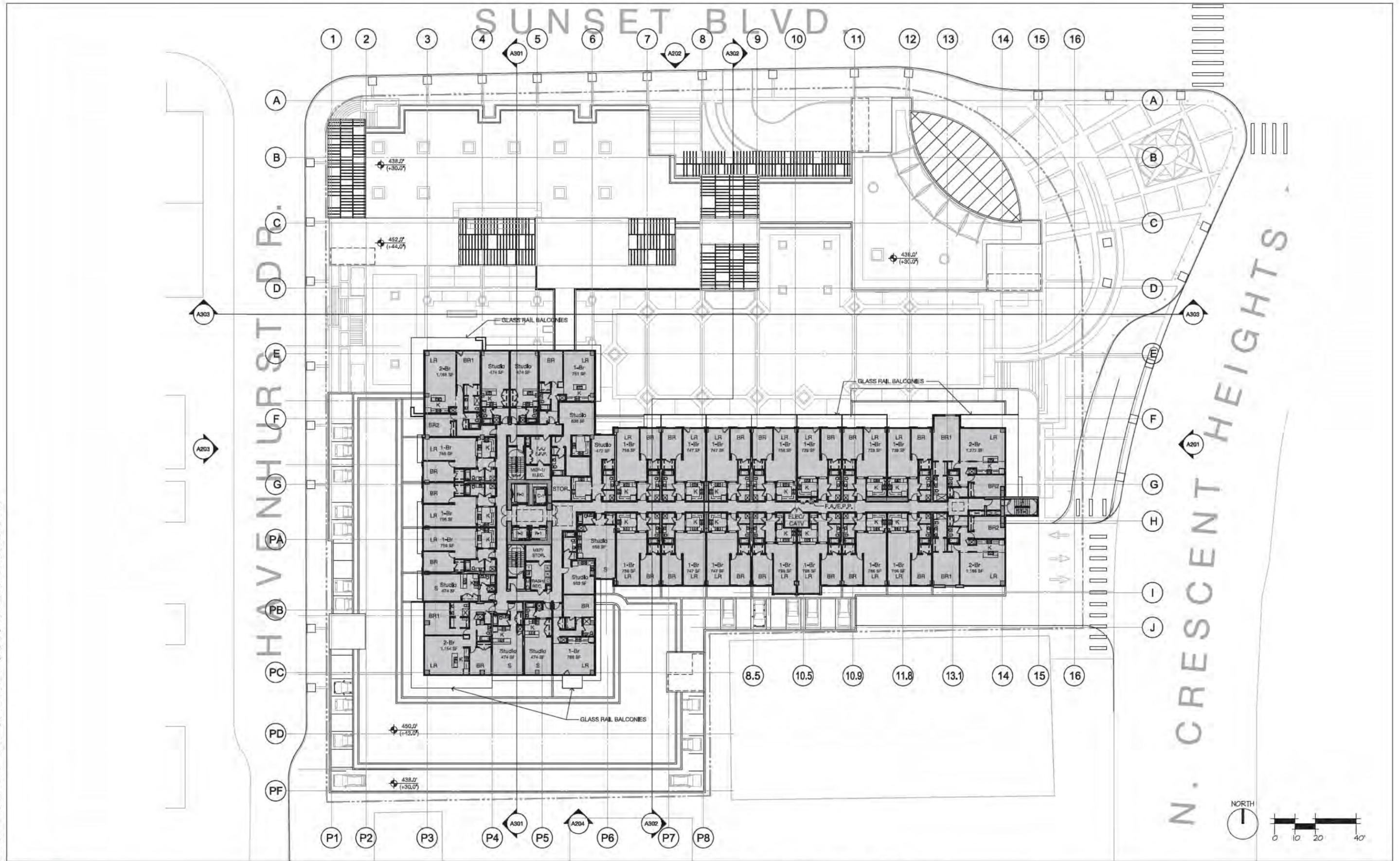
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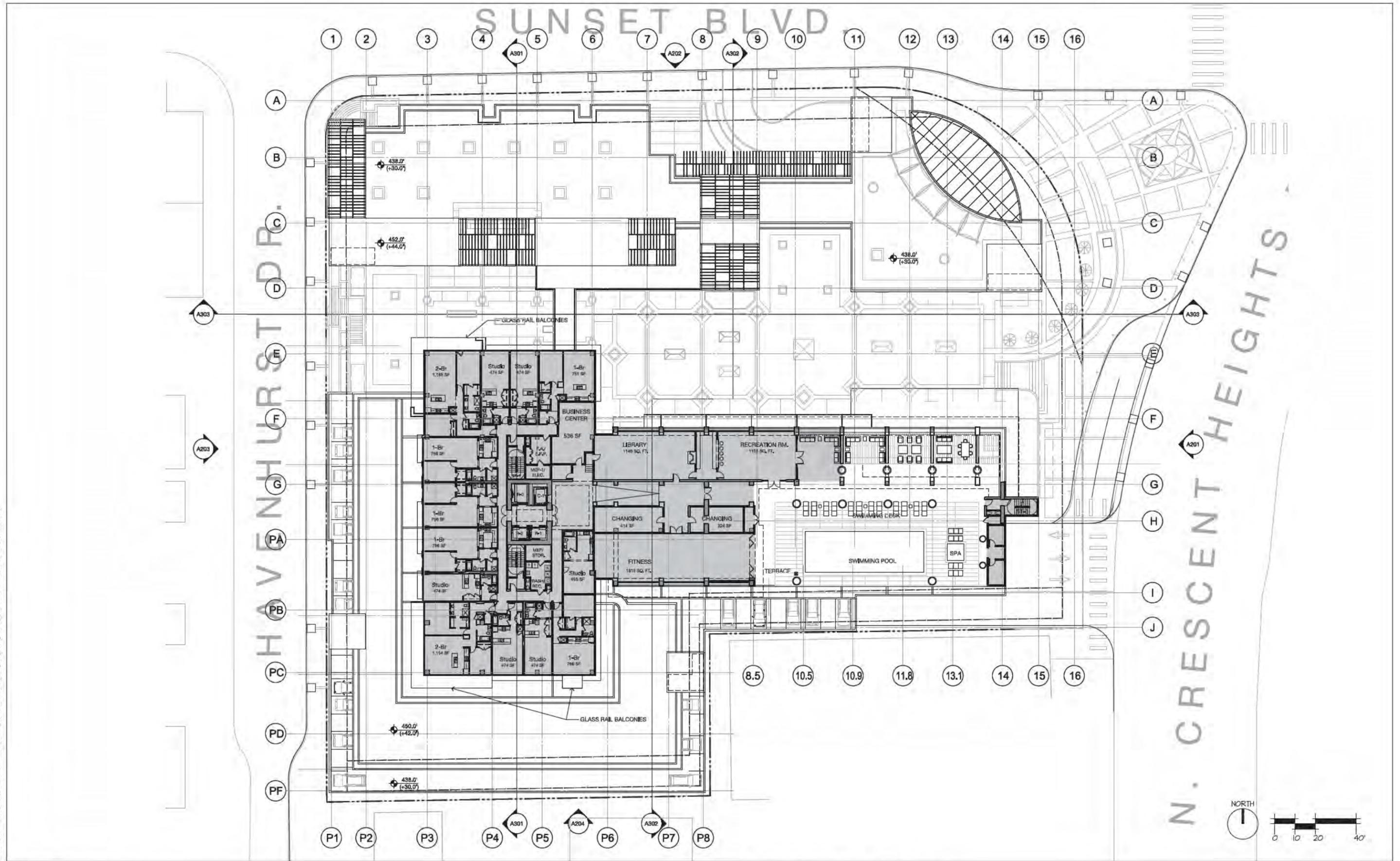
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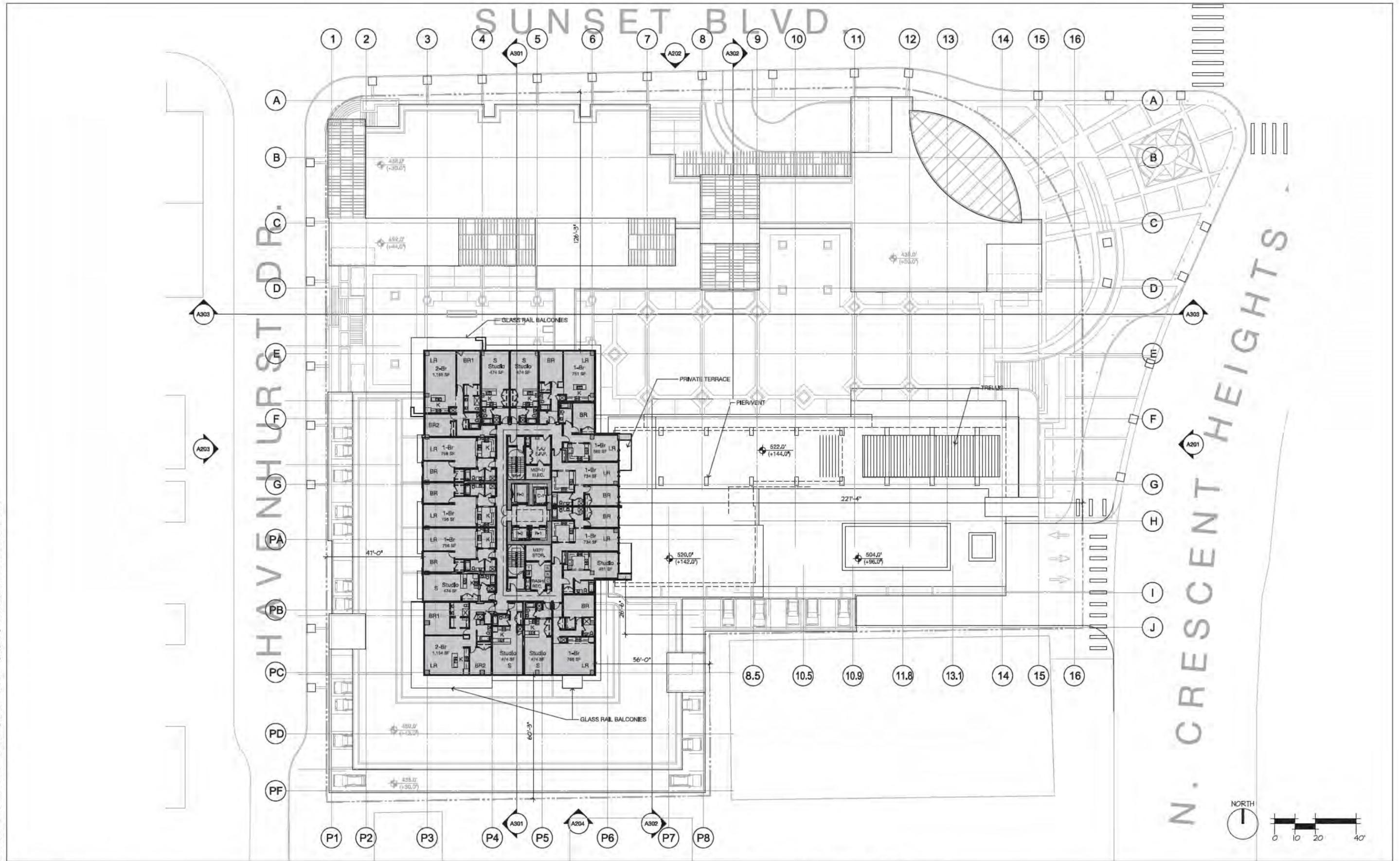
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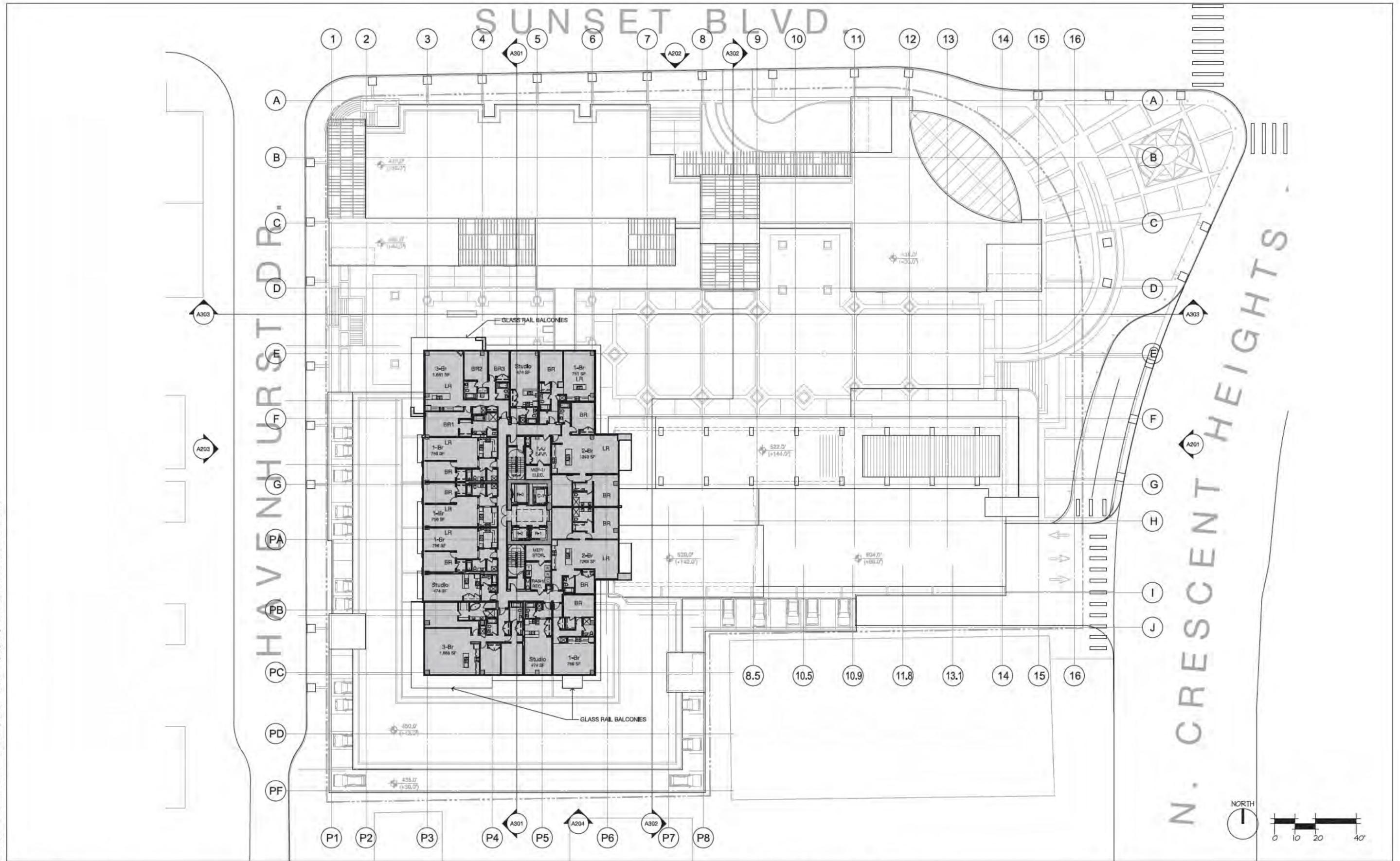
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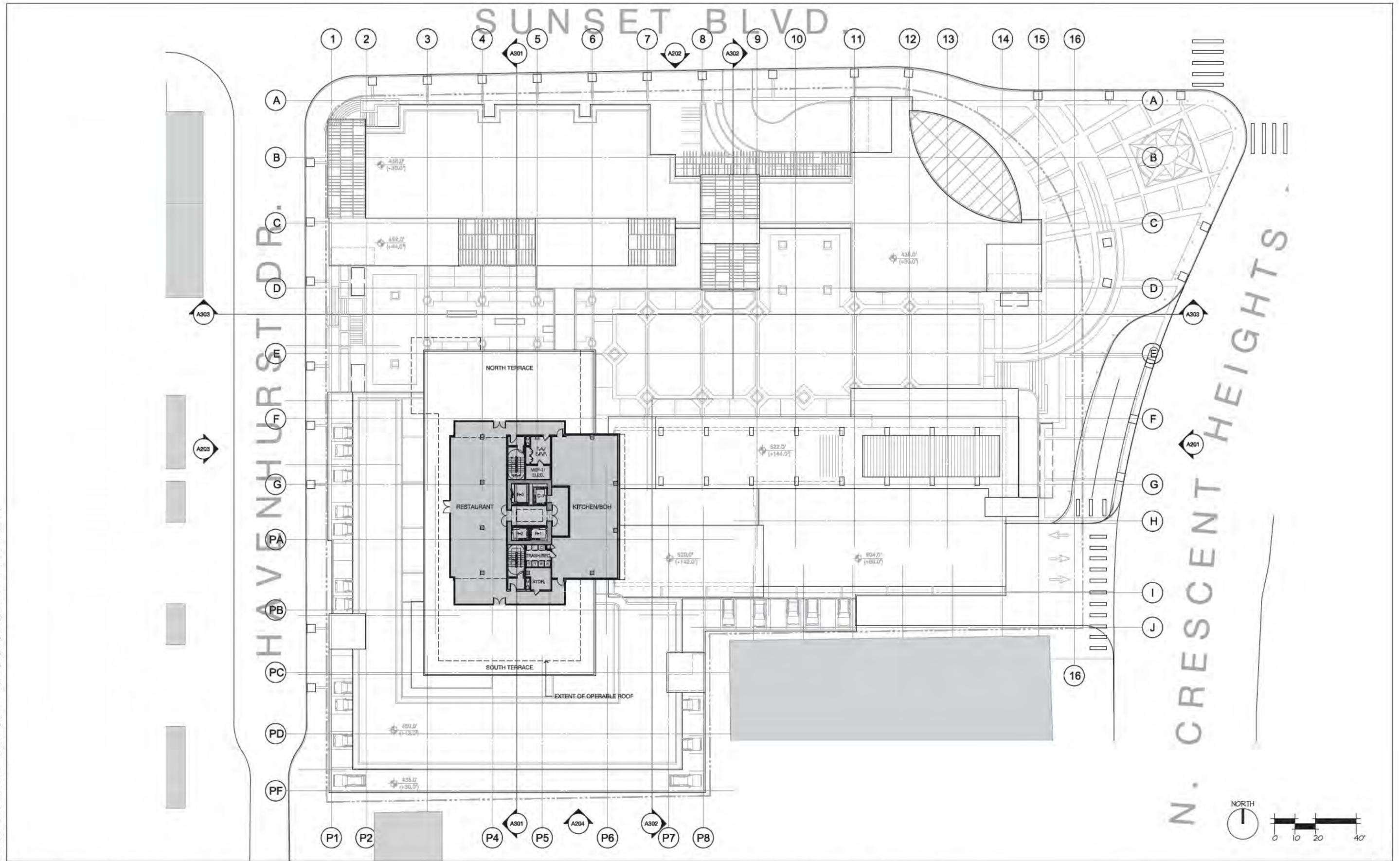
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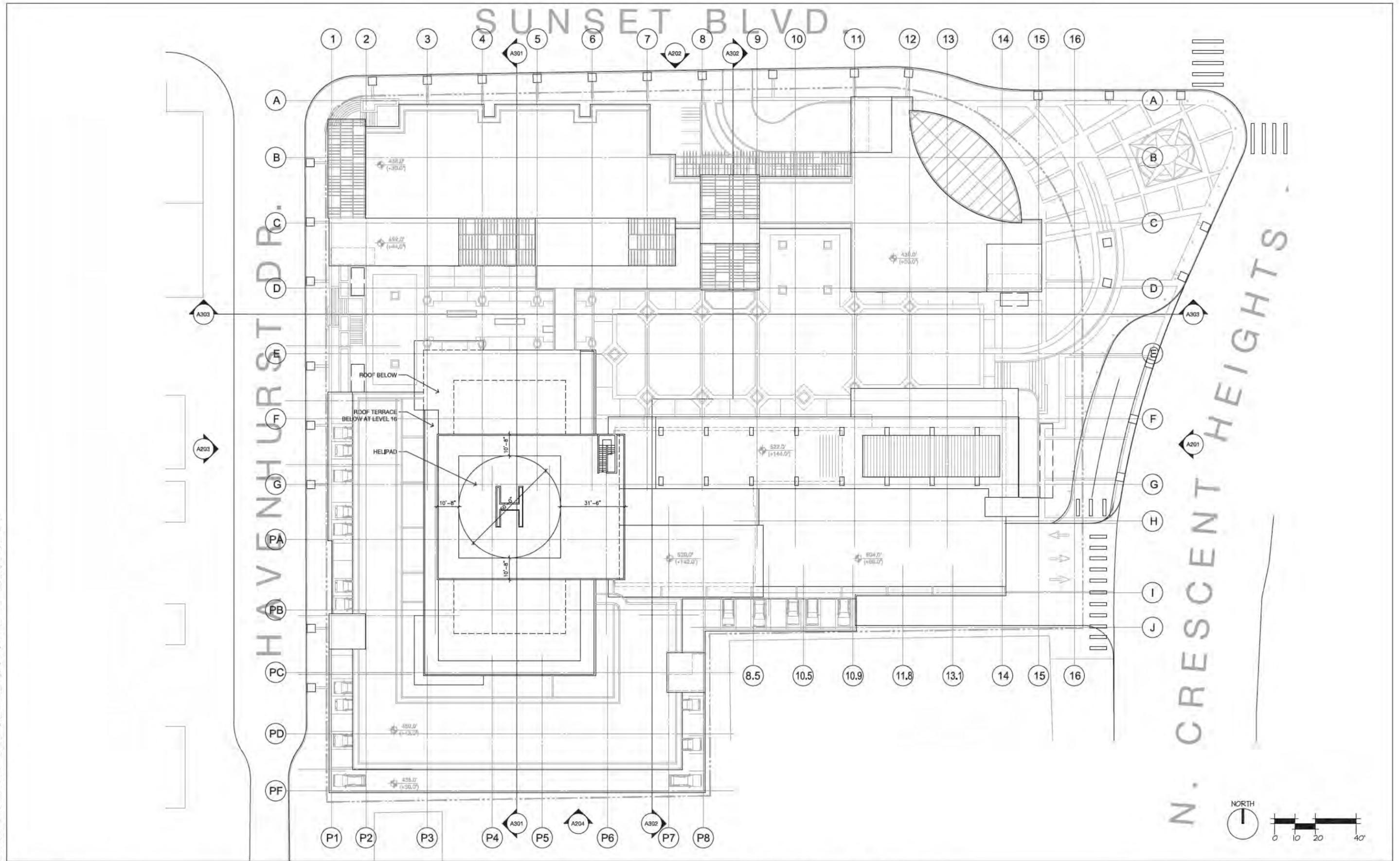
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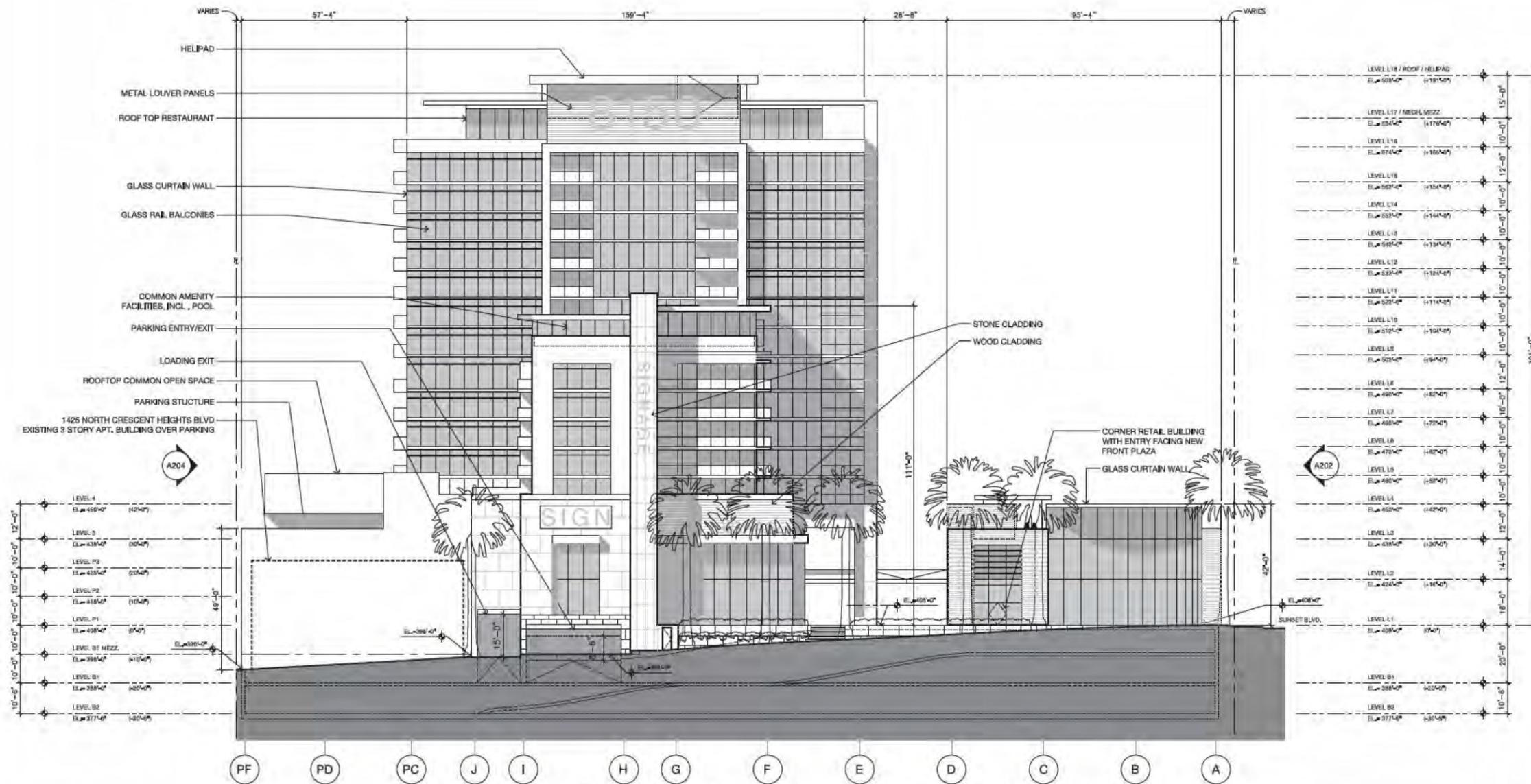
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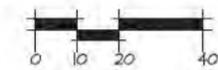
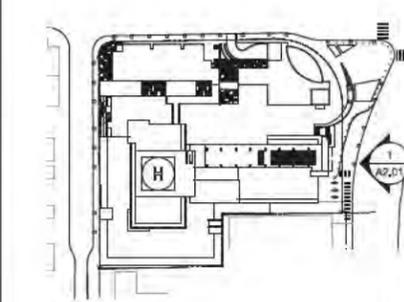
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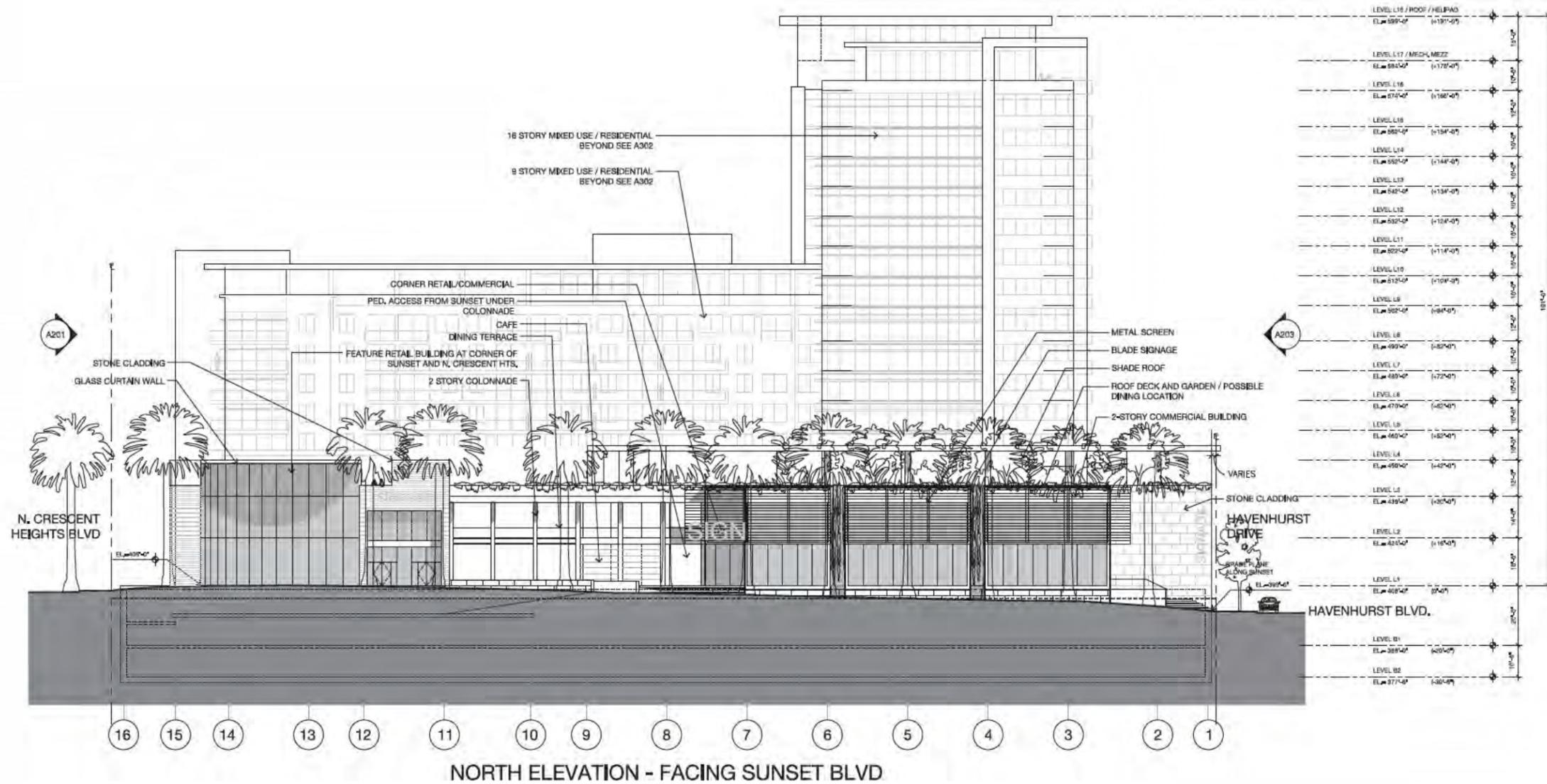
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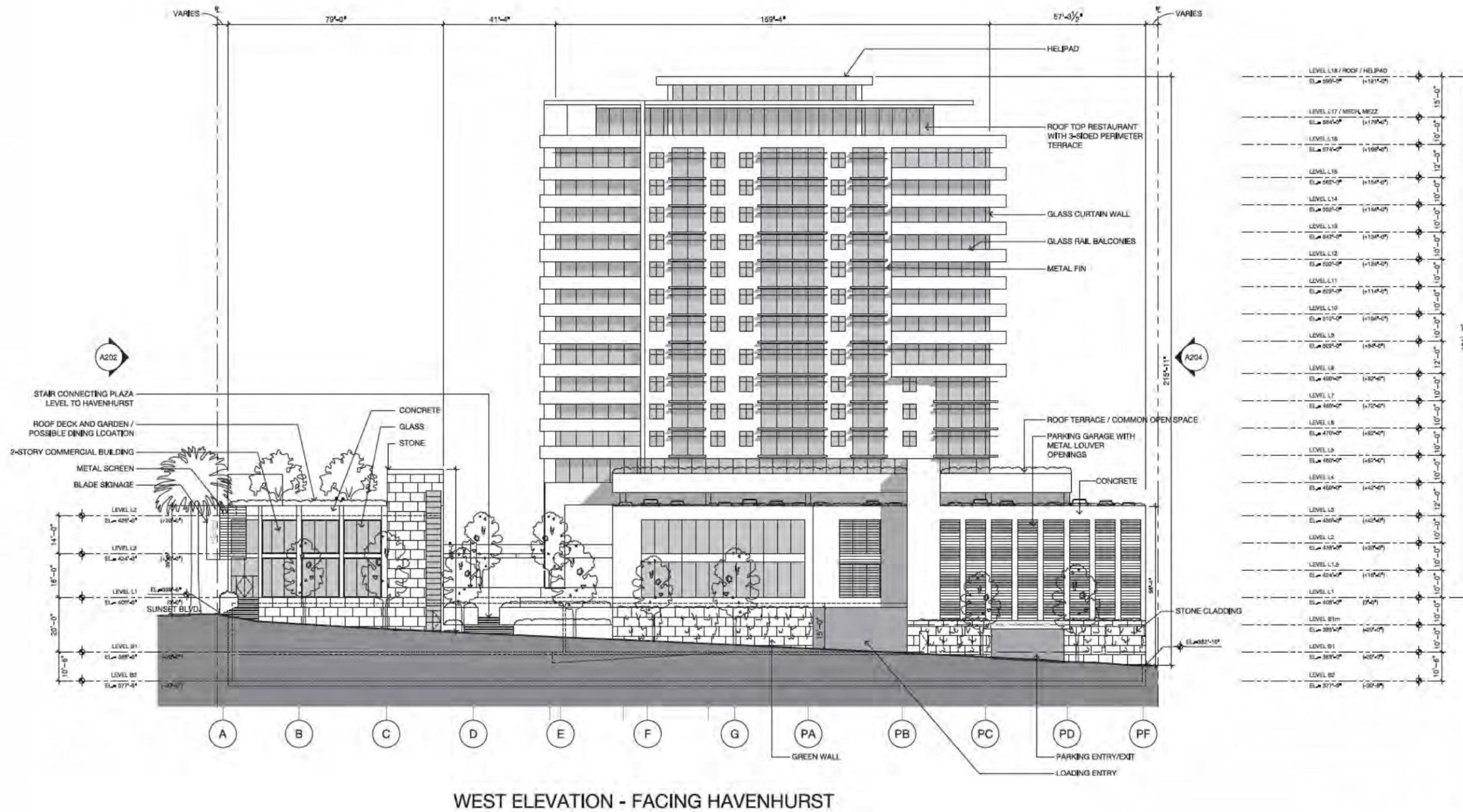
1. EAST ELEVATION - FACING N. CRESCENT HEIGHTS BLVD



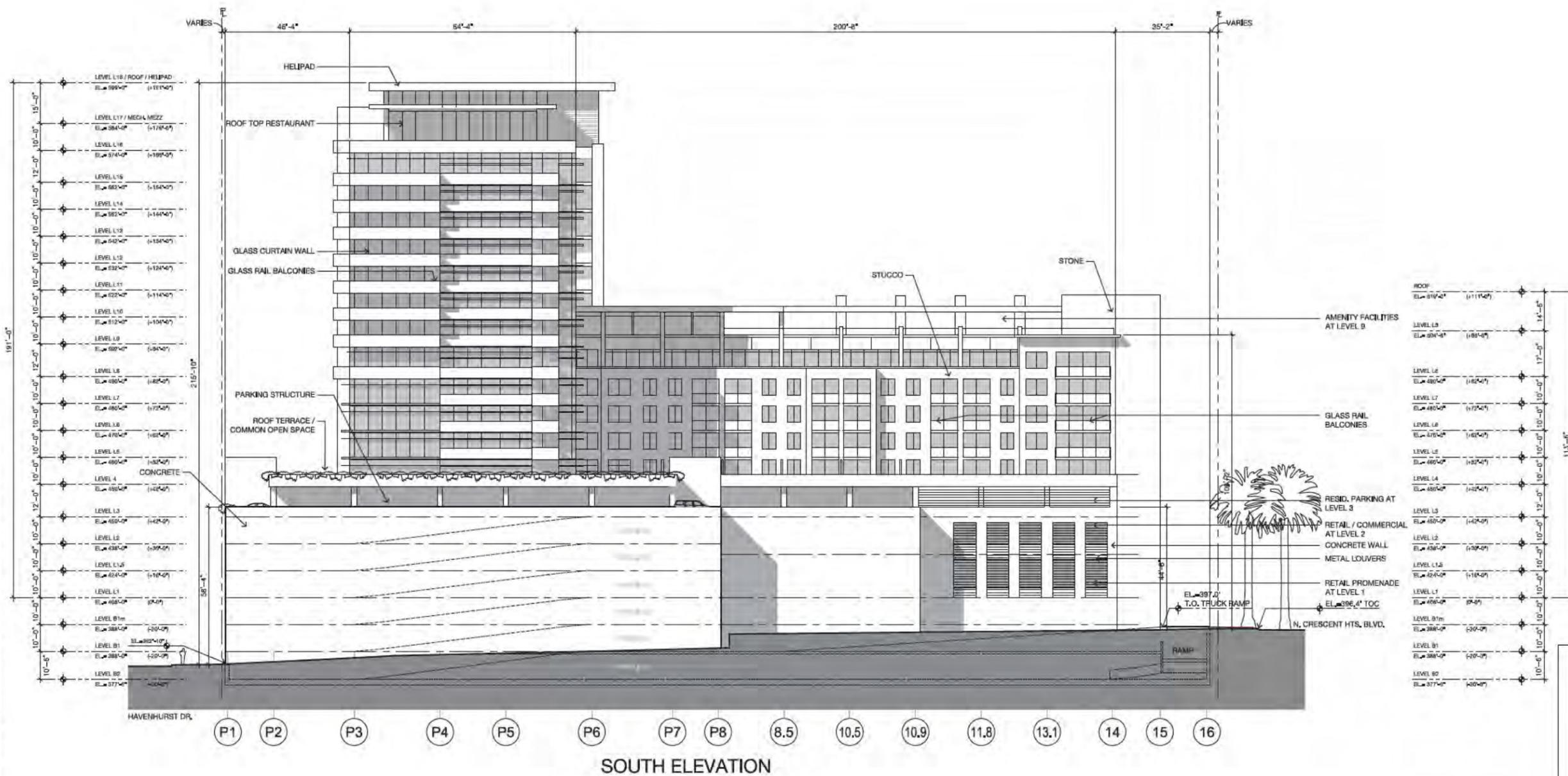
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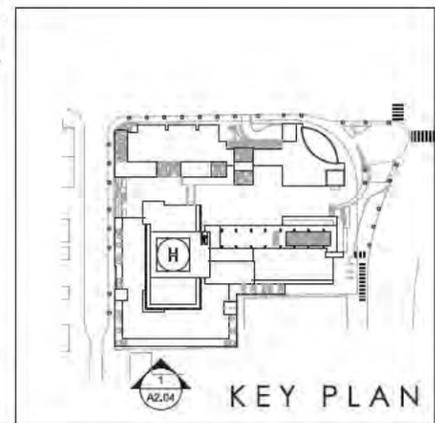
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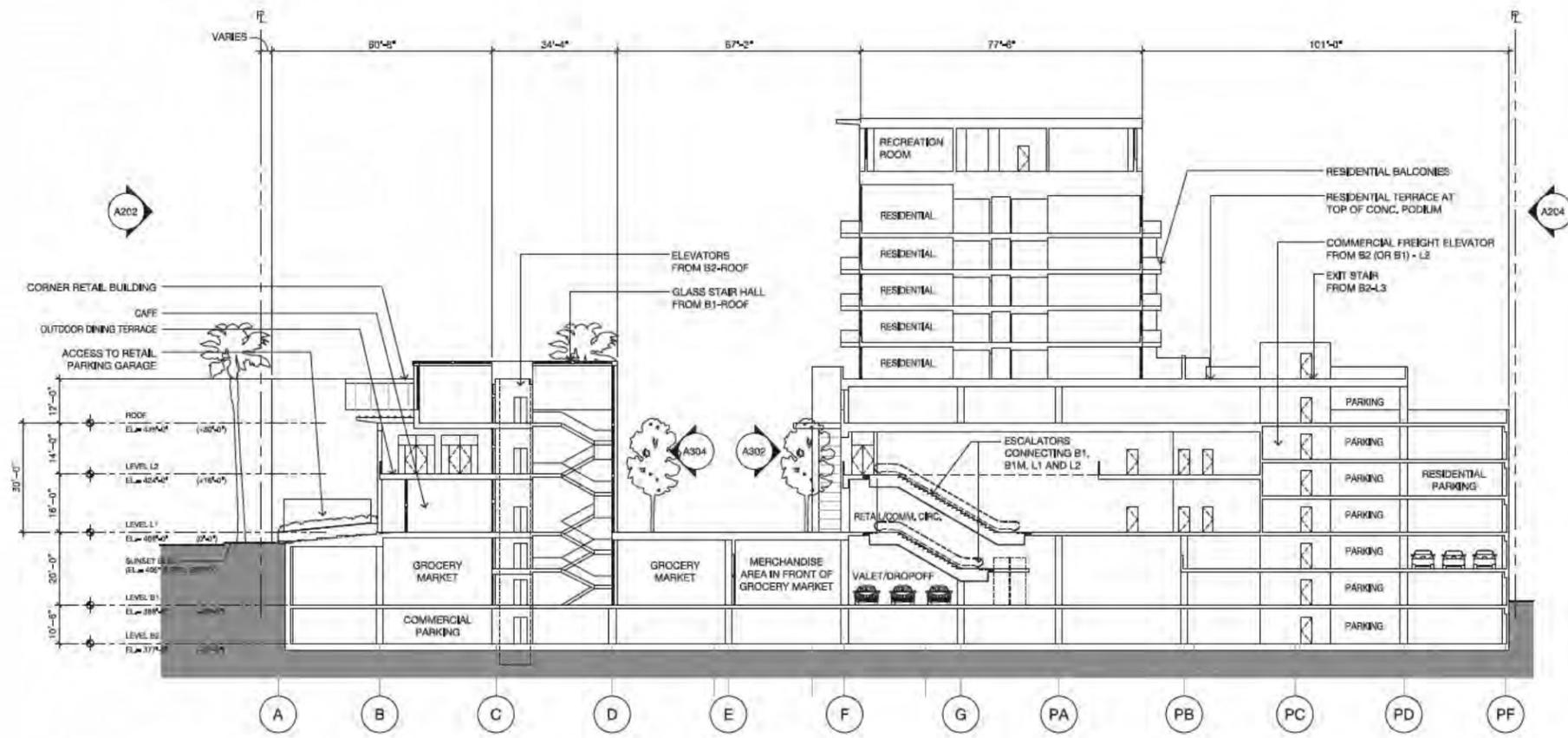


ROOF	EL. 512'-0"	(+111'-0")
LEVEL B3	EL. 494'-0"	(+83'-0")
LEVEL L2	EL. 482'-0"	(+80'-0")
LEVEL L7	EL. 472'-0"	(+77'-0")
LEVEL L8	EL. 470'-0"	(+76'-0")
LEVEL L5	EL. 462'-0"	(+74'-0")
LEVEL L4	EL. 452'-0"	(+71'-0")
LEVEL L3	EL. 450'-0"	(+70'-0")
LEVEL L2	EL. 438'-0"	(+66'-0")
LEVEL L1.5	EL. 424'-0"	(+62'-0")
LEVEL L1	EL. 416'-0"	(+59'-0")
LEVEL B1m	EL. 388'-0"	(+30'-0")
LEVEL B1	EL. 382'-0"	(+24'-0")
LEVEL B2	EL. 377'-0"	(+19'-0")



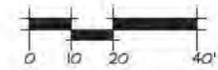


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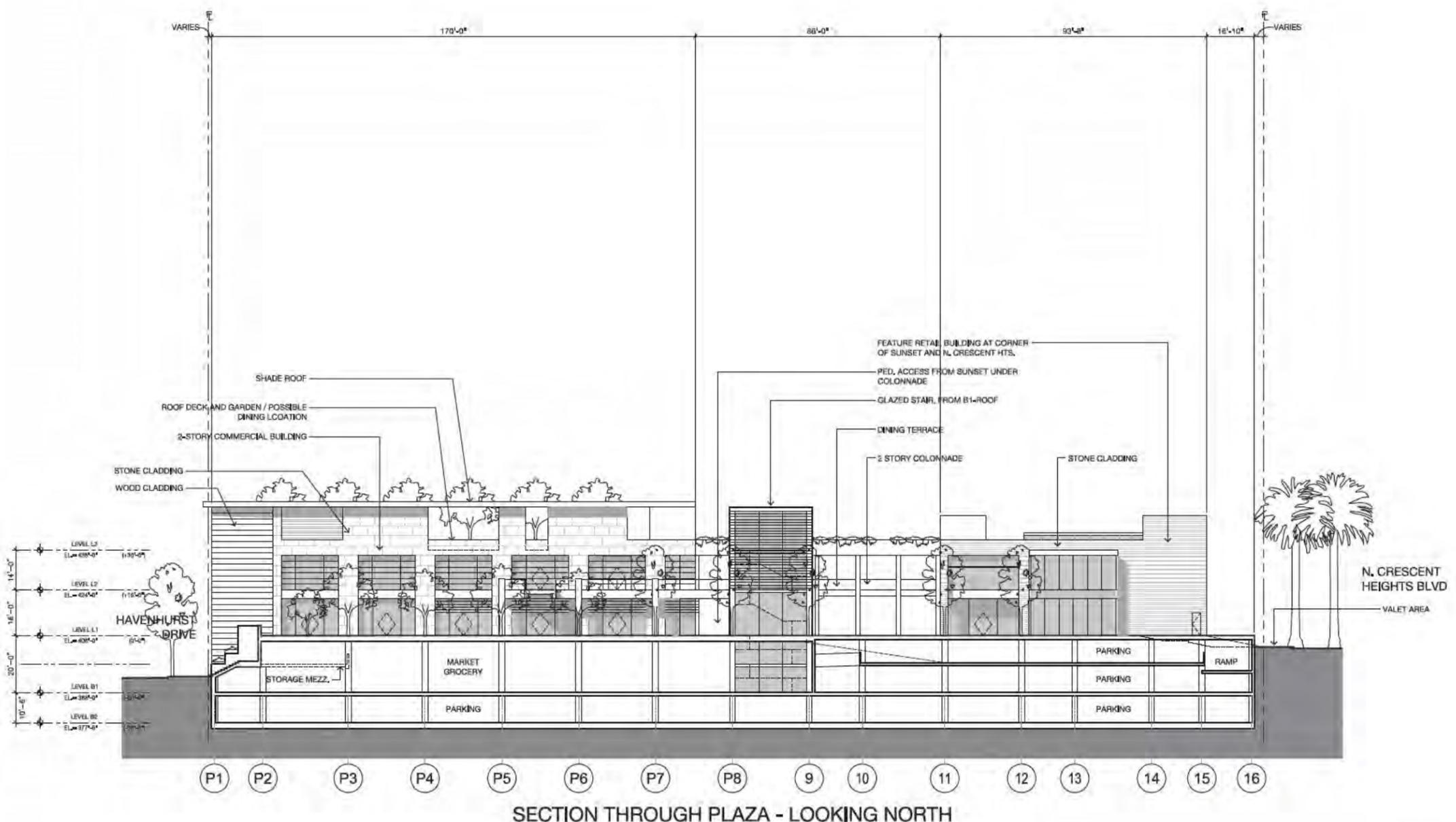


SECTION THROUGH PLAZA AT VERTICAL CIRCULATION CORES - LOOKING EAST

ROOF	EL. 519'-0"	(159.00)	
LEVEL L8	EL. 504'-0"	(154.00)	14'-0"
LEVEL L8	EL. 490'-0"	(149.00)	17'-0"
LEVEL L7	EL. 476'-0"	(145.00)	10'-0"
LEVEL L6	EL. 470'-0"	(142.00)	10'-0"
LEVEL L5	EL. 460'-0"	(139.00)	10'-0"
LEVEL L4	EL. 450'-0"	(136.00)	10'-0"
LEVEL L3	EL. 450'-0"	(136.00)	12'-0"
LEVEL L2	EL. 438'-0"	(133.00)	10'-0"
LEVEL L1.5	EL. 428'-0"	(129.00)	10'-0"
LEVEL L1	EL. 428'-0"	(129.00)	10'-0"
LEVEL B1m	EL. 391'-0"	(119.00)	10'-0"
LEVEL B1	EL. 388'-0"	(118.00)	10'-0"
LEVEL B2	EL. 377'-0"	(114.00)	10'-0"



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**Exhibit 2: Project Renderings**



HI\_2012\12-065 8150 Sunset\4.0 CAD\SitePlan\Planning\A401 Sunset and Crescent.dwg, Page: Setup, PDF FULL SIZE, HH Job, Plot Scale: 1:1, Adobe PDF

**HART HOWERTON**

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**8150 SUNSET BOULEVARD** SUNSET AND CRESCENT | **A401**  
*Los Angeles, California*

AUGUST 2, 2013

**Exhibit 3: Environmental Leadership Development Project Application  
Traffic / Transportation Assessment**

**8150 SUNSET BOULEVARD MIXED-USE PROJECT  
ENVIRONMENTAL LEADERSHIP DEVELOPMENT PROJECT APPLICATION  
TRAFFIC/TRANSPORTATION ASSESSMENT**

**Project Location and Surrounding Vicinity**

The proposed project is located at 8150 Sunset Boulevard, at the southwest corner of the intersection of Sunset Boulevard and Crescent Heights Boulevard/Laurel Canyon Boulevard, and is bounded on the north by Sunset Boulevard, on the east by Crescent Heights Boulevard, on the west by Havenhurst Drive, and on the south by an existing residential development. The project site is located wholly within the City of Los Angeles, at the western edge of the Hollywood community, although the southern and a portion of the western boundaries of the site coincide with the boundaries of the adjacent City of West Hollywood. Sunset Boulevard is designated as a Major Highway within the City of Los Angeles, and as an Arterial Street in the City of West Hollywood, and provides an uninterrupted sub-regional access route between the Pacific Coast Highway (SR-1) in the Pacific Palisades community of the City of Los Angeles and downtown Los Angeles. Crescent Heights Boulevard is also designated as a Major Highway adjacent to the project site, and in combination with Laurel Canyon Boulevard (the northerly extension of Crescent Heights Boulevard), which is designated as a Secondary Highway, provides a key transportation corridor between the San Fernando Valley and the Miracle Mile and Mid-City areas of the City of Los Angeles. The areas surrounding the project site are developed primarily with single- and multi-family residential uses, although a variety of medium to high-density commercial and retail uses are prevalent along Sunset Boulevard both east and west of the project site. As a result, this project is an urban infill project located along two primary transportation corridors in a densely populated area of the Los Angeles Basin that exhibits substantial employment, shopping, and entertainment opportunities.

**Project Description and Vehicular and Pedestrian Access**

The proposed project itself will consist of a mixed-use development containing a total of approximately 249 residential apartments (including 28 affordable units) and approximately 111,339 square feet of retail, restaurant, and commercial floor space, which will replace an existing approximately 80,000 square foot shopping center development. Vehicular access to the project's on-site parking facilities will be provided by driveways located along the site's Sunset Boulevard, Crescent Heights Boulevard, and Havenhurst Drive frontages. Pedestrian access will be provided via sidewalks along each of the site's three frontages; the signalized site-adjacent intersection of Sunset Boulevard and Crescent Heights Boulevard provides controlled crosswalks across all four approaches to the intersection. Additionally, a mid-block crosswalk (with button-activated flashers) is provided across Crescent Heights Boulevard approximately 225 feet south of the project site. No traffic signal or crosswalks currently exist at the intersection of Sunset Boulevard and Havenhurst Drive (at the northwest corner of the project site), although the project proposes to install a new traffic signal at this location as part of its development (although no crosswalk across Sunset Boulevard is anticipated).

## **Public Transportation Opportunities**

Public transit within the project vicinity consists primarily of multiple-stop, local-serving bus lines that provide convenient access to shopping, business, and entertainment destinations throughout the study area, although some regional public transit opportunities are present. The bus service in the project vicinity is operated primarily by the Los Angeles County Metropolitan Transportation Authority (“Metro”), although other providers such as LADOT (“DASH”) and the City of West Hollywood (“CityLine”) also operate bus lines in areas farther from the project site. The study area in general is served by a number of bus lines, and three routes currently serve the project site directly (Metro Lines 2/302 along Sunset Boulevard, and Metro Line 218 along Laurel Canyon Boulevard and Sunset Boulevard, both of which provide stops immediately adjacent to the project site). Three additional lines (Metro Line 217 and Metro Rapid 780 along Fairfax Avenue, and the West Hollywood CityLine route along Fountain Avenue) also provide service within convenient walking distance (approximately one-quarter mile) of the site. Further, several other bus lines also operate in the general vicinity of the project site (Metro Lines 212 and 312 along La Brea Avenue, and Metro Lines 4/704 along Santa Monica Boulevard); these other lines are considered to be too distant from the project site to be used directly, although they can be conveniently accessed via connections to or transfers from the site-serving lines.

## **Project Trip Generation and Vehicle Miles Travelled (“VMT”) Assessment**

A traffic impact study (dated “November 2013”) for the proposed project was prepared for the City of Los Angeles Department of Transportation (“LADOT”), and a copy of the trip generation estimates contained in that study is provided in attached Table A-1. As shown in this table, the proposed project itself (not including reductions to account for the removal of traffic generated by the existing development on the project site) is anticipated to result in a total of approximately 8,354 trips per day, including a total of approximately 286 trips during the AM peak hour and 742 trips during the PM peak hour. These totals include traffic generated by both the project’s residential (apartment) component (approximately 1,564 daily trips, 120 AM peak hour trips, and 145 PM peak hour trips) and its commercial components (6,790 daily trips, 166 AM peak hour trips and 597 PM peak hour trips). These trip generation estimates include nominal trip reductions (5 percent) for use of convenient public transit by the project’s residents, as well as various other reductions (of up to 10 percent) to account for intrinsic trip reductions associated with the mixed-use “internal capture” of project resident patronage.

Based on data provided in the California Emissions Estimator Model (“CalEEMod”), which identifies average typical trip lengths for various development types, the “composite” average “baseline” trip lengths (including all trip types such as “home to work”, “home to shopping”, “commercial to work”, “commercial non-work”, etc.) for both “retail” and “health club” developments is approximately 9.5 miles, while “general office” uses (including other commercial types such as the proposed project’s “bank” facility) exhibit an average trip length of approximately 10.8 miles, with an average trip length of approximately 9.1 miles for “quality restaurants” and 8.7 miles for “supermarket” uses; the data and “composite” trip length calculations are also shown in the attachments to this document. Based on these trip-length

factors, which are summarized in attached Table A-2, the traffic generated by the proposed project's commercial components would result in a total of approximately 63,093 vehicle miles travelled ("VMT") per day, including approximately 1,555 VMT during the AM peak hour, and 5,537 VMT during the PM peak hour. As noted earlier, the proposed project also includes a residential (apartment) component of a total of 249 units, which again using the CalEEMod data, exhibits an average trip length of approximately 10.5 miles per trip, resulting in a total of approximately 16,422 daily VMT, including 1,260 VMT during the AM peak hour and 1,523 VMT during the PM peak hour VMT. When including these residential component trips, the project would result in the total of approximately 79,515 daily VMT, including approximately 2,815 VMT during the AM peak hour and 7,060 VMT during the PM peak hour shown in Table A-1.

### ***"Infill" Project Related Trip Reductions***

However, the proposed project exhibits a number of factors that will reduce its trip generation levels as compared to other similar developments. The most significant of these factors is the proposed project's location as an urban infill project within a high-density and heavily developed area (including both the City of Los Angeles and adjacent City of West Hollywood). Because of its location within this highly developed area, particularly along two key transportation corridors (Sunset Boulevard, and Crescent Heights Boulevard/Laurel Canyon Boulevard), the project will experience a substantial amount of "pass-through" traffic, as commuters travel through the project vicinity and past the project site itself on their way to or from work, particularly during the AM and PM peak commute periods (typically 7:00 to 10:00 AM, and 4:00 to 7:00 PM), although since both Sunset Boulevard and Crescent Heights Boulevard/Laurel Canyon Boulevard provide important east/west and north/south linkages, respectively, between other areas of the City and larger Los Angeles Basin, "pass-through" traffic levels remain relatively high throughout the day. If the proposed project were to be located within a more suburban area, or in an area located at the outskirts of current development, where the project's commercial components would operate more as "destination" development, or where opportunities for pass-by traffic activity are minimal or nonexistent, the number of net new project-related traffic added to the area transportation network would be substantially higher than that anticipated for the proposed project in its proposed urban "infill" location.

As a result, the commercial components of the proposed project (which include a total of approximately 111,339 square feet of retail, restaurant and commercial floor area, including approximately 51,150 square feet of retail uses, an approximately 24,811 square foot supermarket, a total of approximately 22,189 square feet of "quality" restaurant space, an approximately 5,094 square foot walk-in bank, and a total of approximately 8,095 square feet of health and fitness uses) will exhibit substantial "pass-by" patronage, with commuters taking advantage of the convenient services and shops provided by the proposed project during an already-existing trip past the project site, thereby reducing the amount of "new" project-related traffic added to the existing roadway network in the area.

The City of Los Angeles Department of Transportation ("LADOT") recognizes the effects of such activity (for commercial uses only), and identifies a series of "pass-by" trip reduction factors in its current Traffic Study Policies and Procedures (June 2013). These pass-by trip discounts are

based primarily on the assumption that projects are located within urban environments and generally surrounded by synergistic development or along key commute traffic travel routes that would contribute to the utilization of services and amenities provided by the subject development by travelers that are already passing by or near the project site. As indicated in LADOT's Traffic Study Policies and Procedures, typical "retail" developments (shopping center, strip mall, or other similar uses) exhibit between 10 percent and 50 percent of their total daily and peak hour traffic as pass-by trips, depending on the size of the retail components of the subject project; for the proposed project at 8150 Sunset Boulevard, the pass-by trip activity is estimated at approximately 40 percent of the total retail component trips. Similarly, supermarket uses also exhibit a pass-by trip component of approximately 40 percent, while the proposed "bank" and "health club" (fitness-related uses) components are estimated to experience pass-by traffic of approximately 20 percent each, with the "quality restaurant" component of the proposed project exhibiting approximately 10 percent of its total traffic as pass-by vehicles. No pass-by trip reductions are applicable to typical "residential" developments or similar uses.

As also shown in the attached project trip generation table (Table A-1), pass-by traffic (whose effects were also incorporated into the project's November 2013 traffic study) is expected to reduce the number of net new trips added to the surrounding roadway network in the project vicinity (by the proposed project's commercial components) by a total of up to approximately 1,981 trips per day, including approximately 55 trips during the AM peak hour, and 177 trips during the PM peak hour as compared to a similar project not located within such an infill environment. Therefore, this factor alone is expected to reduce the number of new daily trips generated by the proposed project by up to approximately 23.7 percent, with peak hour trip reductions of approximately 19.2 percent and 23.9 percent during the AM and PM peak hours, respectively, compared to a similar project that exhibits no pass-by traffic.

Again using the CalEEMod composite trip length assumptions described earlier, and as further shown in the attached trip generation table, the pass-by traffic expected due to the proposed project's urban infill location would reduce the project's overall commercial component traffic by approximately 18,281 daily VMT (approximately 29.0 percent), to a total of approximately 44,812 VMT per day. Similarly, the proposed "infill" project would result in a reduction of approximately 508 VMT (approximately 32.7 percent) during the AM peak hour, to total of approximately 1,047 VMT and a reduction of approximately 1,631 VMT (about 29.5 percent), to a total of approximately 3,906 VMT, during the PM peak hour as compared to a more suburban or peripheral project locations that would not facilitate pass-by activity. When accounting for the trips generated by the project's residential component, the infill-related pass-by trip reductions would equate to daily VMT reductions of approximately 23.0 percent, including VMT reductions of about 18.0 percent during the AM peak hour and 23.1 percent during the PM peak hour.

#### ***Other Project Trip and VMT Reduction Factors***

Further, in addition to these reductions in project-related vehicle trips and VMT, which are due primarily to the location of the project as an urban infill development, the project also intends to implement an aggressive Transportation Demand Management ("TDM") program to further reduce the amount of traffic (and associated VMT) generated by both its commercial and

residential components. The anticipated TDM program will include a number of measures designed to manage the traffic generated by the project's commercial components, potentially including (but not limited to) preferential parking for carpools and vanpools, free valet parking for vehicles with high vehicle occupancies (3.0 or greater), discounts for patrons who utilize public transit to travel to the site, on-line shopping and home delivery (to reduce the number of patrons who actually need to travel to the project site), demand pricing for parking (to reduce the amount of peak commute period trips), and other measures. Similarly, measures to encourage project residents to utilize alternative modes of transportation such as public transit, carpooling/ridesharing, and bicycling, are also envisioned. Such programs will likely include (but again, not necessarily be limited to) the "unbundling" of residential parking (either implemented such that parking spaces are not included in the rent for the residential units, or residents will have to pay extra for more than one parking space), assistance with the formation of carpools or ridesharing, loaner bicycles, transit passes (or subsidies), short-term rental cars provided at the site (to encourage reductions in the number of vehicles needed by residents), coordination with the City of West Hollywood to provide a stop at the project site for the existing CityLine "Blue" and "Orange" routes (both of which currently provide their nearest stops at Crescent Heights Boulevard and Fountain Avenue, about 0.20 miles south of the project site).

The proposed project's TDM program will consist of a menu of items, likely including those noted above, that will be available for implementation, in order to provide the flexibility needed to adjust the program in real time to maximize its efficiency. In this way, programs or measures that are not working or are less effective than anticipated can be modified or replaced by other measures or programs in real time, rather than assigning a specific "efficiency" or trip reduction factor to individual measures or programs that may ultimately be ineffective, thereby reducing the effectiveness of the entire program. However, based on the anticipated menu of available trip reduction measures, the project's overall TDM program is estimated to result in a reduction in the project's residential component trips of at least 15 percent (from the "with pass-by" trip levels identified earlier), along with a reduction of at least 10 percent (again, compared to the "with pass-by" condition) in the project's commercial component trips. These trip reduction targets are considered to be applicable to both the project's daily and peak hour traffic.

Therefore, based on these minimum trip reduction target levels, the trip reductions associated with the proposed project's TDM program were calculated and evaluated, as shown in attached Table A-3. As indicated in this table, the project's TDM program will result in a total reduction of approximately 716 daily trips, including 29 trips during the AM peak hour and 64 trips during the PM peak hour, including a reduction in the project's residential component trips of approximately 235 daily trips, 18 AM peak hour trips, and 22 PM peak hour trips, along with a reduction in the project's commercial component trips of approximately 481 trips per day, including 11 trips during the AM peak hour and 42 trips during the PM peak hour. As a result, the TDM program alone will result in a reduction in the number of daily trips generated by the proposed project of approximately 8.6 percent from the "non-infill" (no pass-by) project's trip generation of approximately 8,354 trips per day, or a reduction of 11.2 percent in daily trips from the "infill" (with pass-by) project's traffic level of 6,373 trips per day. Similarly, during the AM peak hour, the proposed TDM program will result in trip reductions of approximately 10.1 percent from the

“non-infill” project baseline trip generation of 286 trips and of 12.6 percent from the “infill” project traffic level of 231 trips, while during the PM peak hour, the TDM program will result in reductions of approximately 8.6 percent from the “non-infill” project baseline trip generation of 742 trips and of 11.3 percent from the “infill” project traffic level of 565 trips.

The VMT reductions associated with the proposed project’s TDM program were also calculated, using the same methodologies and assumptions described earlier in this document, and the results are also summarized in Table A-3. As shown in this table, the proposed TDM program trip reductions described in the preceding paragraph will result in a reduction of approximately 6,949 daily VMT, including reductions of 294 VMT during the AM peak hour and 621 VMT during the PM peak hour. Therefore, the project’s TDM program would result in further reductions (beyond those associated with the project’s “infill” location) in the proposed project’s VMT of approximately 8.7 percent from the “non-infill” project’s daily VMT (79,515), or a reduction of 11.3 percent in daily trips from the “infill” project’s daily VMT (61,234). Similarly, during the AM peak hour, the proposed TDM program will result in additional reductions in project VMT of approximately 10.4 percent from the “non-infill” project baseline VMT (2,815) and of 12.7 percent from the “infill” project’s VMT (2,307), while during the PM peak hour, the project’s TDM program will result in reductions of approximately 8.8 percent from the “non-infill” project’s baseline VMT (7,060) and of 11.4 percent from the “infill” project VMT level (5,429).

### ***Total Trip and VMT Reductions***

Therefore, based on the methodologies and assumptions detailed in the preceding pages, in total, the combined effects of the project’s urban infill location, along with the implementation of its TDM program, will reduce the proposed project’s anticipated daily trip generation by approximately 32.3 percent (from 8,354 to 5,657 total daily trips) as compared to a similar “mixed-use” project located in a suburban or outlying area with no trip reduction (TDM) program, including trip reductions of approximately 29.4 percent (from 286 to 202 total trips) during the AM peak hour and 32.5 percent (from 742 to 501 total trips) during the PM peak hour. The proposed project would also exhibit a reduction in daily VMT of approximately 31.7 percent (from 79,515 to 54,285 VMT), including reductions in the AM peak hour VMT of approximately 28.5 percent (from 2,815 to 2,013 VMT) and of 31.9 percent (from 7,060 to 4,808 VMT) during the PM peak hour compared to similar “non-infill, no TDM” mixed-use projects.

The project’s residential component (249 units, including 28 very-low income units) will exhibit a net “with TDM reduction” (pass-by trip reductions are not applicable to residential development) of approximately 1,329 trips per day, resulting in an effective daily trip generation rate of approximately 5.34 trips per unit, or about 19.7 percent lower than the standard Institute of Transportation Engineers (“ITE”) daily trip generation rate (for apartment uses) of 6.65 daily trips per unit. Similarly, during the AM peak hour, the project’s residential component will produce a net total of approximately 102 trips, equating to an effective rate of 0.41 trips per unit, or again approximately 19.7 percent lower than the standard ITE rate of 0.51 AM peak hour trips per unit. Finally, during the PM peak hour, the residential component of the proposed project will generate a total of approximately 123 trips, or an effective trip generation rate of 0.49 trips per unit, approximately 21.0 percent lower than the standard ITE rate of 0.62 trips per unit.

### ***Net Project Trip and VMT Calculations***

Finally, it is important to reiterate that the preceding evaluations and analyses reflect conditions dealing with the traffic and VMT associated with the proposed project only, although as noted earlier, the project site is currently occupied by an existing approximately 80,000 square foot retail/commercial center, which will be removed as part of the development of the proposed project. Therefore, the actual “net” changes in site-related trip generation and VMT values associated with the proposed project will be lower than identified earlier in this assessment. Since the purpose of these evaluations is to demonstrate that the proposed project itself will exhibit a minimum of 10 percent greater transportation efficiency (via reduced trip generation and/or VMT) than other comparable projects (regardless of the potential removals of any existing site trips), this document focuses only on the operations of the proposed project. However, in order to provide a full and complete assessment of the trip generation and VMT characteristics of the proposed project, the trip generation and VMT for the existing site uses was calculated, and were removed from the “project-only” traffic and VMT values identified previously in this document. For purposes of this supplemental evaluation, the typical trip lengths used to estimate the VMT for each of the existing site use components were also taken from the CalEEMod data, and are shown in attached Table A-4.

Similar to the proposed project, the trip generation calculations for the existing site uses were taken directly from the November 2013 project traffic study, and are summarized in attached Table A-5. Note that, for purposes of evaluating the proposed project’s total net traffic and VMT, the trip generation estimates for the existing site uses shown in Table A-5 also include the effects of pass-by trip activity for the existing retail/commercial development. As indicated in Table A-5, the existing site development currently generates a total of approximately 5,296 trips per day, including 313 trips during the AM peak hour and 349 trips during the PM peak hour. Removing these existing trips from the area roadway network (as part of the development of the proposed project) results in a net project traffic increase of 361 daily trips, including a reduction of 111 trips during the AM peak hour and an increase of 152 trips during the PM peak hour. These net project trip values represent an approximately 95.7 percent reduction in daily trips and an approximately 79.5 percent reduction in PM peak hour trips compared to a “stand-alone” mixed-use development (with no pass-by or TDM program related trip reduction factors and no existing on-site development-related trips); the proposed project will result in an overall reduction in site-related trips during the AM peak hour.

As also shown in Table A-5, the existing site uses also currently generate a total of approximately 48,668 daily VMT, including 2,808 VMT during the AM peak hour and 3,315 VMT during the PM peak hour. Removing these existing VMT from the “project-only” VMT values identified previously results in a net project-related increase of approximately 5,617 daily VMT, including a decrease of 795 VMT during the AM peak hour and an increase of 1,493 VMT during the PM peak hour. These net VMT values equate to an approximately 92.9 percent reduction in daily VMT and approximately 21.1 percent reduction in PM peak hour VMT compared to a “stand alone” project; as with the project’s net trip generation, the proposed project will result in an overall reduction in site-related VMT during the AM peak hour.

## **ATTACHMENTS**

**Table A-1**  
**8150 Sunset Boulevard Mixed-Use Commercial and Residential Project**  
**Trip Generation and VMT Calculations**

**Project Trip Generation Estimates**

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b><u>Proposed Project</u></b>							
<i>Residential Component</i>							
249 -unit Apartments (including 28 affordable units)	1,656	25	102	127	100	54	154
Less 0.6% "Affordable" Discount	(10)	0	(1)	(1)	(1)	0	(1)
Less 5% Transit Utilization	(82)	(1)	(5)	(6)	(5)	(3)	(8)
<b>Total Apartment Trips</b>	<b>1,564</b>	<b>24</b>	<b>96</b>	<b>120</b>	<b>94</b>	<b>51</b>	<b>145</b>
<i>Commercial Components</i>							
51,150 sq. ft. Retail (total)	2,184	30	19	49	91	99	190
Less 10% Mixed-Use Interaction (on-site residential)	(218)	(3)	(2)	(5)	(9)	(10)	(19)
<b>Subtotal Retail Trips</b>	<b>1,966</b>	<b>27</b>	<b>17</b>	<b>44</b>	<b>82</b>	<b>89</b>	<b>171</b>
24,811 sq. ft. Supermarket	2,537	52	32	84	120	115	235
Less 15% Mixed-Use Interaction (on-site residential)	(381)	(8)	(5)	(13)	(18)	(17)	(35)
Less 5% Walk-in Patronage	(108)	(2)	(2)	(4)	(5)	(5)	(10)
<b>Subtotal Supermarket Trips</b>	<b>2,048</b>	<b>42</b>	<b>25</b>	<b>67</b>	<b>97</b>	<b>93</b>	<b>190</b>
5,094 sq. ft. Walk-in Bank	764	22	9	31	27	35	62
Less 5% Mixed-Use Interaction (on-site residential)	(38)	(1)	(1)	(2)	(1)	(2)	(3)
<b>Subtotal Walk-in Bank Trips</b>	<b>726</b>	<b>21</b>	<b>8</b>	<b>29</b>	<b>26</b>	<b>33</b>	<b>59</b>
22,189 sq. ft. Quality Restaurants (total)	1,996	11	7	18	111	55	166
Less 10% Mixed-Use Interaction (on-site residential)	(200)	(1)	(1)	(2)	(11)	(6)	(17)
<b>Subtotal Quality Restaurant Trips</b>	<b>1,796</b>	<b>10</b>	<b>6</b>	<b>16</b>	<b>100</b>	<b>49</b>	<b>149</b>
8,095 sq. ft. Dance/Yoga Studios (total)	267	5	6	11	17	12	29
Less 5% Mixed-Use Interaction (on-site residential)	(13)	0	(1)	(1)	(1)	0	(1)
<b>Subtotal Dance/Yoga Studio Trips</b>	<b>254</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>16</b>	<b>12</b>	<b>28</b>
<b>Total Proposed Commercial Trips</b>	<b>6,790</b>	<b>105</b>	<b>61</b>	<b>166</b>	<b>321</b>	<b>276</b>	<b>597</b>
<b>Total Proposed New Project Trips</b>	<b>8,354</b>	<b>129</b>	<b>157</b>	<b>286</b>	<b>415</b>	<b>327</b>	<b>742</b>

**VMT Calculations**

Project Component	Assumed Trip Length	Vehicles Miles Travelled ("VMT")						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<i>Residential Component</i>								
Apartments	10.5 miles	16,422	252	1,008	1,260	990	533	1,523
<i>Commercial Components</i>								
Retail	9.5 miles	18,677	259	159	418	780	845	1,625
Supermarket	8.7 miles	17,818	361	222	583	843	810	1,653
Walk-in Bank	10.8 miles	7,841	219	94	313	280	357	637
Quality Restaurants	9.1 miles	16,344	88	58	146	909	447	1,356
Dance/Yoga Studios	9.5 miles	2,413	47	48	95	152	114	266
<b>Total Commercial Component VMT</b>		<b>63,093</b>	<b>974</b>	<b>581</b>	<b>1,555</b>	<b>2,964</b>	<b>2,573</b>	<b>5,537</b>
<b>Total Project-Only VMT</b>		<b>79,515</b>	<b>1,226</b>	<b>1,589</b>	<b>2,815</b>	<b>3,954</b>	<b>3,106</b>	<b>7,060</b>

**Table A-1 (continued)**  
**Sunset Boulevard/Crescent Heights Mixed-Use Retail/Commercial and Residential Project**  
**Trip Generation Calculations (from November 2013 Project Traffic Study)**

**Pass-by Trip Calculations**

<b>Project Component</b>	<b>Assumed Pass-by Factor</b>	<b>Pass-by Trip Reductions</b>						
		<b>Daily</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<i>Residential Component</i>								
Apartments	n/a (no pass-by)	0	0	0	0	0	0	0
<i>Commercial Components</i>								
Retail	40 %	786	11	7	18	33	35	68
Supermarket	40 %	819	17	10	27	39	37	76
Walk-in Bank	20 %	145	4	2	6	5	7	12
Quality Restaurants	10 %	180	1	1	2	10	5	15
Dance/Yoga Studios	20 %	51	1	1	2	3	3	6
Total Commercial Component Pass-by Trips		1,981	34	21	55	90	87	177
<b>Total Project-Only Pass-by Trip Reductions</b>		<b>1,981</b>	<b>34</b>	<b>21</b>	<b>55</b>	<b>90</b>	<b>87</b>	<b>177</b>
<b>Total Project-Only Trips with Pass-by Reductions</b>		<b>6,373</b>	<b>95</b>	<b>136</b>	<b>231</b>	<b>325</b>	<b>240</b>	<b>565</b>
<b>Pass-by Trip Reduction Percentage</b>		<b>23.7%</b>			<b>19.2%</b>			<b>23.9%</b>

**Pass-by Trip Reduction VMT Calculations**

<b>Project Component</b>	<b>Assumed Trip Length</b>	<b>Pass-by Trip Vehicles Miles Travelled ("VMT")</b>						
		<b>Daily</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<i>Residential Component</i>								
Apartments	10.5 miles	0	0	0	0	0	0	0
<i>Commercial Components</i>								
Retail	9.5 miles	7,467	106	65	171	310	336	646
Supermarket	8.7 miles	7,125	146	89	235	337	324	661
Walk-in Bank	10.8 miles	1,566	46	19	65	57	73	130
Quality Restaurants	9.1 miles	1,638	11	7	18	92	45	137
Dance/Yoga Studios	9.5 miles	485	9	10	19	32	25	57
Total Commercial Component Pass-by VMT Reductions		18,281	318	190	508	828	803	1,631
<b>Total Project-Only Pass-by VMT Reductions</b>		<b>18,281</b>	<b>318</b>	<b>190</b>	<b>508</b>	<b>828</b>	<b>803</b>	<b>1,631</b>
<b>Project Commercial Component VMT (with Pass-by Reductions)</b>		<b>44,812</b>	<b>656</b>	<b>391</b>	<b>1,047</b>	<b>2,136</b>	<b>1,770</b>	<b>3,906</b>
<b>Pass-by Trip Reduction Percentage (of Commercial VMT Trips)</b>		<b>29.0%</b>			<b>32.7%</b>			<b>29.5%</b>
<b>Total Project VMT (With Pass-by Reductions)</b>		<b>61,234</b>	<b>908</b>	<b>1,399</b>	<b>2,307</b>	<b>3,126</b>	<b>2,303</b>	<b>5,429</b>
<b>Pass-by Trip Reduction Percentage (of Total Project VMT Trips)</b>		<b>23.0%</b>			<b>18.0%</b>			<b>23.1%</b>

**Table A-2**  
**California Emissions Estimator Model ("CalEEMod")**  
**Default One-Way Vehicle Trip Distances**  
**Proposed Project Uses**

Land Use Type	Miles per Trip Type			Percentage of Trips			Trip Lengths per Trip Type			
	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	H-W or C-W	H-S or C-C	H-O or C-NW	Total
<b>Residential</b>										
Apartments	14.7	5.9	8.7	40.2%	19.2%	40.6%	5.9	1.1	3.5	<b>10.5</b>
<b>Commercial</b>										
General Office	16.6	8.4	6.9	33.0%	48.0%	19.0%	5.5	4.0	1.3	<b>10.8</b>
Health Club	16.6	8.4	6.9	16.9%	64.1%	19.0%	2.8	5.4	1.3	<b>9.5</b>
Quality Restaurant	16.6	8.4	6.9	12.0%	69.0%	19.0%	2.0	5.8	1.3	<b>9.1</b>
Retail (Strip Mall)	16.6	8.4	6.9	16.6%	64.4%	19.0%	2.8	5.4	1.3	<b>9.5</b>
Supermarket	16.6	8.4	6.9	6.5%	74.5%	19.0%	1.1	6.3	1.3	<b>8.7</b>

Where:

- H-W = home to work
- C-W = commercial to work
- H-S = home to shop
- C-C = commercial customer
- H-O = home to other
- C-NW = commercial non-work

**Table A-3**  
**8150 Sunset Boulevard Mixed-Use Commercial and Residential Project**  
**TDM-Related Trip Generation and VMT Reduction Calculations**

**Project Trip Generation Estimates**

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Proposed Project</b>							
Total Project Residential Component Trips (no Pass-by Reductions)	1,564	24	96	120	94	51	145
Total Project Commercial Component Trips (with Pass-by Reductions)	4,809	71	40	111	231	189	420
<b>Total Project Trips (with Pass-by Reductions - See Table A-1)</b>	<b>6,373</b>	<b>95</b>	<b>136</b>	<b>231</b>	<b>325</b>	<b>240</b>	<b>565</b>

**TDM-Related Trip Reductions**

Project Component	TDM Target Reduction %		TDM-Related Trip Reductions						
	Daily	Peak Hour	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Residential Component TDM Reductions	15%	15%	235	4	14	18	14	8	22
<i>Commercial Components</i>									
Retail	10%	10%	118	2	1	3	5	5	10
Supermarket	10%	10%	123	3	1	4	6	6	12
Bank	10%	10%	58	1	1	2	2	3	5
Restaurant	10%	10%	162	1	0	1	9	4	13
Health Club	10%	10%	20	0	1	1	1	1	2
Total Commercial Component TDM Reductions			481	7	4	11	23	19	42
<b>Total Project TDM-Related Trip Reductions</b>			<b>716</b>	<b>11</b>	<b>18</b>	<b>29</b>	<b>37</b>	<b>27</b>	<b>64</b>
<b>Total Project-Only Trips with TDM Reductions (and Pass-by)</b>			<b>5,657</b>	<b>84</b>	<b>118</b>	<b>202</b>	<b>288</b>	<b>213</b>	<b>501</b>
<b>TDM-Related Trip Reduction Percent (from "No Pass-by" Baseline)</b>			<b>8.6%</b>			<b>10.1%</b>			<b>8.6%</b>
<b>TDM-Related Trip Reduction Percent (from "With Pass-by" Baseline)</b>			<b>11.2%</b>			<b>12.6%</b>			<b>11.3%</b>

**TDM-Related VMT Reductions**

Project Component	Assumed Trip Length	TDM-Related Vehicles Miles Travelled ("VMT") Reductions						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<i>Residential Component</i>								
Apartments	10.5 miles	2,468	38	151	189	150	81	231
<i>Commercial Components</i>								
Retail	9.5 miles	1,121	18	11	29	46	49	95
Supermarket	8.7 miles	1,070	22	13	35	53	51	104
Walk-in Bank	10.8 miles	626	15	7	22	24	30	54
Quality Restaurants	9.1 miles	1,474	5	4	9	79	39	118
Dance/Yoga Studios	9.5 miles	190	5	5	10	11	8	19
Total Commercial Component TDM-Related VMT Reductions		4,481	65	40	105	213	177	390
<b>Total Project-Only TDM-Related VMT Reductions</b>		<b>6,949</b>	<b>103</b>	<b>191</b>	<b>294</b>	<b>363</b>	<b>258</b>	<b>621</b>
<b>Total Project-Only VMT with TDM Reductions (and Pass-by)</b>		<b>54,285</b>	<b>805</b>	<b>1,208</b>	<b>2,013</b>	<b>2,763</b>	<b>2,045</b>	<b>4,808</b>
<b>TDM-Related VMT Reduction Percent (from "No Pass-by" Baseline)</b>		<b>8.7%</b>			<b>10.4%</b>			<b>8.8%</b>
<b>TDM-Related VMT Reduction Percent (from "With Pass-by" Baseline)</b>		<b>11.3%</b>			<b>12.7%</b>			<b>11.4%</b>

**Table A-3 (continued)**  
**8150 Sunset Boulevard Mixed-Use Commercial and Residential Project**  
**TDM-Related Trip Generation and VMT Reduction Calculations**

**Project VMT Summary**

	<b>Daily</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
		<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
Project Residential Component VMT (without Pass-by or TDM)	16,422	252	1,008	1,260	990	533	1,523
Project Residential Component VMT (with TDM; no Pass-by)	13,954	214	857	1,071	840	452	1,292
Residential TDM VMT Reduction Percentage	15.0%			15.0%			15.2%
Project Commercial Component VMT (without Pass-by or TDM)	63,093	974	581	1,555	2,964	2,573	5,537
Project Commercial Component VMT (with Pass-by and TDM)	40,331	591	351	942	1,923	1,593	3,516
Total Commercial Pass-by and TDM VMT Reduction Percentage	36.1%			39.4%			36.5%
<b>Total Project-Only VMT (without Pass-by or TDM)</b>	<b>79,515</b>	<b>1,226</b>	<b>1,589</b>	<b>2,815</b>	<b>3,954</b>	<b>3,106</b>	<b>7,060</b>
<b>Total Project-Only VMT (with Pass-by and TDM)</b>	<b>54,285</b>	<b>805</b>	<b>1,208</b>	<b>2,013</b>	<b>2,763</b>	<b>2,045</b>	<b>4,808</b>
<b>Total Project Pass-by and TDM VMT Reduction Percentage</b>	<b>31.7%</b>			<b>28.5%</b>			<b>31.9%</b>

**Table A-4**  
**California Emissions Estimator Model ("CalEEMod")**  
**Default One-Way Vehicle Trip Distances**  
**Existing Project Site Uses**

Land Use Type	Miles per Trip Type			Percentage of Trips			Trip Lengths per Trip Type			Total
	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	H-W or C-W	H-S or C-C	H-O or C-NW	
General Office	16.6	8.4	6.9	33.0%	48.0%	19.0%	5.5	4.0	1.3	<b>10.8</b>
Health Club	16.6	8.4	6.9	16.9%	64.1%	19.0%	2.8	5.4	1.3	<b>9.5</b>
Fast Food Restaurant (w/o Drive Thru)	16.6	8.4	6.9	1.5%	79.5%	19.0%	0.2	6.7	1.3	<b>8.2</b>
Fast Food Restaurant (with Drive Thru)	16.6	8.4	6.9	2.2%	78.8%	19.0%	0.4	6.6	1.3	<b>8.3</b>
Restaurant	16.6	8.4	6.9	12.0%	69.0%	19.0%	2.0	5.8	1.3	<b>9.1</b>
Retail (Strip Mall)	16.6	8.4	6.9	16.6%	64.4%	19.0%	2.8	5.4	1.3	<b>9.5</b>
Medical/Dental Office	16.6	8.4	6.9	29.6%	51.4%	19.0%	4.9	4.3	1.3	<b>10.5</b>
Warehouse/Storage	16.6	8.4	6.9	59.0%	0.0%	41.0%	9.8	0.0	2.8	<b>12.6</b>

Where:

- H-W = home to work
- C-W = commercial to work
- H-S = home to shop
- C-C = commercial customer
- H-O = home to other
- C-NW = commercial non-work

**Table A-5**  
**8150 Sunset Boulevard Mixed-Use Commercial and Residential Project**  
**Existing Site Development Trip Generation and VMT Calculations**

**Existing Site Uses Trip Generation Estimates**

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b><u>Existing Use (Removed)</u></b>							
14,647 sq. ft. Retail (total)	625	9	5	14	26	28	54
Less 50% Pass-by Trips	(313)	(4)	(3)	(7)	(13)	(14)	(27)
Subtotal Retail Trips	312	5	2	7	13	14	27
27,625 sq. ft. Art Storage Facility (Metro Art Storage)	69	2	2	4	4	3	7
11,786 sq. ft. Walk-in Bank - Banking-related Uses (first floor)	1,768	50	21	71	63	80	143
8,386 sq. ft. Bank Offices and Ancillary Space (second floor)	92	11	2	13	2	10	12
Less 20% Pass-by Trips (Banking Use Only)	(354)	(10)	(4)	(14)	(13)	(16)	(29)
Subtotal Walk-in Bank Trips	1,506	51	19	70	52	74	126
2,056 sq. ft. Restaurant (Kuru Sushi)	196	----- n/a -----			12	8	20
Less 20% Pass-by Trips	(39)	----- n/a -----			(2)	(2)	(4)
Subtotal Restaurant Trips	157	----- n/a -----			10	6	16
800 sq. ft. Ice Cream Parlor	76	----- n/a -----			5	3	8
Less 20% Pass-by Trips	(15)	----- n/a -----			(1)	(1)	(2)
Subtotal Ice Cream Parlor Trips	61	----- n/a -----			4	2	6
5,070 sq. ft. Fast Food (w/drive-thru) - McDonalds	2,515	117	113	230	86	80	166
Less 50% Pass-by Trips	(1,258)	(59)	(56)	(115)	(43)	(40)	(83)
Subtotal Fast Food (w/drive-thru) Trips	1,257	58	57	115	43	40	83
3,720 sq. ft. Fast Food (wo/drive-thru) (total)	2,664	98	65	163	49	48	97
Less 35% Pass-by Trips	(932)	(34)	(23)	(57)	(17)	(17)	(34)
Subtotal Fast Food (wo/drive-thru) Trips	1,732	64	42	106	32	31	63
2,360 sq. ft. Dental Office	85	5	1	6	2	6	8
3,550 sq. ft. Health Club (Martial Arts)	117	2	3	5	7	6	13
<b>Total Existing Site Trips (Removed)</b>	<b>5,296</b>	<b>187</b>	<b>126</b>	<b>313</b>	<b>167</b>	<b>182</b>	<b>349</b>
<b>Total Proposed New Project Trips (With Pass-by and TDM)</b>	<b>5,657</b>	<b>84</b>	<b>118</b>	<b>202</b>	<b>288</b>	<b>213</b>	<b>501</b>
<b>Net Proposed Project Trips (with Pass-by and TDM)</b>	<b>361</b>	<b>(103)</b>	<b>(8)</b>	<b>(111)</b>	<b>121</b>	<b>31</b>	<b>152</b>

**Existing Site Uses VMT Calculations (Includes Pass-by Reductions)**

Existing Site Use Component	Assumed Trip Length	Vehicles Miles Travelled ("VMT")						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Retail	9.5 miles	2,964	42	25	67	123	134	257
Warehouse/Storage	12.6 miles	869	28	22	50	44	44	88
Walk-in Bank	10.8 miles	16,265	551	205	756	562	799	1,361
Fast Food Restaurant (w/o Drive Thru)	8.2 miles	14,703	521	348	869	295	271	566
Fast Food Restaurant (with Drive Thru)	8.3 miles	10,433	487	468	955	358	331	689
Restaurant	9.1 miles	1,429	0	0	0	88	58	146
Medical/Dental Office	10.5 miles	893	50	13	63	24	60	84
Health Club (Martial Arts)	9.5 miles	1,112	24	24	48	71	53	124
<b>Total Existing Site Uses VMT (with Pass-by Reductions)</b>		<b>48,668</b>	<b>1,703</b>	<b>1,105</b>	<b>2,808</b>	<b>1,565</b>	<b>1,750</b>	<b>3,315</b>
<b>Total Project-Only VMT (with Pass-by and TDM)</b>		<b>54,285</b>	<b>805</b>	<b>1,208</b>	<b>2,013</b>	<b>2,763</b>	<b>2,045</b>	<b>4,808</b>
<b>Net Change in Site-Related VMT</b>		<b>5,617</b>	<b>(898)</b>	<b>103</b>	<b>(795)</b>	<b>1,198</b>	<b>295</b>	<b>1,493</b>

**Exhibit 4:** Letter from James N. Goldstene, Executive Officer, ARB, dated June 4, 2012, to Mr. Hasan Ikhata, Executive Director, SCAG



# Air Resources Board



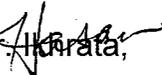
**Matthew Rodriguez**  
*Secretary for  
Environmental Protection*

**Mary D. Nichols, Chairman**  
1001 I Street • P.O. Box 2815  
Sacramento, California 95812 • [www.arb.ca.gov](http://www.arb.ca.gov)

**Edmund G. Brown Jr.**  
*Governor*

June 4, 2012

Mr. Hasan Ikhata  
Executive Director  
Southern California Association of Governments  
818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, California 90017

Dear Mr. ~~Ikhata~~, 

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) calls for the California Air Resources Board (ARB or Board) to accept or reject the determination of each metropolitan planning organization in the State that its Sustainable Communities Strategy would, if implemented, achieve greenhouse gas emission reduction targets for passenger vehicles set by the Board for 2020 and 2035.

The purpose of this letter is to transmit ARB Executive Order No. G-12-039, accepting the determination by the Southern California Association of Governments (SCAG) that its 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) adopted by your Regional Council on April 4, 2012, would, if implemented, achieve the targets established by ARB. This SCS is a significant step forward in promoting the sustainability of transportation and land use plans in Southern California.

ARB appreciates the magnitude of the effort undertaken by SCAG and its partners to develop a Regional Transportation Plan and Sustainable Communities Strategy that advances the goals of SB 375 and improves the region's economy and environment. We congratulate SCAG on the adoption of the first SCS for your region and look forward to continued partnership to implement this plan.

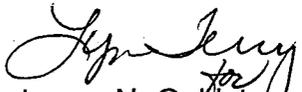
*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.*

California Environmental Protection Agency

Mr. Hasan Ikhata  
June 4, 2012  
Page 2

If you have any questions or need further information, please contact Ms. Lynn Terry,  
Deputy Executive Officer, at (916) 322-2739, or by email at [lterry@arb.ca.gov](mailto:lterry@arb.ca.gov).

Sincerely,

  
James N. Goldstone  
Executive Officer

Enclosure

cc: Lynn Terry  
Deputy Executive Officer

**Exhibit 5: 8150 Sunset Master Land Use Permit Application**

**MASTER LAND USE PERMIT APPLICATION**  
LOS ANGELES CITY PLANNING DEPARTMENT

*Planning Staff Use Only*

ENV No.	Existing Zone <b>C2-1D</b>	District Map <b>147B173, 147B177</b>
APC <b>Central</b>	Community Plan <b>Hollywood</b>	Council District <b>4</b>
Census Tract <b>1942.00</b>	APN <b>5554007014</b> <b>5554007015</b>	Case Filed with [DSC Staff] <b>Stankin</b>
		Date <b>8/19/13</b>

THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT

CASE NO. **CPC 2013-2551-CUB-2V-DB-SPR**

APPLICATION TYPE Affordable Housing Incentives, Site Plan Review, Conditional Use Beverage, Zone Variance  
*(zone change, variance, conditional use, tract/parcel map, specific plan exception, etc.)*

**1. PROJECT LOCATION AND SIZE**

Street Address of Project 8150 Sunset Boulevard Zip Code 90046  
 Legal Description: Lot 1 Block \_\_\_\_\_ Tract 31173  
 Lot Dimensions Irregular Lot Area (sq. ft.) 111,339 Total Project Size (sq. ft.) 333,872

**2. PROJECT DESCRIPTION**

Describe what is to be done: Demolish existing commercial buildings and construct a mixed-use commercial/residential development with approximately 111,000 sf of commercial uses (approximately 25,000 sf organic grocery store, 51,000 sf of retail uses, 22,000 sf of restaurant uses, 8,000 sf of fitness uses, and 5,000 sf of bank uses) and 249 dwelling units with approximately 222,564 sf of floor area.

Present Use: Shopping center. Proposed Use: Mixed-use residential/commercial development.

Plan Check No. (if available) \_\_\_\_\_ Date Filed: \_\_\_\_\_

Check all that apply:

<input checked="" type="checkbox"/> New Construction	<input checked="" type="checkbox"/> Change of Use	<input type="checkbox"/> Alterations	<input checked="" type="checkbox"/> Demolition
<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Residential	<input type="checkbox"/> Tier 1 LA Green Code

Additions to the building:

<input type="checkbox"/> Rear	<input type="checkbox"/> Front	<input type="checkbox"/> Height	<input type="checkbox"/> Side Yard
-------------------------------	--------------------------------	---------------------------------	------------------------------------

No. of residential units: Existing 0 To be demolished 0 Adding 249 Total 249

**3. ACTION(S) REQUESTED**

Describe the requested entitlement which either authorizes actions OR grants a variance:

Code Section from which relief is requested: 12.22-A.25(f)(4)(ii) Code Section which authorizes relief: 12.22-A.25

An off-menu Incentive to permit a 3:1 floor area ratio for a Housing Development Project located within approximately 1,560 feet of a Transit Stop, in lieu of the 1,500 foot distance specified in LAMC §12.22-A.25(f)(4)(ii).

Code Section from which relief is requested: 12.21-A.5(c) Code Section which authorizes relief: 12.22-A.25

An off-menu Incentive to allow an increase in the number of compact parking spaces that may be provided for commercial uses from 40% to 60% and to allow parking for residential uses in excess of one standard parking stall for 146 residential units to be provided as compact spaces instead of one standard parking space for each unit (or 249 spaces), with the rest provided as compact spaces, in-lieu of the requirements set forth in LAMC §12.21-A.5(c) with attendant parking for both commercial and residential parking.

Code Section from which relief is requested: 12.16-A.2 and 12.14-A.1(b)(3) Code Section which authorizes relief: 12.22-A.25

An off-menu Incentive to permit a 0' to 16' 4" south side yard for residential parking above the second above-ground level, in lieu of the 16-foot side yard otherwise required by Section 12.16-C.2.

Code Section from which relief is requested: 12.21-A.4(a) Code Section which authorizes relief: 12.22-A.25

Parking Option 1 for a mixed-use Housing Development Project.

Code Section from which relief is requested: \_\_\_\_\_ Code Section which authorizes relief: 16.05

Site Plan Review for a development project which creates 50 or more dwelling units.

List related or pending case numbers relating to this site

**3. ACTION(S) REQUESTED**

Describe the requested entitlement which either authorizes actions OR grants a variance:

Code Section from which relief is requested: 12.16 Code Section which authorizes relief: 12.24-W.1

Conditional Use Permit for the on-site sale of a full line of alcoholic beverages in connection with four restaurants, and the off-site sale of a full line of alcoholic beverages in connection with an organic grocery store.

Code Section from which relief is requested: 12.16-A.2 and 12.14-A.1(b)(3) Code Section which authorizes relief: 12.27

Variance to allow outdoor dining above the first floor in the C4 zone, as not otherwise permitted by LAMC §12.16-A.2 and 12.14-A.1(b)(3); and to allow a fitness studio in the C4 zone as not otherwise permitted by LAMC §12.16-A.2.

Code Section from which relief is requested: \_\_\_\_\_ Code Section which authorizes relief: 12.22-A.25

\_\_\_\_\_  
\_\_\_\_\_

List related or pending case numbers relating to this site

\_\_\_\_\_

**4. OWNER/APPLICANT INFORMATION**

Applicant's name Tyler Siegel Company AG SCH 8150 Sunset Boulevard Owner, LP  
 Address: P.O. Box 10506 Telephone: (310) 285-7081 Fax: ( ) \_\_\_\_\_  
Beverly Hills, CA Zip: 90213 E-mail: tsiegel@townscapepartners.com

Property owner's name (if different from applicant) \_\_\_\_\_  
 Address: \_\_\_\_\_ Telephone: ( ) \_\_\_\_\_ Fax: ( ) \_\_\_\_\_  
 \_\_\_\_\_ Zip: \_\_\_\_\_ E-mail: \_\_\_\_\_

Contact person for project information Jeff Haber/Edgar Khalatian/  
Michael Nytzen Company Paul Hastings LLP  
 Address: 515 S. Flower Street, 25th Floor Telephone: (213) 683-6000 Fax: (213) 627-0705  
Los Angeles, CA Zip: 90071 E-mail: jeffreyhaber@paulhastings.com  
edgarkhalatian@paulhastings.com  
michaelnytzen@paulhastings.com

**5. APPLICANT'S AFFIDAVIT**

Under penalty of perjury the following declarations are made:

- a. The undersigned is the owner or lessee if entire site is leased, or authorized agent of the owner with power of attorney or officers of a corporation (submit proof). (NOTE: for zone changes lessee may not sign).
- b. The information presented is true and correct to the best of my knowledge.
- c. In exchange for the City's processing of this Application, the undersigned Applicant agrees to defend, indemnify and hold harmless the City, its agents, officers or employees, against any legal claim, action, or proceeding against the City or its agents, officers, or employees, to attack, set aside, void or annul any approval given as a result of this Application.

Signature: *[Handwritten Signature]* Print: TYLER SIEGEL

ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Los Angeles

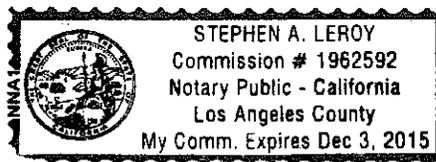
On 7-16-2013 before me, *[Signature]* STEPHEN LEROY  
(Insert Name of Notary Public and Title)

personally appeared TYLER SIEGEL, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal

*[Signature]* (Seal)  
 Signature



**6. ADDITIONAL INFORMATION/FINDINGS**

In order for the City to render a determination on your application, additional information may be required. Consult the appropriate Special Instructions handout. Provide on an attached sheet(s) this additional information using the handout as a guide.

NOTE: All applicants are eligible to request a one time, one-year only freeze on fees charged by various City departments in connection with your project. It is advisable only when this application is deemed complete or upon payment of Building and Safety plan check fees. Please ask staff for details or an application.

*Planning Staff Use Only*

Base Fee	<u>30,476.25</u>	Reviewed and Accepted by	Date
Receipt No.	<u>12807</u>	[Project Planner]	
		Deemed Complete by	Date
		[Project Planner]	

## AFFORDABLE HOUSING REFERRAL FORM LOS ANGELES CITY PLANNING DEPARTMENT

This form is to serve as a referral to Planning Public Counter for affordable housing case filing purposes (in addition to the required Master Land Use Application and any other necessary documentation) and as a referral to LAHD, CRA, LA County, or other City agency for project status and entitlement need purposes. Please refer to Affordable Housing Referral Form (AHRF) Instructions Sheet for additional information on completing this form. This form shall be completed by the applicant and reviewed and signed by Planning staff.

### CITY STAFF USE ONLY

Referral To:  Public Counter- Filing     LAHD Funding     CRA     LA County     Other: \_\_\_\_\_

NOTES:

Planning Staff Name and Title

Planning Staff Signature

Date

*Daniel Ahdian*

*Planning Asst*

*[Signature]*

*8/16/2013*

### I. PROPOSED PROJECT

#### 1. PROJECT LOCATION/ ZONING

Project Address: 8150 Sunset Boulevard

Project Name: \_\_\_\_\_

Applicant Name and Contact Information: Tyler Siegel, P.O. Box 10506, Beverly Hills, CA 90213 (310) 285-7081

Assessor Parcel Number(s): 5554-007-014 and 5554-007-015

Community Plan: Hollywood    Number of Lots: 1    Lot size: 111,339 sf s.f.

Existing Zone: C4-1D    Land Use Designation: Neighborhood Office Commercial

Specific Plan     HPOZ     DRB     Enterprise Zone     CRA

Q-condition/ D-limitation/ T-classification (please specify): D Limitation for 1:1 FAR, Ord. 164,714

Other pertinent zoning information (please specify): \_\_\_\_\_

#### 2. PROPOSED PROJECT

Description of Proposed Project: Mixed commercial-residential project with 249 total apartment units, including 28 units set aside for Very Low Income Households, and approximately 111,000 sf of commercial uses including a 25,000 sf grocery store, 22,000 sf of restaurant area, approximately 50,000 sf of retail uses, 8,000 sf of fitness uses and a 5,000 sf bank.

	Type of Use	Square Feet	# of Units
Existing <sup>1</sup>	Commercial	80,000	N/A
To be Demolished	Commercial	-80,000	N/A
Proposed	Mixed Use	333,872	249
TOTAL		333,872	249

**3. APPLICATION STATUS & TYPE**

**A. Status of Application**

- Not Required: Ministerial<sup>2</sup>
- Entitlement Case Required and needs to filed with Planning
- Case Filed: (1) (2) (3)
- Case Number(s): \_\_\_\_\_
- Date Filed: \_\_\_\_\_
- Date Approved: \_\_\_\_\_
- End of Appeal Period: \_\_\_\_\_

**B. Type of Application (please select only one)**

<b>Ministerial<sup>2</sup></b>	<p><b>1. <input checked="" type="checkbox"/> Density Bonus</b> (per LAMC 12.22.A.25, Ordinance 179,681) <i>(Please Complete Sections I, II &amp; V)</i></p>	<p><b>2. <input type="checkbox"/> Greater Downtown Housing Incentive Area</b> (per LAMC 12.22.A.29, Ordinance 179,076) <i>(Please Complete Sections I, III &amp; V)</i></p>	<p><b>3. <input type="checkbox"/> Senior Independent Housing/ Assisted Living Care Housing/ Disabled Persons Housing</b> (per LAMC 12.21.A.4.u, Ordinance 178,063) <i>(Please Complete Sections I,IV &amp; V)</i></p>	<p><b>4. <input type="checkbox"/> Other:</b> <i>(Please Complete Sections I &amp; V)</i></p>
	<p><input type="checkbox"/> LADBS- Ministerial</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Density Increase</li> <li><input type="checkbox"/> Parking Reductions (option 1 or 2)</li> </ul>	<p><input type="checkbox"/> LADBS- Ministerial</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Exempt from SPR</li> </ul>	<p><input type="checkbox"/> LADBS- Ministerial</p>	<p><input type="checkbox"/> LADBS- Ministerial : (please specify)</p>
<b>Discretionary<sup>3</sup></b>	<p><input type="checkbox"/> Density Bonus with Incentives ON the Menu (please specify)</p>	<p><input type="checkbox"/> Site Plan Review</p>	<p><input type="checkbox"/> Site Plan Review</p>	<p><input checked="" type="checkbox"/> Discretionary : (please specify)</p>
	<p><input type="checkbox"/> Multiple entitlement with Incentives ON the Menu (please specify)</p>	<p><input type="checkbox"/> Other entitlement</p>	<p><input type="checkbox"/> Other entitlement</p>	
	<p><input type="checkbox"/> Density Bonus with Incentives NOT ON the Menu<sup>4</sup> (please specify)</p>			
	<p><input checked="" type="checkbox"/> Multiple entitlement with Incentives NOT ON the Menu<sup>4</sup> (please specify)</p> <p>Incentive to permit 3:1 FAR within 1560' feet of transit stop, allow reduction of side yard from 16' to 0'-4.5', allow increase in compact parking to 60%, SPR; Variance to allow fitness use and outdoor dining above ground floor; CUP for on-and off-site alcohol sales, VTTM.</p>			

**4. DENSITY CALCULATION:**

**A. Base Density: Maximum density allowable per zoning**

Lot size 111,339 sf. (a)  
 Density allowable by zone 400 units/s.f. of lot area (b)  
 Units allowed by right (Base Density) 278 units (c) [c = a/b, round down to whole number]

**B. Maximum allowable Density Bonus:** 376 units (d) [d = c x 1.35, round up to whole number]

**C. Proposed Project:** Please indicate total number of Units as well as breakdown by levels of affordability set by each category (HCD or HUD). For information on HCD and HUD levels of affordability please contact Los Angeles Housing Department's Occupancy Monitoring Unit at (213) 808-8806 or occmonitor@lahd.lacity.org.

	Total	HCD (State) <sup>5</sup>	HUD (TCAC) <sup>6</sup>
Market Rate	<u>221</u>	<u>N/A</u>	<u>N/A</u>
Managers Unit(s)- Market Rate	<u></u>	<u>N/A</u>	<u>N/A</u>
Very Low Income	<u>28</u>	<u></u>	<u></u>
Low Income	<u></u>	<u></u>	<u></u>
Moderate Income	<u></u>	<u></u>	<u>N/A</u>
Seniors- Market Rate	<u></u>	<u>N/A</u>	<u>N/A</u>
Seniors- Very Low Income	<u></u>	<u></u>	<u></u>
Seniors- Low Income	<u></u>	<u></u>	<u></u>
Total # of Units per Category	<u></u>	<u>221 MKT/28 VL (e)</u>	<u>(f)</u>
Percent of Affordable Units by Category	<u></u>	<u>11% VL (g)</u>	<u>(h)</u>

[g = e/c or e/i, whichever is less, c or i]  
 [h = f/c or f/i, whichever is less, c or i]

TOTAL # of Units Proposed 249 (i)

Number of Density Bonus Units  (j) [If i > c, then j = i - c; if i < c, then j = 0]

Percent Density Bonus Requested  (k) [k = j/c]

**NOTE:** REQUEST IS FOR WAIVER OF DEVELOPMENT STANDARDS TO PERMIT INCREASE IN FAR AND NOT UNIT DENSITY, MODIFICATION OF SIDE YARD FROM 16' TO 0-4.5', AND ALLOW INCREASE IN COMPACT PARKING TO 60%

**5. SITE PLAN REVIEW CALCULATION:** An application for Site Plan Review may be required for projects that meet the Site Plan Review threshold(s) as outlined in LAMC Section 16.05.C. unless otherwise exempted per Section 16.05.D. For Density Bonus projects involving bonus units, please use the formulas provided below to determine if the project meets Site Plan Review threshold for unit count. If project meets the threshold(s) but qualifies under the exemption criteria per Section 16.05.D please confirm exemption with Department of City Planning's Site Plan Review Unit at (213) 978-1219 and provide letter of Exemption signed by authorized Site Plan Review Section planner.

If number of Proposed units [(i) from above] is less than the number of By Right/ Base Density units [(c) from above], then:

(i) – existing units = 249

- YES, Site Plan Review is required, if Proposed units minus existing units is greater than or equal to 50
- NO, if Proposed units minus existing units is less than 50
- Exempt (please specify): \_\_\_\_\_

If number of Proposed units [(i) from above] is greater than the number of By Right/ Base Density units [(c) from above], then:

(c) – existing units = \_\_\_\_\_

- YES, Site Plan Review is required, if By Right/ Base Density units minus existing units is greater than or equal to 50
- NO, if By Right/ Base Density units minus existing units is less than 50
- Exempt (please specify): \_\_\_\_\_

**II. DENSITY BONUS**  
**(LAMC Sec.12.22.A.25, Ordinance 179,681)**

**6. HOUSING DEVELOPMENT PROJECT TYPE** (please select one)

- (1) For Sale or Rental Housing with Low or Very Low Income Restricted Affordable Units
- (2) For Sale or Rental Senior Citizen Housing (Market Rate)
- (3) For Sale or Rental Senior Citizen Housing with Low or Very Low Income Restricted Affordable Units
- (4) For Sale Housing with Moderate Income Restricted Affordable Units

**7. DENSITY BONUS OPTIONS** (Please check all that apply)

- Land Donation
- Child Care
- Restricted Affordable Units Located Near Transit Stop/ Major Employment Center
- Common Interest Development with Low or Very Low Income Restricted Affordable Units for Rent
- Condominium Conversion
- Parking (Please choose only one option)

**Parking Option 1:** Based on # of bedrooms, inclusive of Handicapped and Guest parking

	# of Units	Spaces/Unit	Parking Required	Parking Provided
0-1 Bedroom	203	1	295	295
2-3 Bedrooms	46	2	92	92
4 or more Bedrooms		2.5		
<b>TOTALS</b>			295	295

**Parking Option 2:** Reduced only for Restricted Affordable Units

	# of Units	Spaces/Unit	Parking Required'	Parking Provided'
Market Rate (Including Senior Market Rate)		Per code		
Restricted Affordable		1		
Very Low/ Low Income Senior or Disabled		.5		
Restricted Affordable in Residential Hotel		.25		
<b>TOTALS</b>				

**8. INCENTIVES**

**A. Project Zoning Compliance & Incentives** (Please check all that apply)

	Required/ Allowable	Proposed	ON Menu	OFF Menu
<input type="checkbox"/> (1) Yard/ Setback (each yard counts as 1 incentive)				
<input type="checkbox"/> Front	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Rear	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Side(s)	16'	0' - 4.5	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> (2) Lot Coverage	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> (3) Lot Width	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> (4) Floor Area Ratio	1:1	3:1	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> (5) Height/ # of Stories	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> (6) Open Space	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> (7) Density Calculation	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> (8) Averaging (all count as 1 incentive)			<input type="checkbox"/>	<input type="checkbox"/>
FAR,	_____	_____	—	—
Density,	_____	_____	—	—
Parking,	_____	_____	—	—
OS,	_____	_____	—	—
Vehicular Access	_____	_____	—	—
<input checked="" type="checkbox"/> Other (please specify):	40% compact	60% compact	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**TOTAL # of Incentives Requested:**

3

**B. Qualification for Incentives On the Menu:** *(Please check only one)*

Incentives	% Very Low Income	% Low Income	% Moderate Income
One	<input type="checkbox"/> 5% to <10%	<input type="checkbox"/> 10% to <20%	<input type="checkbox"/> 10% to <20%
Two	<input checked="" type="checkbox"/> 10% to <15%	<input type="checkbox"/> 20% to <30%	<input type="checkbox"/> 20% to <30%
Three	<input type="checkbox"/> 15% or greater	<input type="checkbox"/> 30% or greater	<input type="checkbox"/> 30% or greater
3+	<input type="checkbox"/> <i>(Specify):</i>	<input type="checkbox"/> <i>(Specify):</i>	<input type="checkbox"/> <i>(Specify):</i>

9. **COVENANT:** All Density Bonus projects are required to prepare and record an Affordability Covenant to the satisfaction of the Los Angeles Housing Department's Occupancy Monitoring Unit **before** a building permit can be issued. To apply to LAHD to prepare a covenant, contact the Occupancy Monitoring Unit at (213) 808-8806 or occmonitor@lahd.lacity.org.

<b>III. GREATER DOWNTOWN HOUSING INCENTIVE AREA (GDHIA)</b> <b>(LAMC Sec.12.22.A.29, Ordinance 179,076)</b>
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**10. ELIGIBILITY FOR FLOOR AREA BONUS**

*NOTE: Published affordability levels per the United States Department of Housing and Urban Development (HUD/TCAC). Please consult with Los Angeles Housing Department's Occupancy Monitoring Unit for additional information.*

- (1) 5% of the total number of dwelling units provided for Very Low Income households; and
- (2) One of the following shall be provided:
  - 10% of the total number of dwelling units for Low Income households; or
  - 15% of the total number of dwelling units for Moderate Income households; or
  - 20% of the total number of dwelling units for Workforce Income households; and
- (3) Any dwelling unit or guest room occupied by a household earning less than 50% of the Area Median Income that is demolished or otherwise eliminated shall be replaced on a one-for-one basis within the Community Plan Area in which it is located.

**11. INCENTIVES** *(Please check all that apply)*

*NOTE: Must meet all 3 eligibility requirement from above (#10).*

- (1) A 35% increase in total floor area.
- (2) Open Space requirement pursuant to Section 12.21.G reduced by one-half, provided fee is paid.
- (3) No parking required for units for households earning less than 50% AML.
- (4) No more than one parking space required for each dwelling unit.

**12. ADDITIONAL INCENTIVES TO PRODUCE HOUSING IN THE GREATER DOWNTOWN HOUSING INCENTIVE AREA**

- (a) No yard requirements except as required by the Urban Design Standards and Guidelines
- (b) Buildable area shall be the same as the lot area (for the purpose of calculating buildable area for residential and mixed-use)
- (c) Maximum number of dwelling units or guest rooms permitted shall not be limited by the lot area provisions as long as the total floor area utilized by guest rooms does not exceed the total floor area utilized by dwelling units.
- (d) No prescribed percentage of the required open space that must be provided as either common open space or private open space.

13. **SITE PLAN REVIEW:** Any residential (including Apartment Hotel or mixed-use) building located within the Greater Downtown Housing Incentive Area is required to complete a Site Plan Review unless otherwise exempted per LAMC Section 16.05.D. If project qualifies under the exemption criteria per Section 16.05.D please confirm exemption with Department of City Planning's Site Plan Review Unit at (213) 978-1219 and provide letter of Exemption signed by authorized Site Plan Review Section planner.

14. **COVENANT:** All GDHIA projects are required to prepare and record an Affordability Covenant to the satisfaction of the Los Angeles Housing Department's Occupancy Monitoring Unit **before** a building permit can be issued. To apply to LAHD to prepare a covenant, contact the Occupancy Monitoring Unit at (213) 808-8806 or occmonitor@lahd.lacity.org.

<b>IV. SENIOR INDEPENDENT HOUSING/ ASSISTED LIVING CARE HOUSING/ DISABLED PERSONS HOUSING</b> <b>(LAMC Sec.12.21.A.4.u, Ordinance 178,063)</b>
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**15. PARKING REDUCTION**

- May be reduced to 50% of the number otherwise required by code if all of the following requirements are met:

**16. ELIGIBILITY FOR REDUCED PARKING**

- (1) Occupied by at least one person who is disabled or 62 years of age or older, except for management or maintenance personnel unit.
- (2) At least 10 square feet of indoor recreation space and at least 50 square feet of usable open space for each dwelling unit in the development, both available and accessible to all residents of the development.
- (3) Record a Covenant and Agreement with Building and Safety.

**V. REQUIRED FOR ALL APPLICATIONS**

**17. ENVIRONMENTAL STATUS** *(Please check only one)*

- Not Required: Ministerial *(CEQA does not apply-may proceed to Building and Safety, no Planning action required)*
- Not Filed: *(Please visit the Planning Public Counter and inquire about completing either an Environmental Assessment Form or a Categorical Exemption)*
- Filed:
  - Categorical Exemption<sup>8</sup> *(Please specify Class and Category):* \_\_\_\_\_
  - Statutory Exemption *(Please specify Type of Action):* \_\_\_\_\_
  - Negative Declaration<sup>8</sup>
  - Mitigated Negative Declaration<sup>8,9</sup>
  - Environmental Impact Report<sup>8</sup>
  - Reconsideration of previous Environmental Review

*(Please provide the following information for all filed cases)*

Case Number: \_\_\_\_\_  
 Date Filed: \_\_\_\_\_  
 Date Completed: \_\_\_\_\_  
 End of Comment Period: \_\_\_\_\_  
 Date Adopted/ Certified: \_\_\_\_\_  
 Date Filed with County Clerk: \_\_\_\_\_  
 Exhausted All Appeals Date: \_\_\_\_\_

**18. OTHER L.A.M.C. PROVISIONS** *(Please check all that apply and give brief description)*

- Site Plan Review *(If applicable but Exempt, please provide letter of Exemption signed by authorized Site Plan Review Section planner)*
- Specific Plan Project Permit Compliance: \_\_\_\_\_
- CU: On- and Off-Site Alcohol Sales. \_\_\_\_\_
- ZV: Fitness use in C-4 zone and outdoor dining above ground floor. \_\_\_\_\_
- ZAA: \_\_\_\_\_
- Tract or Parcel Map: VTTM \_\_\_\_\_
- Other (please specify): \_\_\_\_\_

**NOTES:**

<sup>1</sup> Please provide certificate of occupancy  
<sup>2</sup> Ministerial Projects (aka, "By-Right") do not require any discretionary Planning approvals. Developers of such housing file building plans with the Department of Building & Safety. Plans are checked for compliance with the Building Code and, when in compliance, permits are issued to begin construction.  
<sup>3</sup> Discretionary Projects require Planning decisions and approval.  
<sup>4</sup> Any waiver or modification of development standards not listed ON the menu of Incentives in the Density Bonus Ordinance.  
<sup>5</sup> HCD (State)= Published affordability levels per California Department of Housing and Community Development. Please consult with Los Angeles Housing Department's Occupancy Monitoring Unit for additional information.  
<sup>6</sup> HUD (TCAC)= Published affordability levels per the United States Department of Housing and Urban Development. Please consult with Los Angeles Housing Department's Occupancy Monitoring Unit for additional information.  
<sup>7</sup> Up to 40% of the required parking for the Restricted Affordable Units may be provided by compact stalls.  
<sup>8</sup> Need to file with County Clerk if applying for public funding. If applying for City of Industry (Los Angeles County) Funds please contact City of Industry for additional documentation required.  
<sup>9</sup> All projects applying for City of Industry (Los Angeles County) Funds need to prepare a Mitigation Monitoring Plan.

# SITE PLAN REVIEW — LAMC 16.05

City of Los Angeles — Department of City Planning

CASE NO. DIR \_\_\_\_\_ SPR

PROJECT NAME / ADDRESS 8150 Sunset Boulevard

**SITE PLAN REVIEW APPROVAL IS REQUESTED FOR:**

- A development project that results in an increase of 50,000 gross square feet of non-residential floor area.
- A development project that results in an increase of 50 or more dwelling units and/or guest rooms.
- A change of use to a fast food establishment resulting in a net increase of 500 or more average daily vehicle trips as determined by the Department of Transportation.
- A change of use other than to a fast-food establishment resulting in a net increase of 1,000 or more average daily vehicle trips as determined by the Department of Transportation.

**PROJECT DESCRIPTION** - Describe the project, listing the component uses and their floor area and/or dwelling units, for both the existing development and the total proposed project.

Demolish existing commercial shopping center and construct new approximately 333,872 square foot mixed-commercial/residential building with approximately 849 parking spaces in subterranean and above-grade parking structure. The building would be comprised of various elements ranging in height from two stories up to 16 stories. The approximately 110,000 square foot commercial component includes approximately 51,000 square feet of retail uses, an approximately 25,000 square foot organic grocery store, approximately 22,000 square feet of restaurants, including outdoor dining above ground level, an approximately 8,000 square foot fitness studio, and an approximately 5,000 square foot bank. The approximately 222,564 square foot residential component is comprised of 249 rental apartments (73 studio units, 130 1 BR bedroom units, 38 2 bedroom units, and 83 bedroom units), including 28 affordable units for Very Low Income Households.

HEIGHT: 42-216 Feet 2-16 Stories

PROJECT	NON-RESIDENTIAL FLOOR AREA (List each USE on 1st line and Square Feet Below)						RESIDENTIAL OR HOTEL (Dwelling Units/Guest Rooms)		TOTAL SQUARE FEET	
	Uses >>>	Retail	Restaurant	Fitness	Bank	Dental	Art Storage	Units/Rooms		Square Feet
Existing Development		10,027	16,266	3,550	20,172	2,360	27,625	N/A	N/A	80,000
Demolition (-)		-10,027	-16,266	-3,550	-20,172	-2,360	-27,625	N/A	N/A	-80,000
New Construction (+)		76,308	22,000	8,000	5,000	0	0	249	222,564	333,872
Net Change (±)		66,281	5,734	4,450	-15,172	-2,360	-27,625	249	222,564	253,872
Total Project		76,308	22,000	8,000	5,000	0	0	249	222,564	333,872

RESIDENTIAL DWELLINGS For Parking Calculation	TOTAL UNITS	UNITS BY # OF HABITABLE ROOMS (LAMC 12.03)			Within 1,500 Feet of a Mass Transit Station or Major Bus Route?
		Less Than 3	3 Rooms	More than 3	
Standard	221	64	115	42	
Senior Citizen		--	--	--	
Affordable (LAMC 12.22A25d)	28	9	15	--4	Yes

PARKING (All Projects)	EXISTING PARKING SPACES	PROPOSED PROJECT	
		Spaces Required (LAMC 12.21A4)	Spaces Provided
	222	787	849

Does the Project have existing non-conforming parking rights?     Yes (Explain)                       No

Is any portion within a parking structure?                                       Yes (Describe)                       No

All of proposed project parking will be located on-site in a parking structure.

RESIDENTIAL DWELLINGS For Open Space Calculation	TOTAL UNITS	UNITS BY # OF HABITABLE ROOMS (LAMC 12.03)		
		Less Than 3	3 Rooms	More than 3
	249	207	36	8

OPEN SPACE (LAMC 12.21G) For Residential Projects	REQUIRED (Square Feet)	PROVIDED (Square Feet)	% OF TOTAL PROVIDED
Private Open Space	13,225 sf	20,206 sf	153%
Common Open Space	13,225 sf	18,604 sf outdoor 3,487 sf recreation	167%
Landscaped Area In Common Open Space	3,306 sf (included in common OS above)	4,651 sf min. (included in common OS above)	141%
Total Open Space	26,450 sf	42,297 sf	160 %

Identify each area of useable Open Space on the Site Plan and/or Floor Plans, including the square footage of each area and calculations used to achieve the figures listed above.

**Describe Recreational Amenities:**

Swimming pool and spa; fitness room; club room; library; private and common open space.

**SITE PLAN REVIEW FINDINGS:**

A Site Plan Review determination requires the decision-maker to make findings relative to the project request. The applicant must assist the decision-maker by attaching information supporting the following findings:

1. That the project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any application specific plan.
2. That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.
3. That any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

# SITE PLAN REVIEW

## TRANSPORTATION ANALYSIS

(Los Angeles Municipal Code Section 16.05)

Submit this form to the Department of Transportation (D.O.T.) for their review and analysis of traffic, access and circulation of the proposed project. Submittal of this form prior to the actual application of Site Plan Review will reduce the overall approval time. This form can also determine whether a "Change of Use" project will need Site Plan Review.

DEPARTMENT OF TRANSPORTATION CONTACTS		
Wes Pringle	221 N. Figueroa Street, Suite 600	(213) 580-5206
Mike Bagheri	221 N. Figueroa Street, Suite 600	(213) 580-5202
Sergio Valdez	19040 Vanowen Street, Reseda	(818) 756-9929
Esther Tam	7166 W. Manchester Avenue, Westchester	(213) 485-1062

PROJECT NAME / ADDRESS 8150 Sunset Boulevard

NEAREST MAJOR CROSS STREET: Crescent Heights Boulevard

PROJECT OWNER / LESSEE: AG SCH 8150 Sunset Boulevard Owner, LP PHONE: (310) 285-7081

APPLICANT'S REPRESENTATIVE: Jeff Haber, Paul Hastings LLP PHONE: (213) 683-6000

ENVIRONMENTAL NO. \_\_\_\_\_ CASE NO. \_\_\_\_\_

INCLUDE THE FOLLOWING MATERIALS TO D.O.T. (UNLESS FOR PURPOSE OF SCREENING CHANGE OF USE PROJECTS):

- Copy of completed Master Land Use Application.
- Copy of completed Site Plan Review Supplemental Application.
- One set of fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways and on/off site circulation.



To be completed by D.O.T. Staff

### TRIP GENERATION CALCULATION

	USES (List each use)	PROJECT (Square Feet or Dwelling units)	LAND USE ADT (Trip Generation Rate)	SUBTOTAL ADT (Number of Trips)	TOTAL ADT (Number of Trips)
<b>Existing</b>					
<b>Proposed</b>					
<b>Net Increase / Decrease (+ or -)</b>					

Peak Hour Trips: A.M.: \_\_\_\_\_ P.M.: \_\_\_\_\_

DOT Comments: \_\_\_\_\_

**IMPACT OF TRIP GENERATION**

*Not Significant*

*May Be Significant*

*May Be Cumulative*

**TRAFFIC STUDY NEEDED**

PREPARED BY: \_\_\_\_\_ PHONE: \_\_\_\_\_  
(DOT Staff - Print)

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

Return this form and the provided materials to the applicant for submittal to the Site Plan Review Staff.

**SPECIAL INSTRUCTIONS FOR ALCOHOL (CUB) & ADULT ENTERTAINMENT  
ESTABLISHMENTS (CUX) – LAMC 12.24 W.1 & 12.24 W.18**

City of Los Angeles – Department of City Planning

The Special Instructions for Alcohol (CUB) & Adult Entertainment Establishments is a required attachment to the *MASTER LAND USE APPLICATION INSTRUCTIONS* (CP-7810). Only utilize this form when filing for a conditional use permit pursuant to LAMC Section 12.24 W.1 for alcohol establishments or pursuant to 12.24 W.18 for adult entertainment establishments.

**ADDITIONAL REQUIREMENTS/FINDINGS FOR APPROVAL OF A CUB or CUX:**

*For a CUB or CUX request to be considered, the following additional information and findings must be provided.*

**1. RADIUS MAP REQUIREMENTS.** In addition to the Public Noticing requirements detailed in the Master Land Use Application Instructions (CP-7810):

- Radius Maps for alcohol uses must show land use to a 600-foot radius.
- **A LIST OF ALCOHOL ESTABLISHMENTS** between 600 and 1,000 feet of the site is required. Include in the list the type of license and address.
- **A LIST OF THE FOLLOWING USES** within 600 feet is also required:
  - (1) residential uses and type (single-family, apartment, hotel, etc.);
  - (2) churches;
  - (3) schools, including nursery schools and child-care facilities;
  - (4) hospitals;
  - (5) parks, public playgrounds and recreational areas; and
  - (6) establishments dispensing, for consideration, alcoholic beverages for consumption on or off premises.

**2. FINDINGS (on a separate sheet)**

**a. General Conditional Use**

- i. That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.
- ii. That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.
- iii. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

**b. Additional Findings**

- i. Explain how the proposed use will not adversely affect the welfare of the pertinent community.
- ii. Explain how the approval of the application will not result in or contribute to an undue concentration of such establishments.
- iii. Explain how the approval of the application will not detrimentally affect nearby residential zones or uses.

**3. QUESTIONS REGARDING THE PHYSICAL DEVELOPMENT OF THE SITE**

- a. What is the total square footage of the building or center the establishment is located in? 333,872
- b. What is the total square footage of the space the establishment will occupy? On-site: four restaurants totaling 22,000 sf; Off-site: 25,000 sf organic grocery store.
- c. What is the total occupancy load of the space as determined by the Fire Department? To be determined.
- d. What is the total number of seats that will be provided indoors? 660 Outdoors? 250
- e. If there is an outdoor area, will there be an option to consume alcohol outdoors? Yes
- f. If there is an outdoor area, is it on private property or the public right-of-way, or both? Private property
- i. If an outdoor area is on the public right-of-way, has a revocable permit been obtained? N/A
- g. Are you adding floor area? Yes If yes, how much is enclosed? 22,000 Restaurant: 16,569 sf - Level 3 Outdoors? 5,099 sf - Level 16

**h. Parking**

- i. How many parking spaces are available on the site? 554 for commercial; 295 for residential
- ii. Are they shared or designated for the subject use? Shared with other commercial uses.
- iii. If you are adding floor area, what is the parking requirement as determined by the Department of Building & Safety? 787
- iv. Have any arrangements been made to provide parking off-site? No
  - 1. If yes, is the parking secured via a private lease or a covenant/affidavit approved by the Department of Building & Safety? N/A

**Note:** Required parking must be secured via a covenant pursuant to LAMC 12.26 E 5. A private lease is only permitted by a Zone Variance.

- 2. Please provide a map showing the location of the off-site parking and the distance, in feet, for pedestrian travel between the parking area the use it is to serve. N/A
- 3. Will valet service be available? Yes Will the service be for a charge? Yes
- i. Is the site within 1,000 feet of any schools (public, private or nursery schools), churches or parks? Yes
- j. For massage parlors and sexual encounter establishments, is the site within 1,000 feet of any other Adult Entertainment Businesses as defined by LAMC 12.70 B17? N/A

**4. QUESTIONS REGARDING THE OPERATION OF THE ESTABLISHMENT**

- a. What are the proposed hours of operation and which days of the week will the establishment be open?

	<b>M</b>	<b>Tu</b>	<b>W</b>	<b>Th</b>	<b>F</b>	<b>Sa</b>	<b>Su</b>
Proposed Hours of Operation	8 AM – 2 AM						
Proposed Hours of Alcohol Sale (Restaurants)	8 AM – 2 AM						
Proposed Hours of Alcohol Sale (Grocery Store)	8 AM – 2 AM						

- b. Will there be entertainment such as a piano bar, dancing, live entertainment, movies, karaoke, video game machines, etc...? Please specify: Yes. Low key entertainment (e.g. piano, acoustic guitar, etc.) may be provided in connection with one or more of the restaurants.

**Note:** *An establishment that allows for dancing needs a conditional use pursuant to 12.24 W.18.*

- c. Will there be minimum age requirements for entry? No If yes, what is the minimum age requirement and how will it be enforced? The minimum age for purchase and consumption of alcoholic beverages is 21, and each establishment will verify patrons' ages in accordance with their procedures and any prescribed by the State of California Department of Alcoholic Beverage Control.

- d. Will there be any accessory retail uses on the site? Yes What will be sold? The project includes a retail component that will offer a range of retail products; tenants have not yet been selected.

e. **Security**

- i. How many employees will you have on the site at any given time? To be determined
- ii. Will security guards be provided on-site? Yes
1. If yes, how many and when Security will be provided 24 hours per day, seven days per week. The number of security personnel has yet to be determined.
- iii. Has LAPD issued any citations or violations? No If yes, please provide copies.

f. **Alcohol**

- i. Will there be beer & wine only, or a full-line of alcoholic beverages available? Full line
- ii. Will "fortified" wine (greater than 16% alcohol) be sold? Fortified wine products, including sherry, port, and vermouth, will be available.
- iii. Will alcohol be consumed on any adjacent property under the control of the applicant? No
- iv. Will there be signs visible from the exterior that advertise the availability of alcohol? No

v. **Food**

1. Will there be a kitchen on the site? Yes
2. Will alcohol be sold without a food order? Yes
3. Will the sale of alcohol exceed the sale of food items on a quarterly basis? No
4. Provide a copy of the menu if food is to be served.

vi. **On-Site**

1. Will a bar or cocktail lounge be maintained incidental to a restaurant? Yes
- a. If yes, the floor plans must show the details of the cocktail lounge and the separation between the dining and lounge facilities.
2. Will off-site sales of alcohol be provided accessory to on-site sales ("Take Out")? No. Off-site sales are proposed in connection with the organic grocery store.
- a. If yes, a request for off-site sales of alcohol is required as well.
3. Will discounted alcoholic drinks ("Happy Hour") be offered at any time? Yes

vii. **Off-Site**

1. Will cups, glasses or other containers be sold which might be used for the consumption of alcohol on the premises? Yes. Retailers may sell cups and glasses, however, security personnel will prevent the unauthorized consumption of alcoholic beverages upon the premises (e.g. in parking areas).
2. Will beer or wine coolers be sold in single cans, or will wine be sold in containers less than 1 liter (750 ml)? Yes

viii. Contact the CA Department of Alcoholic Beverage Control (ABC) regarding its requirements -- <http://www.abc.ca.gov/>.

5. **CALDERA BILL (CA Business and Professions Code Section 23958 and 23958.4)**

- a. Is this application a request for on-site or off-site sales of alcoholic beverages? On-site and off-site.
  - i. If yes, is the establishment a bona-fide eating place (restaurant) or hotel/motel? Restaurants/organic grocery store.
    1. If no, contact the CA Department of Alcoholic Beverage Control (ABC) to determine whether the proposed site is located in an area whereby:
      - a. issuance of a license to serve alcohol on-site or off-site would tend to create a law enforcement problem, or
      - b. if issuance would result in, or add to an undue concentration of licenses.
  - b. If ABC has determined that an eligible use is in an area of high crime or undue concentration of licenses, the City Council will need to make the finding that the issuance of the license is required for **public convenience or necessity**.

6. **ADDITIONAL REQUIREMENTS FOR MASTER CUBs/CUXs.** In addition to all requirements detailed in the Master Land Use Application Instructions (CP-7810), applications for Master CUBs/CUXs shall include:

- A separate sheet containing a table identifying all CUB or CUX requests on the subject site, indicating: the type of alcohol permit sought; the square footage of each particular restaurant, bar or event space; the identifying address or suite/unit number corresponding to each CUB/CUX request; and (if known) the tenant-operator of each alcohol or adult entertainment establishment.
- All CUB or CUX requests on the subject site clearly identified and labeled on the plot plan and applicable floor plans, indicating: each type of alcohol permit sought; the square footage of each particular restaurant, bar or event space; and the identifying address or suite/unit number corresponding to each CUB/CUX request.

**NOTE:** *Please consider submitting documents beyond the requirements outlined in this form. If there are other circumstances which may further a more complete understanding of the project, do not hesitate to submit such information. The documents submitted with the application and the public hearing constitute the **primary opportunity** to clarify and define the project.*

**ATTACHMENT A  
PROJECT NARRATIVE – AFFORDABLE HOUSING INCENTIVES  
AND SITE PLAN REVIEW**

**8150 Sunset Boulevard, Los Angeles**

**I. PROJECT PROPOSAL**

**A. Applicant and Property**

AG SCH 8150 Sunset Boulevard Owner L.P. (the “**Applicant**”) is the owner of the property located at 8150 Sunset Boulevard, Los Angeles (APN 5554-007-014 and 5554-007-015), which is comprised of one legal lot (the “**Property**”). The approximately 2.56-acre (111,339 square foot) Property is zoned C4-1D and is developed with approximately 80,000 square feet of commercial uses and 222 parking spaces.

**B. Project Overview**

The Project consists of the development of 249 rental apartments, of which 28 would be set aside for Very-Low Income Households, amenities for the apartments, approximately 111,000 square feet of community serving retail uses, and 849 parking spaces (the “**Project**”).

One of the Project’s primary objectives is to provide a significant number of affordable housing units in a part of the City of Los Angeles (the “**City**”) that lacks quality affordable housing in close proximity to major transportation nodes and major employment centers. In addition, the Project would replace an outdated commercial use with a mixed-use project comprised of residential uses and community serving retail uses that would be consistent with the needs of this area of the City.

**C. Request**

The Applicant requests the City’s approval of the following to allow for the development of the Project:

1. Pursuant to Section 16.05 of the Los Angeles Municipal Code (the “**LAMC**”), Site Plan Review for a development that creates 50 or more dwelling units;
2. Pursuant to Section 12.22-A,25 of the LAMC, in consideration of restricting 11 percent of the total number of dwelling units for Very-Low Income Households (28 units), utilizing Parking Option 1, and the following Affordable Housing Incentives:

- a. An off-menu Incentive to permit a 3:1 floor area ratio for a Housing Development Project located within approximately 1,560 feet of a Transit Stop, in lieu of the 1,500 foot distance specified in the on-menu Incentive allowing a 3:1 floor area ratio (LAMC Section 12.22-A,25(f)(4)(ii));
- b. An off-menu Incentive to allow an increase in the number of compact parking spaces that may be provided for commercial uses from 40% to 60% and to allow parking for residential uses in excess of one standard parking stall for 146 residential units to be provided as compact spaces instead of one standard parking space for each unit (or 249 spaces), with the rest provided as compact spaces, in-lieu of the requirements set forth in LAMC §12.21-A,5(c), with attendant parking for both commercial and residential parking; and
- c. An off-menu Incentive to permit a 0' to 16' 4" south side yard for residential parking above the second above-ground level, in lieu of the 16-foot side yard otherwise required by Section 12.16-C,2 of the LAMC.

In addition, the Applicant will submit separate applications for the following entitlement and permit requests related to the Project:

- Conditional Use to permit the on-site sales, dispensing, and consumption of a full line of alcoholic beverages in four establishments, and the off-site sales of a full line of alcoholic beverages in connection with a full-service grocery store, pursuant to Section 12.24-W,1 of the LAMC;
- Variances for the following, pursuant to Section 12.27 of the LAMC:
  - To allow outdoor dining above the first floor in the C4 zone, as not otherwise permitted by Sections 12.16-A,2(p) and 12.14-A.1(b)(3) of the LAMC; and
  - To allow a fitness studio in the C4 zone, as not otherwise permitted by Section 12.16-A,2 of the LAMC.
- Pursuant to Section 17.15 of the LAMC, Vesting Tentative Tract Map (the "VTTM") No. 72370 to subdivide the Property; and
- Approvals and permits from the City of Los Angeles Department of Building and Safety and other municipal agencies for Project construction

activities, including, but not limited to demolition, haul route, excavation, shoring, grading, foundation, and building and interior improvements.

#### **D. Existing Conditions**

The Property is located at 8150 Sunset Boulevard, at the southwest corner of Sunset Boulevard and Crescent Heights Boulevard in the City. The Property is bounded by Havenhurst Drive to the west, Crescent Heights Boulevard to the east, Sunset Boulevard to the north, and multi-family residential dwelling units to the south, which are located in the City of West Hollywood.

The Property's General Plan designation is Neighborhood Office Commercial. The Property is zoned C4-1D. The "D" Limitation restricts the Property's floor area ratio to 1:1. The Property is not subject to a maximum height limit.

The Property is currently developed with an approximately 80,000 square foot retail strip mall, which includes 11,646 square feet of fast food restaurants and a 20,172 square foot bank. The retail strip mall was built in 1988 and the building housing the bank was built in 1960 and subsequently expanded in 1963 and 1973. In addition, there are currently approximately 222 parking spaces. There is also a billboard located at the Property that until recently was digital.

The Property is located in a well-established community of residential, retail, and commercial uses. The area is within a larger, developed commercial and retail area that includes commercial and multi-family residential uses to the west, a large commercial development, which includes a Trader Joe's, a Burke Williams Day Spa, the Sundance Cinemas movie theaters, and a Crunch gym, to the east. The XIV restaurant, a liquor store and Bar Marmont are located to the north along Sunset Boulevard and multi-family residences in the City of West Hollywood are located immediately south of the Property.

As such, the Project would be surrounded by a mix of commercial uses that are easily accessible to Project residents and visitors and by multi-family housing, uses that are consistent with the Project.

#### **E. Project Description**

The Project proposes to demolish the existing uses and redevelop the Property with a 16-story mixed use project that would include 249 residential apartments, of which 28 would be set aside for Very-Low Income Households, amenities for the residents, approximately 111,000 square feet of community serving retail uses, and 849 parking spaces. The building would be comprised of various elements ranging in height from two stories up to 16 stories (approximately 42' above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards, increasing to approximately 108' for the nine story portion and approximately 191' for the 16 story portion of the building; the overall building height is approximately 216' as measured from the lowest point of the sloping site along Havenhurst Drive to the top of the 16 story portion of the building).

The Property is 111,339 square feet, which is the basis for the Project’s floor area ratio (“FAR”) calculation. The requested FAR would be 3:1, which is equivalent to 334,017 square feet of floor area. The Project FAR would be 2.99, based upon 333,872 square feet of proposed floor area, and would therefore be within the 3:1 FAR limit.

Table 1, below, provides an overview of the Project’s various components.

**Table 1: Project Summary**

<b>Project Component</b>	<b>Residences</b>	<b>LAMC Floor Area</b>
Residential Units	73 studio units 130 1 BR units 38 2 BR units 8 3 BR units	222,564 SF
Retail Use	N/A	51,308 SF
Restaurant	N/A	22,000 SF
Organic Grocery Store	N/A	25,000 SF
Fitness Studio	N/A	8,000 SF
Walk-in Bank	N/A	5,000 SF
<b>Total</b>	<b>249 units</b>	<b>333,872 SF</b>

**1. Residential Component**

The Project would include 73 studio units, 130 one-bedroom units, 38 two-bedroom units, and 8 three-bedroom units. 28 units would be set aside for Very Low Income Households. The total residential floor area, including all common areas, would be approximately 222,564 square feet. Table 2, below, provides a breakdown of the residential unit count and square footage.

**Table 2: Residential Unit Breakdown<sup>1</sup>**

	<b>Unit Count</b>	<b>Average SF per Unit</b>	<b>Total SF</b>
Studio Units	73	494 SF	35,257 SF
One Bedroom Units	130	758 SF	98,332 SF
Two Bedroom Units	38	1,168 SF	44,622 SF
Three Bedroom Units	8	1,639 SF	13,113 SF
<b>Total</b>	<b>249</b>	<b>768 SF</b>	<b>191,324 SF</b>

The residential portion of the Project would include approximately 6,900 square feet of indoor amenities, which would include an approximately 1,500 square foot lobby, an approximately 1,152 square foot recreation room, an approximately 1,815 square foot fitness center, approximately 738 square feet of men's and women's changing facilities, an approximately 536 square foot business center, an approximately 1,140 square foot library, and an outdoor swimming pool, spa and roof deck located at the southeast corner of the Property.

The residential units within the Project feature significant setbacks from all property lines, as follows: Sunset Boulevard – approximately 125 feet to 160 feet; Crescent Heights Boulevard – approximately 31 to 37 feet; Havenhurst Drive – approximately 48 feet; and approximately 60 feet from the south property line. The residential parking garage will observe a setback ranging from zero feet to 16' 4" along the south property line. In addition, the 16-story portion of the Project has been oriented in a north-south direction to maximize views from and towards the Hollywood Hills from other properties.

## **2. Retail Component**

The Project proposes the development of approximately 111,000 square feet of retail and commercial uses, including an approximately 25,000 square foot organic grocery store, approximately 22,000 square feet of restaurant uses, an approximately 8,000 square foot fitness studio, approximately 51,000 square feet of traditional community serving retail uses, and an approximately 5,000 square foot walk-in bank.

The Project's retail component has been designed to enhance the pedestrian experience along Sunset Boulevard by locating vibrant retail uses along Sunset Boulevard, creating large open spaces to encourage pedestrian activity, and engaging pedestrians along Sunset Boulevard by

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<sup>1</sup> Numbers shown are net rentable square feet only and exclude corridors and common areas; the total "floor area" as defined by the LAMC for the residential component is 222,564 square feet.

creating transparent retail storefronts and view corridors that connect the Project's open spaces and retail uses to Sunset Boulevard and Crescent Heights. The main retail component consists of a two-story street-level complex facing Sunset Boulevard and Crescent Heights Boulevard and surrounding a large central plaza that would be open to the public. The landscaped plaza would include areas set aside for outdoor dining and other public gathering areas. Roof terraces on the portion of the commercial complex fronting on Sunset Boulevard would also be available for outdoor dining and occasional special events. An approximately 25,000 square foot organic grocery store is proposed to be located on Basement Level 1, below the plaza level (Level 1). Pedestrian access between the parking and commercial uses would be provided by escalators, elevators and stairs. A rooftop restaurant and lounge would be located on the Level 16, and would include indoor and outdoor seating areas.

### 3. Recreation, Landscaping and Open Space

The Project would include a substantial amount of outdoor open space, which is integral to the Applicant's desire to create a pedestrian friendly project. The Project would include an approximately 34,000 square foot publicly accessible central plaza that would form the ground-level core for both the commercial and residential uses. This plaza, which would include numerous benches and areas for public congregation, would provide a pedestrian connection among Sunset Boulevard, Crescent Heights Boulevard and Havenhurst Drive, encouraging pedestrian activity throughout the Property. In addition, the existing traffic island at the intersection of Sunset and Crescent Heights Boulevards would be reconfigured to adjoin the Property, providing approximately 9,100 square feet of additional street-level open space that would be functionally integrated with the Project through landscaping, outdoor dining, and other common elements and amenities, although it would remain public property.

The Project would also include approximately 20,200 square feet of private balcony space and terraces and over 18,600 square feet of common space on rooftop areas for use by the Project residents.

The Project would include approximately 6,900 square feet of indoor amenities for the residents, including an approximately 1,152 square foot recreation room, an approximately 1,815 square foot fitness room, approximately 738 square feet of men's and women's changing facilities, an approximately 536 square foot business center, an approximately 1,140 square foot library, and an approximately 1,500 square foot lobby. In addition, the Project includes an outdoor swimming pool, spa and roof deck.

Landscaping would be provided along the perimeter of the Property, as well as within the central plaza, rooftop decks and along the various pedestrian walkways integrated throughout the Property.

#### 4. Parking and Access

The Project proposes to provide parking within three subterranean and semi-subterranean levels and six levels of above-grade structured parking. The Project would provide 849 parking spaces.

Because the Project involves a Housing Development Project that is eligible for a Density Bonus, the parking requirements for the residential uses are set forth in LAMC §12.22-A,25(d). Parking requirements for the commercial uses are set forth in LAMC §12.21-A,4. LAMC §12.22-A,25(d)(1) provides that all residential units in the Housing Development Project (not just the restricted units), inclusive of handicapped and guest parking, shall be provided with one parking space for one and two bedroom units and two parking spaces for two and three bedroom units. Based on this requirement, the Project's residential Code parking requirement is 295 parking spaces, as identified in Table 5, below.

**Table 5 – Residential Parking**

<b>Unit Type</b>	<b>Number of Units</b>	<b>Required Number of Parking Spaces</b>
0 and 1 Bedrooms	203 units	203 parking spaces
2 and 3 Bedrooms	46 units	92 parking spaces
<b>Total Required</b>	<b>249 Units</b>	<b>295 parking spaces</b>
<b>Total Provided</b>		<b>295 parking spaces</b>

The Code parking requirement for the commercial uses is 492 parking spaces, as identified in Table 6, below:

**Table 6 – Commercial Parking**

<b>Use</b>	<b>Square Footage</b>	<b>Required Parking per LAMC</b>
Restaurant	22,000 square feet	220
Grocery Store	25,000 square feet	100
Retail	51,308 square feet	205
Health Club	8,000 square feet	80
Walk-in Bank	5,000 square feet	10
Bicycle Parking Reduction (LAMC §12.21-A,4)		-123
<b>Total Required</b>	<b>111,308 square feet</b>	<b>492</b>
<b>Total Provided</b>		<b>554</b>

The Project includes a significant number of both short-term and long-term bicycle parking spaces to encourage and facilitate bicycle use by Project employees, visitors and residents, and thereby reducing the need to use an automobile to travel to and from the Project. Over 900 short-and long-term bicycle parking spaces will be provided within the enclosed parking garage and outside at the plaza level.

Access to the commercial parking levels would be provided by ramps off of both Sunset Boulevard and Crescent Heights Boulevard, while retail valet parking service would be provided via a valet drop-off area off Crescent Heights Boulevard and the primary valet drop-off/pick-up area located on Basement Level 1. Parking would be by valet during peak hours and self-parking, with attendant assistance, during off-peak hours. Resident parking levels would be accessed via a dedicated residential access driveway off of Havenhurst Drive. Residential parking would be provided by valet during all hours from the valet area located on Level 1.

#### 5. **Affordable Housing**

The Applicant is committed to providing on-site affordable housing. Therefore, the Project would provide 11 percent of the total 249 units, or 28 units, as on-site affordable units set aside for Very Low Income Households (the "**Restricted Units**"). The 28 Restricted Units would include 9 studio units, 15 one-bedroom units, and 4 two-bedroom units. The Restricted Units would be comparable to the market rate units, including total square footage, bedroom size, and number of bathrooms. In addition, the Restricted Units would be interspersed among the market-rate units within the Project.

A Housing Development Project that provides a minimum of 11 percent of units reserved for Very Low Income Households is entitled to a Density Bonus of 35 percent (California Government Code §65915 *et seq.* (i.e., SB 1818) and LAMC §12.22-A,25(c)(1)). As identified in Table 3, below, the Project is eligible for a 35 percent Density Bonus because 11 percent (28 units) of the total 249 units at the Project would be set aside for Very Low Income Households.

**Table 3: Permitted Density Bonus Calculation<sup>2</sup>**

<b>Percentage Very Low Income Units</b>	<b>Percentage Density Bonus</b>
5	20
6	22.5
7	25
8	27.5
9	30
10	32.5
11	35

**Table 4: Project Density Bonus Calculation**

Total Number of Units Provided	249
Percentage of Very Low Income Units Required to Qualify for 35% Density Bonus	11%
Number of Very Low Income Units Provided	28 (11%)

**a. Affordable Housing Incentives**

Pursuant to California Government Code Section 65915(d)(2)(B) and LAMC Section 12.22.A.25(e)(1), a housing development project that qualifies for a density bonus shall be granted two development Incentives for providing at least 10% of the Project's base density for Very Low Income Households. Additional Affordable Housing Incentives may be granted at the discretion of the City. The proposed Project is providing 11% (28 units) Very Low Income units and is requesting three Incentives, as follows: (1) an off-menu Incentive to permit a 3:1 floor area ratio for a Housing Development Project located within approximately 1,560 feet of a Transit Stop, in lieu of the 1,500 foot distance specified in the on-menu Incentive allowing a 3:1 floor area ratio (LAMC Section 12.22-A.25(f)(4)(ii)); (2) an off-menu Incentive to allow an increase in the number of compact parking spaces that may be provided for commercial uses from 40% to 60% and to allow parking for residential uses in excess of one standard parking stall for 146 residential units to be provided as compact spaces instead of one standard parking space for each unit (or 249 spaces), with the rest provided as compact spaces, in-lieu of the requirements set forth in LAMC §12.21-A.5(c), with attendant parking for both commercial and residential parking; and (3) an off-menu Incentive to permit a 0' to 16' 4" south side yard for

<sup>2</sup> LAMC §12.22-A.25(c)(1)

residential parking above the second above-ground level, in lieu of the 16-foot side yard otherwise required by Section 12.16-C,2 of the LAMC. Floor area ratio and setback requirements are explicitly defined in Government Code Section 65915(o)(1) as development standards that may be waived or modified in connection with a project that qualifies for a density bonus. Further, Government Code Section 65915(p)(3) specifically provides that parking incentives and concessions may be requested beyond those provided in that section for a project that qualifies for a density bonus.

LAMC §12.22-A,25(f)(4)(ii) provides that an Applicant can request, in lieu of the otherwise applicable floor area ratio, a floor area ratio not to exceed 3:1, provided that the parcel is in a commercial zone in Height District 1 (including 1VL, 1L and 1XL), and fronts on a Major Highway as identified in the City's General Plan, and

- a. the Housing Development Project includes the number of Restricted Affordable Units sufficient to qualify for a 35 percent Density Bonus, and
- b. 50 percent or more of the commercially zoned parcel is located in or within 1,500 feet of a Transit Stop/Major Employment Center.

The Property is zoned C4, which is a commercial zone and is in Height District 1. The Property fronts Sunset Boulevard and Crescent Heights Boulevard, both of which are a Major Highway as identified by the City's General Plan.

Eleven percent of the Housing Development Project would be set aside for Very Low Income Households, which qualifies for a 35 percent Density Bonus.

Fifty percent of the commercially zoned parcel is located within approximately 1,560 feet of a Transit Stop at the intersection of Fairfax Avenue and Sunset Boulevard (Metro Rapid Route 780). This Transit Stop is located approximately 60 feet further than the 1,500 foot requirement for an on-menu Incentive.

However, LAMC §12.22,A-25(g)(3) permits an applicant to request an off-menu Incentive. Therefore, the Applicant is requesting an off-menu Incentive for the City to grant the same Incentive of the 3:1 floor area ratio as the on-menu Incentive identified in §12.22-A,25(f)(4)(ii) of the LAMC because all other requirements are met by the Project and fifty percent of the commercially zoned portion of the Property is located only approximately 60 feet further than the 1,500 foot requirement from the nearest Transit Stop, which satisfies the City's intent to locate affordable housing projects near Transit Stops.

The City's intent of requiring at least fifty percent of the commercially zoned parcel be located within 1,500-feet of a Transit Stop is to ensure that the property is accessible without a passenger

vehicle. The Property is located in a portion of the City that is served by a significant amount of public transportation. In addition to the Metro Rapid Line 780 stop, which is located approximately 1,560 feet from the Property line, Metro also operates the following public transportation stops near the Property:

- The Metro Local and Limited Line 2/302 (24-hour service) stop is located at the intersection of Sunset Boulevard and Crescent Heights Boulevard, which is adjacent to the Property. Line 2/302, which has an annual ridership of more than 6 million passengers,<sup>3</sup> also has stops at the intersection of Fairfax Avenue and Sunset Boulevard, providing a convenient transfer point to and from Metro Lines 217 and 780.
- The Metro Local and Limited Line 218 stop is located at the intersection of Sunset Boulevard and Crescent Heights Boulevard, which is adjacent to the Property.
- The Metro Local and Limited Line 217 (24-hour service) stop is located at the intersection of Fairfax Avenue and Sunset Boulevard, at the same location as the Metro Rapid Line 780 stop.

Together, these lines had a combined annual ridership of more than 12 million passengers.<sup>4</sup> Metro Lines 2/302, 217, and 780 all offer peak hour headways of 15 minutes or less, consistent with the definition of a Major Bus Route in the LAMC and the City's adopted Affordable Housing Incentives Guidelines. The LAMC further provides that areas proximate to Major Bus Routes are appropriate locations for mixed-use developments. The intersection of Sunset Boulevard and Fairfax Avenue serves as a transit node that provides interconnectivity to transit throughout the area and the City.

In addition, the Applicant is requesting approval of an off-menu Incentive to allow an increase in the number of compact parking spaces that may be provided for commercial and residential uses in-lieu of the requirements set forth in LAMC §12.21-A,5(c), and an off-menu Incentive to permit a 0' to 16' 4" south side yard, in lieu of the 16 foot side yard setback otherwise required by Section 12.16-C,2 of the LAMC.

#### **F. Streets and Circulation**

Sunset Boulevard adjoining the Property to the north is designated a Major Highway Class II on the City's General Plan.

Crescent Heights Boulevard adjoining the Property to the east is also designated a Major Highway Class II on the City's General Plan.

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<sup>3</sup> 2012 annual estimated ridership, <http://isotp.metro.net/MetroRidership/IndexSys.aspx>

<sup>4</sup> Ibid.

Havenhurst Drive adjoining the Property to the west is designated a local street on the City's General Plan.

**G. Previous Cases, Affidavits, Permits, Etc.**

Previous and relevant zoning-related actions affecting the Property include:

- Ordinance No. 164,714 imposing a "D" Development Limitation on the Property, limiting the total floor area of all buildings on the Property to no more than one times the buildable area of the lot;
- Case No. ZA 2007-3626(CUB) approving a conditional use permit for the sale and dispensing of beer and wine for on-site consumption in conjunction with an existing restaurant having operating hours of 7 a.m. to midnight daily;
- Case No. ZA 2001-5784(CUB)(CU) approving a conditional use permit for the sale and dispensing of beer and wine for on-site consumption in conjunction with an existing restaurant having operating hours of 7 a.m. to midnight daily;
- Case No. ZA 93-0211(ZV) approving a variance to permit the construction, use, and maintenance of a dry cleaning business, as not permitted in the C4 Zone;
- Case No. ZA 92-1141(CUZ)(CCR)(ZV)(PAD) approving: 1) a conditional use permit to allow: a) the continued use and maintenance of a drive-through fast food restaurant; b) the continued use and maintenance of an existing commercial corner development with four restaurants operating between 11 p.m. and 7 a.m.; and 2) a variance to permit 222 parking spaces in lieu of the 376 spaces required by the LAMC;
- Case No. ZA 88-0939(E) approving a conditional use exemption to permit the sale of alcoholic beverages for on-site consumption within a 78-seat restaurant; and
- Case No. ZA 83-398(CUB) approving a conditional use permit authorizing the sale and dispensing of alcoholic beverages for on-site consumption within a proposed 120 seat restaurant.

**H. Requested Approvals**

**1. Site Plan Review**

The Applicant is requesting approval of a Site Plan Review pursuant to LAMC §16.05 to authorize a development that creates 50 or more dwelling units.

## 2. Affordable Housing Incentives

The Applicant is entitled to a 35 percent density bonus pursuant to LAMC Section 12.22-A.25(c)(1) because 11 percent of the units have been set aside for very Low Income Households. A 35 percent density bonus shall be granted in connection with a development project that sets aside 11 percent of the number of dwelling units (before the inclusion of additional units allowed as a result of the density bonus) for Very Low Income Households. In the case of the Project, 28 units, representing 11 percent of the proposed total 249 units, would be set aside for Very Low Income households. A project that qualifies for a density bonus is also entitled to provide parking as required by Parking Option 1, pursuant to the provisions of LAMC §12.22-A.25(d)(1). In addition, the Applicant is requesting the approval of three Affordable Housing Incentives pursuant to California Government Code §65915 and LAMC §12.22-A.25 to facilitate the provision of affordable housing, as follows:

a. An off menu Incentive to permit a 3:1 floor area ratio for a Housing Development Project where 50% or more of the parcel is located within approximately 1,560 feet of a Transit Stop, in lieu of 50% or more of the parcel being within 1,500 feet, as specified in the on-menu Incentive allowing a 3:1 floor area ratio (LAMC Section 12.22-A.25(f)(4)(ii));

b. An off-menu Incentive to allow an increase in the number of compact parking spaces that may be provided for commercial uses from 40% to 60% and to allow parking for residential uses in excess of one standard parking stall for 146 residential units to be provided as compact spaces instead of one standard parking space for each unit (or 249 spaces), with the rest provided as compact spaces, in-lieu of the requirements set forth in LAMC §12.21-A.5(c) with attendant parking for both commercial and residential parking; and

c. An off-menu Incentive to permit a 0' to 16' 4" foot south side yard for residential parking above the second above-ground level, in lieu of the 16 foot side yard setback otherwise required by Section 12.16-C.2 of the LAMC.

## II. DRAFT FINDINGS

In order to approve the requests as outlined above in Section I.B and discussed in detail in Section I.G, the City must make the following findings:

### A. Site Plan Review Findings:

1. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan;

The Project would be in substantial conformance with the purposes, intent and provisions of the General Plan, the Hollywood Community Plan, and with the applicable provisions of the LAMC, including the Planning and Zoning Code.

The Property is located within the adopted Hollywood Community Plan area and is currently classified within the "Neighborhood Office Commercial" land use designation, corresponding to the C4 zone. The Property is within the C4-ID zone and is not within a specific plan area.

The Project has been designed to comply with the City's vision of Hollywood. Specifically, the Hollywood Community Plan envisions:

... a compact city that is growing vertically, mixing residential, commercial and industrial uses in new and interesting ways. With core industries in entertainment, tourism and health care, this is a Hollywood which supports a strong local and regional economy. A rich, multimodal transit system, an inviting walking environment, and mixed-use housing along transit corridors promote a livable community and enable many Hollywood residents to reduce their use of cars.

The balanced growth of commercial and residential uses provides a jobs-housing balance, enabling an increasing number of residents and visitors to live, work, play and shop in Hollywood. Implementation of mixed-income housing incentives creates opportunities for people who work in Hollywood to find affordable housing nearby.

Pursuant to LAMC Section 12.16, the C4 Zone permits residential uses, including apartments and condominiums, as well as a wide range of commercial and retail uses. Mixed-use projects are permitted within the C4 Zone.

The Project would consist of the demolition of an outdated 80,000 square foot strip mall and the construction of a vertical, mixed-use residential and commercial project that would include 249

residential units, including 28 units designated for Very Low Income Households, and approximately 111,000 square feet of neighborhood serving commercial uses, including an approximately 25,000 square foot organic grocery store, an approximately 8,000 square foot fitness studio, and multiple restaurants, and other commercial uses. The Project would balance the growth of commercial and residential uses and provide a jobs-housing balance, enabling residents to live, work, play, and shop in Hollywood. The Project would also include a significant affordable housing component, which would create great opportunities for people who work in Hollywood to find affordable housing near their place of employment.

The 249 residential dwelling units would occupy approximately 222,564 square feet of floor area and the retail, restaurant, and lounge uses would occupy approximately 111,000 square feet of floor area. The number of dwelling units is within the dwelling unit density permitted in the C4 zone, which would allow a maximum of 278 dwelling units.

Parking for the on-site uses would be provided within a multilevel parking structure with 849 parking spaces. The lower parking levels would be subterranean and semi-subterranean, while the upper levels would begin at ground level and would form the podium upon which portions of the Project would be located. The parking areas would be physically integrated within the Project and would be surrounded by proposed uses. Vehicular access to the parking areas would be provided at Sunset Boulevard, Crescent Heights and Havenhurst Drive.

A substantial portion of the Project would include landscaped courtyards and pathways and other open space features that connect the various proposed uses to establish a pedestrian-oriented environment within the Project's vicinity. Approximately 30 percent of the Property would be publicly-accessible open space at the street, including the approximately 34,050 square foot central plaza. In addition, the existing traffic island at the intersection of Sunset and Crescent Heights Boulevards would be reconfigured to adjoin the Property, providing approximately 9,100 square feet of additional street-level open space that would be functionally integrated with the Project through landscaping, outdoor dining, and other common elements and amenities.

The project would also provide approximately 16,055 square feet of publicly-accessible roof terrace areas would be provided on the roof of the retail building fronting Sunset Boulevard. These areas would be landscaped with trees and planter beds, and would include a sculpture garden and seating areas. At least 50 trees would be planted throughout the Property, including in tree wells in the sidewalks along Sunset Boulevard, Crescent Heights, and Havenhurst Drive. An additional approximately 5,099 sf of roof deck area would be provided adjoining the restaurant on Level 16.

The residential uses would also provide significant private and common open space areas. The Project includes approximately 20,200 square feet of private terraces and balconies, approximately 3,500 square feet of recreation and fitness uses that count as open space, and approximately 18,600 square feet of common open space, including a large landscaped deck at Level 4 and the roof deck and swimming pool at Level 9. These areas exceed the minimum

required open space area of 26,450 square feet by approximately 15,850 square feet, or 60 percent.

Upon approval of the requested Affordable Housing Incentives, the Project's FAR would be permitted at the Property.

Pursuant to LAMC Section 12.21.1-A,1, Height District No. 1 does not establish a maximum height but limits the "total floor area contained in all buildings on a lot" to no more than one-and-one half times the buildable area of said lot (i.e., a floor area ratio or FAR of 1.5:1). The "D" limitation currently limits the Property's FAR to 1.0:1. With approval of the requested Affordable Housing Incentives, the maximum allowable FAR would be 3.0:1.

The building would be comprised of various elements ranging in height from two stories up to 16 stories (approximately 42' above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards, increasing to approximately 108' for the nine story portion and approximately 191' for the 16 story portion of the building; the overall building height is approximately 216' as measured from the lowest point of the sloping site along Havenhurst Drive to the top of the 16 story portion of the building), and would have a 2.99:1 FAR. The building height would be compatible with other multi-story buildings in the vicinity of the Project site, including the Chateau Marmont hotel, the Sunset Tower hotel and the Andaz hotel.

As the plans depict, the Project would comply with the area and yard provisions of the C4 Zone (LAMC Section 12.16-C). The number of residential dwelling units (249) would be within the maximum density of 278 dwelling units permitted on the Property pursuant to LAMC Section 12.16-C,3 (400 square feet per dwelling unit). In conformance with LAMC Section 12.16-C,4, loading spaces complying with the requirements of LAMC Section 12.21-C,6 would be provided.

The Project would be in substantial conformance with the purposes, intent and provisions of the Hollywood Community Plan. Specifically, the Project would be in substantial conformance with the following Hollywood Community Plan Policies:

- *Policy LU.1.22:* Maintain existing streets open and accessible for public use. Protect existing streets from gating or closure to prevent the creation of "superblocks", improve circulation, keep streets and public rights of way publicly accessible, and support walkable and bikeable neighborhoods.

The Project has been designed to prevent the creation of a superblock. The Project includes a pedestrian friendly and inviting pathway that would connect Havenhurst Drive to Crescent Heights. Likewise, the frontage along Sunset Boulevard creates an expanded 15 foot wide sidewalk and has a balance of storefront retail transparency and direct pedestrian access to the open air plaza. This pathway would include significant open space and landscaping, seating available to the public, retail shops, and restaurants and coffee shops. The Project would also

provide over 900 short- and long-term bicycle parking spaces to support a walkable and bikeable neighborhood.

- *Policy LU.2.12:* Incentivize jobs and housing growth around transit nodes and along transit corridors.

The Property is located in a portion of the City that is served by a significant amount of public transportation. The Metro Rapid Line 780 stop is located at the intersection of Sunset Boulevard and Fairfax Boulevard, approximately 1,560 feet from the Property. In addition, the Metro Local and Limited Line 2 and 302 has stops located adjacent to the Property and at the intersection of Sunset Boulevard and Fairfax Boulevard. The Metro Local and Limited Line 218 stop is located at the intersection of Laurel Canyon Boulevard and Sunset Boulevard, approximately 80 feet from the Property. Together, these Metro lines have an annual ridership of more than 12 million passengers.<sup>5</sup> Therefore, the Project would incentivize jobs and housing growth on Sunset Boulevard, a portion of the City that is served by significant public transportation opportunities.

- *Policy LU.2.13:* Utilize higher Floor Area Ratios to incentivize mixed-use development around transit nodes and along commercial corridors served by the Metro Rail, Metro Rapid bus or 24-hour buslines (Map 29).

As discussed above, the Metro Rapid Line 780 stop is located at the intersection of Sunset Boulevard and Fairfax Boulevard, approximately 1,560 feet from the Property. In addition, Metro Line 2/302 provides 24-hour service. The mixed-use Project, which has a 2.99 FAR and includes 28 Very Low Income Units, is ideally located near the Metro Rapid Line.

- *Policy LU.2.14:* Encourage projects which utilize Floor Area Ratio (FAR) incentives to incorporate uses and amenities which make it easier for residents to use alternative modes of transportation and minimize automobile trips.

The Project includes numerous amenities and uses, including bicycle parking, recreational facilities, an organic grocery store, and convenient access to transit, all of which make it easier for residents to use alternative modes of transportation and minimize automobile trips. The mixed-use nature of the Project creates synergy and an urban village concept, which translates to less reliance on automobile usage and an enhanced quality of life.

- *Policy LU.2.15:* Encourage mixed-use and multifamily residential projects to provide bicycle parking and/or bicycle lockers.

In order to encourage residents, employees, and visitors to use alternative modes of transportation, the mixed-use project would include over 900 short- and long-term bicycle

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<sup>5</sup> 2012 annual estimated ridership, <http://isotp.metro.net/MetroRidership/IndexSys.aspx>

parking spaces for residents, customers and employees, as well as lockers and showers for employees of the Project.

- *Policy LU.2.16:* Encourage large mixed-use projects to consider neighborhood serving tenants such as grocery stores and shared car or rental car options.

The mixed-use project would include an approximately 25,000 square foot organic grocery store, which would serve not only the Project's residents and employees, but also nearby residents.

- *Policy LU.2.17:* Provide an adequate supply of rental and ownership housing opportunities for households of all income levels and needs.

The project would include 249 rental units ranging from studios to three bedrooms, of which 28 would be set aside for Very Low Income Households.

- *Policy LU.2.18:* Promote the use of existing citywide programs to increase rental and housing ownership opportunities, such as small lot subdivisions, adaptive reuse of office buildings, when appropriate, and density bonuses in exchange for affordable housing set asides.

In order to increase the number of affordable housing units in the Property's vicinity, the Project uses existing citywide programs, such as a density bonus, to increase rental opportunities for affordable housing.

- *Policy LU.3.1:* Widen sidewalks to a minimum of 15 feet, or maintain existing sidewalk widths of 15 feet, along major and secondary highways with high levels of pedestrian traffic. Support the adoption of Modified Street Standards (Map 33) for the sake of preserving sidewalks which are already wide (15 feet or wider) and widening sidewalks, taking into consideration the impact on bicyclists.

The Project has been designed to provide a 15-foot sidewalk on Sunset Boulevard to encourage pedestrian activity. In addition, the project would rehabilitate, maintain, and incorporate the island at the intersection of Sunset Boulevard and Crescent Heights to encourage a more walkable Project.

- *Policy LU.3.3:* Encourage the use of sidewalk pavement materials which maintain flat, walkable surfaces.

The Project's sidewalk pavement materials would maintain flat, walkable surfaces.

- *Policy LU.3.4:* Design sidewalks that make pedestrians feel welcome and safe by minimizing the conflict between cars, buses and pedestrians.

The sidewalk along Sunset Boulevard, which would be 15-feet wide, and the sidewalks along Crescent Heights Boulevard and Havenhurst Drive have been designed to make pedestrians feel welcome and safe. Vehicular access points would be clearly identified and minimized to create a more pedestrian friendly experience. In addition, retail and restaurant uses along the sidewalks would create a sense of belonging to encourage pedestrian activity.

- *Policy LU.3.6:* Discourage the siting of parking lots next to sidewalks which carry high volumes of pedestrian traffic.

Unlike the existing condition, the Project would not include any parking lots located next to sidewalks. All parking for the Project would be provided within an easily accessible yet enclosed parking garage.

- *Policy LU.3.8:* Provide pedestrian amenities to invite walking.

The Project includes a very inviting central plaza that would include landscaping, public seating, restaurants, and coffee shops to inviting promote pedestrian activity and invite walking. The plaza would be connected by paseos to Sunset Boulevard, Havenhurst Drive and Crescent Heights Boulevard.

- *Policy LU.3.9:* Encourage the planting of street trees for shade.

The Project proposes to plant approximately 28 street trees along Havenhurst Drive, Sunset Boulevard, and Crescent Heights Boulevard, and including the reconfigured traffic island at the intersection of Sunset Boulevard and Crescent Heights Boulevard, which would provide comfortable, shady walking environments.

- *Policy LU.3.12:* Develop pedestrian paths to activity centers that make walking convenient, safe and practical.

The Project includes a very inviting central plaza that would include landscaping and public seating to create a pedestrian path to activity centers, such as restaurants, and coffee shops. Paseos on the north, east and west sides of the plaza would connect the interior of the Project to Sunset Boulevard, Havenhurst Drive and Crescent Heights Boulevard to facilitate and encourage pedestrian circulation through the Project and the area in general.

- *Policy LU.3.17:* Encourage public art, landscaping, street furniture and plazas which encourage pedestrians to linger in designated spaces.

The Project includes a very inviting central plaza and adjoining paseos that would include landscaping, street furniture, plazas, restaurants, and coffee shops to encourage pedestrians to linger in designated spaces.

- *Policy LU.3.21:* Encourage building designs which create interesting, attractive walking environments on streets with high pedestrian activity.

The Project would feature large storefront windows with visually interesting displays along the Project's façades facing Sunset and Crescent Height Boulevards. Wide sidewalks along both of these streets would encourage and enhance pedestrian activity.

- *Policy LU.3.22:* Promote well-designed retail with transparent facades to allow visibility of commercial uses as illustrated in the Urban Design Chapter, Chapter 7.

The ground floor front façades of the Project emphasize large quantities of transparent elements to provide interesting and highly visible storefronts along Sunset and Crescent Heights Boulevards. Similarly, the facades would be flexible in order to encourage a wider range of indoor/outdoor possibilities.

- *Policy LU.3.23:* Encourage large commercial projects to consider designs which break up the floor plate, providing pedestrian connections, and human scale design features, such as plazas, greenspace or a public focal point. Discourage "superblocks".

The Project proposes several smaller commercial tenant spaces surrounding an interior landscaped plaza instead of providing a single larger commercial floor plate. Paseos on the north, east and west sides of the plaza provide pedestrian connections from the interior of the Project to the surrounding streets. Further, the many large and varied terraces and balconies create articulation and visual interest at the building facades.

- *Policy LU.3.24:* Promote pedestrian-friendly land uses along streets with high pedestrian activity.

The Project would include retail and restaurant uses along Sunset Boulevard, which has high pedestrian activity. The retail and restaurant uses along Sunset Boulevard would increase and promote pedestrian activity.

- *Policy LU.3.27:* Encourage extended hour active commercial uses and discourage concentrations of commercial uses which have limited operating hours in areas with high pedestrian activity.

The Project would include multiple types of uses, including restaurants and retail stores that would encourage pedestrians to visit the Project and spend time enjoying the public plaza and the variety of retail and restaurant uses. Further, the residential population living in the mixed-use development would enhance pedestrian activity in the area.

- *Policy LU.4.19:* Encourage the construction of public plazas, in addition to greenspaces.

The Project features a large central plaza surrounded by vibrant retail and restaurant uses. The plaza would be connected to the surrounding public streets by paseos on the north, east and west sides of the plaza.

- *Policy LU.5.2:* Promote land use policies which support mobility options to reduce auto dependence. Promote the General Plan Framework's transit-oriented development policies which encourage compact, mixed-use development near transit to reduce vehicle trips and improve air quality.

The mixed-use project would include multiple retail uses, restaurants, and an organic grocery store to encourage residents and employees to remain on-site and not to travel to other locations for their needs. In addition, since the Project is located in an urban area, nearby residents and employees would also be able to take advantage of the neighborhood services uses, including the grocery store, and to avoid driving. The Project would include over 900 short- and long-term bicycle spaces to reduce auto dependence. The Project is also located near public transportation, so people would be able to visit the Project without driving their own vehicles.

- *Policy LU.5.4:* Encourage green space, landscaping and street management policies which reduce the energy costs of cooling, support the pedestrian environment, and improve the public realm.

The Project would include a large public paseo with significant green space that would support the pedestrian environment and improve the public realm.

- *Policy LU.5.5:* Promote the planting of street trees to provide comfortable, shady walking environments, cooling, and absorption of carbon dioxide.

The Project proposes to plant approximately 28 street trees along Havenhurst Drive, Sunset Boulevard, and Crescent Heights Boulevard, and including the reconfigured traffic island at the intersection of Sunset Boulevard and Crescent Heights Boulevard, which would provide comfortable, shady walking environments, cooling, and absorption of carbon dioxide.

- *Policy LU.5.6:* Support policies which conserve water, recharge local groundwater aquifers and reduce the pollution of water resources. Meet increases in the demand for water through conservation and recycling.

The Project would comply with applicable requirements, including the Low Impact Development requirements set forth in Article 4.4 of Chapter VI of the LAMC. The Project would incorporate Best Management Practices, including activities, practices, facilities and/or procedures that would, when implemented, prevent or reduce pollutants in stormwater runoff. Stormwater runoff would be routed through on-site planter boxes to reduce the amount of direct discharge into the storm drains. In addition, the Project would use water-efficient plumbing fixtures and landscape irrigation in order to conserve water to the greatest degree feasible.

- *Policy M.1.10:* Identify and implement intersection improvements on all Major Class II and Secondary Highways, and along some Collector streets, throughout the Hollywood Community Plan Area.
- *Policy M.1.28:* Encourage projects located at intersections served by different transit modes, or intersections which Metro identifies as major transfer nodes, to provide transit amenities such as shade trees, countdown crosswalk signals, bus shelters, bicycle racks or lockers and stamped crosswalks.

Consistent with these Policies, the Project proposes to reconfigure the existing traffic island at the intersection of Sunset Boulevard and Crescent Heights Boulevard, which will improve pedestrian safety by eliminating one crosswalk segment. The reconfigured island will adjoin the Project site and is proposed to be landscaped and functionally integrated into the Project site, although it would remain public property. The Project proposes to provide significant numbers of bicycle parking spaces for both short-term and long-term use, and showers and lockers for employees of the Project.

The Project is also consistent with several objectives and policies set forth in the Housing Element, including:

- *Objective 1.1:* Plan the capacity and develop incentives for the production of an adequate supply of rental and ownership housing for households of all income levels and needs.
- *Policy 1.1.2:* Promote affordable rental housing for all income groups that need assistance.
- *Policy 1.1.3:* Facilitate new construction of a variety of housing types that address current and projected needs of the city's households.
- *Policy 1.4.2:* Promote the development of new affordable housing units citywide and within each Community Plan area.

The Project includes a number of rental housing types for households of varying income levels and housing needs. The Project includes 249 units ranging in size from studios to three bedroom units. In addition, the Project proposes to include 28 units specifically designated for Very Low Income Households.

Therefore, the Project would be in substantial conformance with the purposes, intent and provisions of the General Plan, the Hollywood Community Plan, and with the applicable provisions of the LAMC, including the Planning and Zoning Code.

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

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

The Project proposes to redevelop the Property with a 16-story mixed use project that would include 249 residential apartments, of which 28 would be set aside for Very-Low Income Households, amenities for the residents, approximately 111,000 square feet of community serving commercial uses, and 849 parking spaces. The building would be comprised of various elements ranging in height from two stories up to 16 stories (approximately 42' above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards, increasing to approximately 108' for the nine story portion and approximately 191' for the 16 story portion of the building; the overall building height is approximately 216' as measured from the lowest point of the sloping site along Havenhurst Drive to the top of the 16 story portion of the building).

The Property is 111,339 square feet, which is the basis for the Project's FAR calculation. The requested FAR would be 3:1, which is equivalent to 334,017 square feet of floor area. The Project FAR would be 2.99, based upon 333,872 square feet of proposed floor area, and would therefore be within the 3:1 FAR limit.

The Property is located in a well-established community of residential, retail, and commercial uses. The area is within a larger, developed commercial and retail area that includes commercial and multi-family residential uses to the west, a large commercial development, which includes a Trader Joe's, a Burke Williams Day Spa, the Sundance Cinemas movie theaters, and a Crunch gym, to the east. The XIV restaurant, a liquor store and Bar Marmont are located to the north along Sunset Boulevard, and multi-family residences in the City of West Hollywood are located immediately south of the Property. As such, the Project would be surrounded by a mix of commercial uses that are easily accessible to Project residents and visitors and by multi-family housing, uses that are consistent with the Project.

The Project would provide 849 parking spaces to ensure that Project visitors and residents have sufficient spaces to park within the Project.

Commercial and residential delivery vehicles would enter the Project from Havenhurst Drive and would exit the Project onto Crescent Heights Boulevard. Commercial and residential delivery vehicles would not make any other maneuvers around the Project. Trash trucks would use the same points of ingress and egress.

The Project would include typical lighting, which would be shielded in compliance with the LAMC to avoid significant impacts to nearby uses.

The Project would include a substantial amount of outdoor open space, which is integral to the Applicant's desire to create a pedestrian friendly project. The Project would include an approximately 34,000 square foot publicly accessible central plaza that would form the ground-level core for both the commercial and residential uses. This plaza, which would include numerous benches and areas for public congregation, would provide a pedestrian connection among Sunset Boulevard, Crescent Heights Boulevard and Havenhurst Drive, encouraging pedestrian activity throughout the Property. In addition, the existing traffic island at the intersection of Sunset and Crescent Heights Boulevards would be reconfigured to adjoin the project site, providing approximately 9,100 square feet of street-level open space that would be functionally integrated with the project through landscaping, outdoor dining, and other common elements, although it would remain public property.

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

3. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The residential component of the Project provides numerous recreational and service amenities that would be available for residents. The residential amenities are provided on the ninth floor of the residential building, and include an outdoor pool and spa with a large sundeck, an approximately 1,815 square foot fitness facility, approximately 738 square feet of men's and women's changing facilities, an approximately 1,152 square foot recreation room, an approximately 1,140 square foot library and an approximately 536 square foot business center. In addition, there is a significant amount of private and common open spaces located throughout the Project. The significant recreational and open space facilities proposed will minimize impacts on parks and other open space in the neighborhood since these facilities are included onsite. Finally, the retail component of the Project, including the organic grocery store, fitness studio, restaurants, and other retail uses, would provide services and improve habitability for the Project's residents and reduce the need to drive to other areas for these uses since they are provided on-site. The retail uses are oriented towards Sunset Boulevard and Crescent Heights Boulevard, and internally within the Project, in order to minimize impacts on the residential areas to the south and west.

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

### **B. Affordable Housing Incentive Findings**

The Director shall approve requested Affordable Housing Incentive(s) *unless* the Director finds that:

1. The Incentive is not required in order to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units; or

An applicant for an affordable housing project that requests approval of Incentives must demonstrate that the Incentives are required in order to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents of the affordable units.

The proposed 28 Very Low Income units complicates the financing for the Project and restricts the feasibility of the Project, unless the requested Affordable Housing Incentives are granted. The Incentives are necessary to provide for affordable housing costs as defined in the California Health and Safety Code Section 50052.5, or Section 50053 for rents for affordable units because the reduced construction costs savings resulting from a reduction in the size of the required parking spaces and the allowance to increase the floor area ratio and utilizing Parking Option One, provides the costs savings necessary for the developer to provide 28 units in the building as affordable to very low income families.

The 28 affordable units would include 9 studio units, 15 one-bedroom units, and 4 two-bedroom units. At present, Very Low Income unit rent limits for 2013 specified by the City of Los Angeles Housing Department, are as follows: studio – \$567; one bedroom – \$648; two bedroom – \$729.<sup>6</sup> However, the average monthly market-level rental rate for the Hollywood submarket is \$1,913<sup>7</sup>, which is significantly more than the rents that may be charged for the affordable units. The only way to be able to provide the significant affordable housing component is to allow additional floor area to accommodate additional market rate units to offset the subsidy required to provide the affordable units. Since the proposed Project would be required to record a covenant against the property for a thirty year period from the issuance of the Certificate of Occupancy, the loss in revenue from rents without accounting for inflation during this period would be significant. Given these factors alone, without factoring the pro rata apportionment to the Very Low Income units for land acquisition costs, entitlement costs, utility expenses, and other variables, the decreased profitability of the project after provision of the Very Low Income units is evident. In the current real estate market, the ability to obtain financing for a

<sup>6</sup> Rent limits per Los Angeles Housing Department's Income and Rent Limits - Land Use Schedule 7.

<sup>7</sup> [http://www.marcusmillichap.com/research/reports/Apartment/LosAngeles\\_3Q13Apt.pdf](http://www.marcusmillichap.com/research/reports/Apartment/LosAngeles_3Q13Apt.pdf)

development project with such high expenses attributable to the provision of affordable housing would be impossible without the provision of additional floor area, which in turn allows for significant common area amenities, larger unit sizes, and more market-rate units to counter-balance the high costs of the Very Low Income units.

The requested Incentive to allow an increase in FAR is necessary in order to be able to provide the 28 proposed affordable units. The Property is currently limited to an FAR of 1:1, which would not permit the inclusion of a significant number of affordable units. The request for additional floor area within proximity to significant transit options is consistent with the spirit and intent of the on-menu Incentive allowing a 3:1 FAR on a commercial parcel where 50% or more of the parcel is within 1,500 feet of a Transit Stop. In the case of the Project, the Property is located within 1,500 feet of a Transit Stop, although the distance to 50% of the Property is 1,560 feet. The additional floor area is required in order to provide the significant affordable housing component and to make the Project financially viable can only be achieved with the approval of the requested Incentives.

The requested Incentive to allow an increase in the number of compact parking spaces above what is otherwise allowed by the Zoning Code would result in actual cost savings that help make the provision of the affordable units feasible. Because the project will provide valet-assisted parking for the residential uses at all times, and at peak times for the non-residential uses, it is possible to provide a higher number of compact parking spaces since the cars would be parked by experienced professionals, and cars would not occupy more than one parking space, as may occur with self-parking. As a result, more compact parking spaces can be provided and less standard parking spaces are required. The provision of additional standard parking spaces would require at least an additional level of subterranean parking to be provided at a significant cost. The elimination of this additional expense assists in providing for affordable housing costs.

The requested Incentive to modify the south side yard to allow a setback of between zero feet and 16' 4" for residential parking above the second above-ground level, in lieu of the 16-foot setback that would otherwise be required between the residential parking area and the property line. The setback requirement for residential parking has been determined through a Zoning Administrator's Interpretation (ZA-2004-7115-ZAI) (the "ZAI"), which permits parking for residential uses on the ground floor of a mixed use project in the C4 zone to not observe the residential yard requirements at that level. However, the ZAI has been interpreted to require residential parking above the ground floor to observe the same setback as would be required for actual residential units, even though commercial parking and uses could be built to the property line without observing any setbacks. In the case of the Project, significant setbacks from the property lines to the residential units would be provided, as follows: Sunset Boulevard – approximately 125 feet to 160 feet; Crescent Heights Boulevard – approximately 31 to 37 feet; Havenhurst Drive – approximately 48 feet; and approximately 60 feet from the south property line. In addition, the first two above-ground parking levels located along the south property line are for the commercial uses. The residential parking then continues above with three enclosed

levels and one partially uncovered level. Although commercial parking may be built to the property line, requiring residential parking to be built to the property line would result in less area of the Property available for development of residential building area, which would adversely affect the provision of affordable housing.

Therefore, the Incentives are required in order to provide for affordable housing costs.

2. The Incentive will not have a Specific Adverse Impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

The requested Incentives would not have a specific adverse impact, as defined in Section 65915 of the California Government Code, upon public health and safety or the physical environment. A "specific adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

The subject Project, a mixed-use development with 28 units reserved for Very Low Income Households, is allowed in the C4 zone. The proposed residential and commercial uses are compatible with the adjacent residential and commercial uses. The Applicant has requested Waivers and Modifications to Development Standards consistent with both LAMC Section 12.22 A 25(g)(3), the Density Bonus Ordinance, as well as the California State Government Code Section 65915, the State Density Bonus Program. The proposed Project would not have any adverse public health or safety impacts. The proposed Project would remove numerous high-traffic generating uses, including a fast food restaurant with a drive-through lane[, and would not significantly impact any intersections in the City.] The Project would also not result in any long term significant environmental impacts.

The subject site is not located within a Historic Preservation Overlay, nor are any of the structures located upon the Property designated as City Historic Cultural monuments or listed in the California Register of Historic Resources. Although there are properties in the vicinity that are designated historical landmarks, the Project would not impair or otherwise impact the integrity of these resources. Therefore, the requested Incentives would not have an adverse impact upon any real property that is listed in the California Register of Historic Resources.

**ATTACHMENT A**  
**PROJECT NARRATIVE – CONDITIONAL USE AND VARIANCE**

**8150 Sunset Boulevard, Los Angeles**

**I. PROJECT PROPOSAL**

**A. Applicant and Property**

AG SCH 8150 Sunset Boulevard Owner L.P. (the “**Applicant**”) is the owner of the property located at 8150 Sunset Boulevard, Los Angeles (APN 5554-007-014 and 5554-007-015), which is comprised of one legal lot (the “**Property**”). The approximately 2.56-acre (111,339 square foot) Property is zoned C4-1D and is developed with approximately 80,000 square feet of commercial uses and 222 parking spaces.

**B. Project Overview**

The Project consists of the development of 249 rental apartments, of which 28 would be set aside for Very-Low Income Households, amenities for the apartments, approximately 111,000 square feet of community serving retail uses, and 849 parking spaces (the “**Project**”).

One of the Project’s primary objectives is to provide a significant number of affordable housing units in a part of the City of Los Angeles (the “**City**”) that lacks quality affordable housing in close proximity to major transportation nodes and major employment centers. In addition, the Project would replace an outdated commercial use with a mixed-use project comprised of residential uses and community serving retail uses that would be consistent with the needs of this area of the City.

**C. Request**

The Applicant requests the City’s approval of the following in connection with the development of the Project:

1. Pursuant to Section 12.24-W,1 of the Los Angeles Municipal Code (the “**LAMC**”), Conditional Use to permit the on-site sales, dispensing, and consumption of a full line of alcoholic beverages in four establishments, and the off-site sales of a full line of alcoholic beverages in connection with a full-service grocery store;
2. Pursuant to Section 12.27 of the LAMC, Variances for the following:
  - a. To allow outdoor dining above the first floor in the C4 zone, as not otherwise permitted by Sections 12.16-A,2(p) and 12.14-A.1(b)(3) of the LAMC; and

- b. To allow a fitness studio in the C4 zone, as not otherwise permitted by Section 12.16-A,2 of the LAMC.

The Project's primary entitlement request is being submitted in a separate application for the following:

- Site Plan Review for a development that creates 50 or more dwelling units Pursuant to Section 16.05 of the LAMC;
- Parking Option 1 and the following Affordable Housing Incentives, pursuant to Section 12.22-A,25 of the LAMC in consideration of restricting 11 percent of the total number of dwelling units for Very-Low Income Households (28 units):
  - An off menu Incentive to permit a 3:1 floor area ratio for a Housing Development Project located within approximately 1,560 feet of a Transit Stop, in lieu of the 1,500-foot distance specified in the on-menu incentive allowing a 3:1 floor area ratio (LAMC Section 12.22-A,25(f)(4)(ii));
  - An off-menu incentive to allow an increase in the number of compact parking spaces that may be provided for retail and residential uses in-lieu of the requirements set forth in LAMC §12.21-A,5(c).
  - An off-menu incentive to permit a 0' to 16' 4" foot south side yard for residential parking above the second above-ground level, in lieu of the 16 foot side yard setback otherwise required by Section 12.16-C,2 of the LAMC.

In addition, the Applicant will submit a separate application for Vesting Tentative Tract Map (the "VTM") No. 72370 to subdivide the Property, pursuant to Section 17.15 of the LAMC.

**D. Existing Conditions**

The Property is located at 8150 Sunset Boulevard, at the southwest corner of Sunset Boulevard and Crescent Heights Boulevard in the City. The Property is bounded by Havenhurst Drive to the west, Crescent Heights Boulevard to the east, Sunset Boulevard to the north, and multi-family residential dwelling units to the south, which are located in the City of West Hollywood.

The Property's General Plan designation is Neighborhood Office Commercial. The Property is zoned C4-1D. The "D" Limitation restricts the Property's floor area ratio to 1:1. The Property is not subject to a maximum height limit.

The Property is currently developed with an approximately 80,000 square foot retail strip mall, which includes 11,646 square feet of fast food restaurants and a 20,172 square foot bank. The

retail strip mall was built in 1988 and the building housing the bank was built in 1960 and subsequently expanded in 1963 and 1973. In addition, there are currently approximately 222 parking spaces. There is also a billboard located at the Property that until recently was digital.

The Property is located in a well-established community of residential, retail, and commercial uses. The area is within a larger, developed commercial and retail area that includes commercial and multi-family residential uses to the west, a large commercial development, which includes a Trader Joe's, a Burke Williams Day Spa, the Sundance Cinemas movie theaters, and a Crunch gym, to the east. The XIV restaurant, a liquor store and Bar Marmont are located to the north along Sunset Boulevard and multi-family residences in the City of West Hollywood are located immediately south of the Property.

As such, the Project would be surrounded by a mix of commercial uses that are easily accessible to Project residents and visitors and by multi-family housing, uses that are consistent with the Project.

#### **E. Project Description**

The Project proposes to demolish the existing uses and redevelop the Property with a 16-story mixed use project that would include 249 residential apartments, of which 28 would be set aside for Very-Low Income Households, amenities for the residents, approximately 111,000 square feet of community serving retail uses, and 849 parking spaces. The building would be comprised of various elements ranging in height from two stories up to 16 stories (approximately 42' above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards, increasing to approximately 108' for the nine story portion and approximately 191' for the 16 story portion of the building; the overall building height is approximately 216' as measured from the lowest point of the sloping site along Havenhurst Drive to the top of the 16 story portion of the building).

The Property is 111,339 square feet, which is the basis for the Project's floor area ratio ("FAR") calculation. The requested FAR would be 3:1, which is equivalent to 334,017 square feet of floor area. The Project FAR would be 2.99, based upon 333,872 square feet of proposed floor area, and would therefore be within the 3:1 FAR limit.

Table 1, below, provides an overview of the Project's various components.

**Table 1: Project Summary**

<b>Project Component</b>	<b>Residences</b>	<b>LAMC Floor Area</b>
Residential Units	73 studio units 130 1 BR units 38 2 BR units 8 3 BR units	222,564 SF
Retail Use	N/A	51,308 SF
Restaurant	N/A	22,000 SF
Organic Grocery Store	N/A	25,000 SF
Fitness Studio	N/A	8,000 SF
Walk-in Bank	N/A	5,000 SF
<b>Total</b>	<b>249 units</b>	<b>333,872 SF</b>

1. **Residential Component**

The Project would include 73 studio units, 130 one-bedroom units, 38 two-bedroom units, and 8 three-bedroom units. 28 units would be set aside for Very Low Income Households. The total residential floor area, including all common areas, would be approximately 222,564 square feet. Table 2, below, provides a breakdown of the residential unit count and square footage.

**Table 2: Residential Unit Breakdown<sup>1</sup>**

	<b>Unit Count</b>	<b>Average SF per Unit</b>	<b>Total SF</b>
Studio Units	73	494 SF	35,257 SF
One Bedroom Units	130	758 SF	98,332 SF
Two Bedroom Units	38	1,168 SF	44,622 SF
Three Bedroom Units	8	1,639 SF	13,113 S F
<b>Total</b>	<b>249</b>	<b>768 SF</b>	<b>191,324 SF</b>

<sup>1</sup> Numbers shown are net rentable square feet only and exclude corridors and common areas; the total "floor area" as defined by the LAMC for the residential component is 222,564 square feet.

The residential portion of the Project would include approximately 6,900 square feet of indoor amenities, which would include an approximately 1,500 square foot lobby, an approximately 1,152 square foot recreation room, an approximately 1,815 square foot fitness center, approximately 738 square feet of men's and women's changing facilities, an approximately 536 square foot business center, an approximately 1,140 square foot library, and an outdoor swimming pool, spa and roof deck located at the southeast corner of the Property.

The residential units within the Project feature significant setbacks from all property lines, as follows: Sunset Boulevard – approximately 125 feet to 160 feet; Crescent Heights Boulevard – approximately 31 to 37 feet; Havenhurst Drive – approximately 48 feet; and approximately 60 feet from the south property line. The residential parking garage will observe a setback ranging from zero feet to 16' 4" along the south property line. In addition, the 16-story portion of the Project has been oriented in a north-south direction to maximize views from and towards the Hollywood Hills from other properties.

## 2. Retail Component

The Project proposes the development of approximately 111,000 square feet of retail and commercial uses, including an approximately 25,000 square foot organic grocery store, approximately 22,000 square feet of restaurant uses, an approximately 8,000 square foot fitness studio, approximately 51,000 square feet of traditional community serving retail uses, and an approximately 5,000 square foot walk-in bank.

The Project's retail component has been designed to enhance the pedestrian experience along Sunset Boulevard by locating vibrant retail uses along Sunset Boulevard, creating large open spaces to encourage pedestrian activity, and engaging pedestrians along Sunset Boulevard by creating transparent retail storefronts and view corridors that connect the Project's open spaces and retail uses to Sunset Boulevard and Crescent Heights. The main retail component consists of a two-story street-level complex facing Sunset Boulevard and Crescent Heights Boulevard and surrounding a large central plaza that would be open to the public. The landscaped plaza would include areas set aside for outdoor dining and other public gathering areas. Roof terraces on the portion of the commercial complex fronting on Sunset Boulevard would also be available for outdoor dining and occasional special events. An approximately 25,000 square foot organic grocery store is proposed to be located on Basement Level 1, below the plaza level (Level 1). Pedestrian access between the parking and commercial uses would be provided by escalators, elevators and stairs. An approximately 6,200 square foot rooftop restaurant and lounge would be located on the Level 16, and would include indoor and outdoor seating areas.

### 3. **Recreation, Landscaping and Open Space**

The Project would include a substantial amount of outdoor open space, which is integral to the Applicant's desire to create a pedestrian friendly project. The Project would include an approximately 34,000 square foot publicly accessible central plaza that would form the ground-level core for both the commercial and residential uses. This plaza, which would include numerous benches and areas for public congregation, would provide a pedestrian connection among Sunset Boulevard, Crescent Heights Boulevard and Havenhurst Drive, encouraging pedestrian activity throughout the Property. An additional approximately 21,700 square feet of open space would be provided on roof terraces, with approximately 16,600 square feet at Level 3 and approximately 5,100 square feet at Level 16. In addition, the existing traffic island at the intersection of Sunset and Crescent Heights Boulevards would be reconfigured to adjoin the Property, providing approximately 9,100 square feet of additional street-level open space that would be functionally integrated with the Project through landscaping, outdoor dining, and other common elements and amenities, although it would remain public property.

The Project would also include approximately 20,200 square feet of private balcony space and terraces and over 18,600 square feet of common space on rooftop areas for use by the Project residents.

The Project would include approximately 6,900 square feet of indoor amenities for the residents, including an approximately 1,152 square foot recreation room, an approximately 1,815 square foot fitness room, approximately 738 square feet of men's and women's changing facilities, an approximately 536 square foot business center, an approximately 1,140 square foot library, and an approximately 1,500 square foot lobby. In addition, the Project includes an outdoor swimming pool, spa and roof deck.

Landscaping would be provided along the perimeter of the Property, as well as within the central plaza, rooftop decks and along the various pedestrian walkways integrated throughout the Property.

### 4. **Parking and Access**

The Project proposes to provide parking within three subterranean and semi-subterranean levels and six levels of above-grade structured parking. The Project would provide 849 parking spaces.

Because the Project involves a Density Bonus, the parking requirements for the residential uses are set forth in LAMC §12.22-A,25(d). Parking requirements for the commercial uses are set forth in LAMC §12.21-A,4.

LAMC §12.22-A,25(d)(1) provides that all residential units in the Housing Development Project (not just the restricted units), inclusive of handicapped and guest parking, shall be provided with one parking space for one and two bedroom units and two parking spaces for two and three

bedroom units. Based on this requirement, the Project's residential Code parking requirement is 295 parking spaces, as identified in Table 5, below.

**Table 5 – Residential Parking**

<b>Unit Type</b>	<b>Number of Units</b>	<b>Required Number of Parking Spaces</b>
0 and 1 Bedrooms	203 units	203 parking spaces
2 and 3 Bedrooms	46 units	92 parking spaces
<b>Total Required</b>	<b>249 Units</b>	<b>295 parking spaces</b>
<b>Total Provided</b>		<b>295 parking spaces</b>

The Code parking requirement for the commercial uses is 492 parking spaces, as identified in Table 6, below:

**Table 6 – Commercial Parking**

<b>Use</b>	<b>Square Footage</b>	<b>Required Parking per LAMC</b>
Restaurant	22,000 square feet	220
Grocery Store	25,000 square feet	100
Retail	51,308 square feet	205
Health Club	8,000 square feet	80
Walk-in Bank	5,000 square feet	10
Bicycle Parking Reduction (LAMC §12.21-A,4)		-123
<b>Total Required</b>	<b>111,308 square feet</b>	<b>492</b>
<b>Total Provided</b>		<b>554</b>

The Project includes a significant number of both short-term and long-term bicycle parking spaces to encourage and facilitate bicycle use by Project employees, visitors and residents, and

thereby reducing the need to use an automobile to travel to and from the Project. Over 900 short-and long-term bicycle parking spaces will be provided within the enclosed parking garage and outside at the plaza level.

Access to the commercial parking levels would be provided by ramps off of both Sunset Boulevard and Crescent Heights Boulevard, while retail valet parking service would be provided via a valet drop-off area off Crescent Heights Boulevard and the primary valet drop-off/pick-up area located on Basement Level 1. Parking would be by valet during peak hours and self-parking, with attendant assistance, during off-peak hours. Resident parking levels would be accessed via a dedicated residential access driveway off of Havenhurst Drive. Residential parking would be provided by valet during all hours from the valet area located on Level 1.

## 5. Affordable Housing

The Applicant is committed to providing on-site affordable housing. Therefore, the Project would provide 11 percent of the total 249 units, or 28 units, as on-site affordable units set aside for Very Low Income Households (the “**Restricted Units**”). The 28 Restricted Units would include 9 studio units, 15 one-bedroom units, and 4 two-bedroom units. The Restricted Units would be comparable to the market rate units, including total square footage, bedroom size, and number of bathrooms. In addition, the Restricted Units would be interspersed among the market-rate units within the Project.

### a. Affordable Housing Incentives

Pursuant to California Government Code Section 65915(d)(2)(B) and LAMC Section 12.22.A.25(e)(1), a housing development project that qualifies for a density bonus shall be granted two development Incentives for providing at least 10% of the Project’s base density for Very Low Income Households. Additional Affordable Housing Incentives may be granted at the discretion of the City. The proposed Project is providing 11% (28 units) Very Low Income units and is requesting three Incentives, as follows: (1) an off menu Incentive to permit a 3:1 floor area ratio for a Housing Development Project located within approximately 1,560 feet of a Transit Stop, in lieu of the 1,500 foot distance specified in the on-menu Incentive allowing a 3:1 floor area ratio (LAMC Section 12.22-A,25(f)(4)(ii)); (2) an off-menu Incentive to allow an increase in the number of compact parking spaces that may be provided for commercial uses from 40% to 60% and to allow parking for residential uses in excess of one standard parking stall for [158/146] residential units to be provided as compact spaces instead of one standard parking space for each unit, with the rest provided as compact spaces, in-lieu of the requirements set forth in LAMC §12.21-A,5(c) with attendant parking for both commercial and residential parking; and (3) an off-menu Incentive to permit a 0’ to 16’ 4” south side yard for residential parking above the second above-ground level, in lieu of the 16-foot side yard otherwise required by Section 12.16-C,2 of the LAMC. Floor area ratio and setback requirements are explicitly defined in Government Code Section 65915(o)(1) as development standards that may be waived or modified in connection with a project that qualifies for a density bonus. Further, Government

Code Section 65915(p)(3) specifically provides that parking incentives and concessions may be requested beyond those provided in that section for a project that qualifies for a density bonus.

LAMC §12.22-A,25(f)(4)(ii) provides that an Applicant can request, in lieu of the otherwise applicable floor area ratio, a floor area ratio not to exceed 3:1, provided that the parcel is in a commercial zone in Height District 1 (including 1VL, 1L and 1XL), and fronts on a Major Highway as identified in the City's General Plan, and

- a. the Housing Development Project includes the number of Restricted Affordable Units sufficient to qualify for a 35 percent Density Bonus, and
- b. 50 percent or more of the commercially zoned parcel is located in or within 1,500 feet of a Transit Stop/Major Employment Center.

The Property is zoned C4, which is a commercial zone and is in Height District 1. The Property fronts Sunset Boulevard and Crescent Heights Boulevard, both of which are a Major Highway as identified by the City's General Plan.

Eleven percent of the Housing Development Project would be set aside for Very Low Income Households, which qualifies for a 35 percent Density Bonus.

Fifty percent of the commercially zoned parcel is located within approximately 1,560 feet of a Transit Stop at the intersection of Fairfax Avenue and Sunset Boulevard (Metro Rapid Route 780). This Transit Stop is located approximately 60 feet further than the 1,500 foot requirement for an on-menu Incentive.

However, LAMC §12.22,A-25(g)(3) permits an applicant to request an off-menu Incentive. Therefore, the Applicant is requesting an off-menu Incentive for the City to grant the same Incentive of the 3:1 floor area ratio as the on-menu Incentive identified in §12.22-A,25(f)(4)(ii) of the LAMC because all other requirements are met by the Project and fifty percent of the commercially zoned portion of the Property is located only approximately 60 feet further than the 1,500 foot requirement from the nearest Transit Stop, which satisfies the City's intent to locate affordable housing projects near Transit Stops.

The City's intent of requiring at least fifty percent of the commercially zoned parcel be located within 1,500-feet of a Transit Stop is to ensure that the property is accessible without a passenger vehicle. The Property is located in a portion of the City that is served by a significant amount of public transportation. In addition to the Metro Rapid Line 780 stop, which is located approximately 1,560 feet from the Property line, Metro also operates the following public transportation stops near the Property:

- The Metro Local and Limited Line 2/302 (24-hour service) stop is located at the intersection of Sunset Boulevard and Crescent Heights Boulevard, which is adjacent to the Property. Line 2/302, which has an annual ridership of more than 6 million passengers,<sup>2</sup> also has stops at the intersection of Fairfax Avenue and Sunset Boulevard, providing a convenient transfer point to and from Metro Lines 217 and 780.
- The Metro Local and Limited Line 218 stop is located at the intersection of Sunset Boulevard and Crescent Heights Boulevard, which is adjacent to the Property.
- The Metro Local and Limited Line 217 (24-hour service) stop is located at the intersection of Fairfax Avenue and Sunset Boulevard, at the same location as the Metro Rapid Line 780 stop.

Together, these lines had a combined annual ridership of more than 12 million passengers.<sup>3</sup> Metro Lines 2/302, 217, and 780 all offer peak hour headways of 15 minutes or less, consistent with the definition of a Major Bus Route in the LAMC and the City's adopted Affordable Housing Incentives Guidelines. The LAMC further provides that areas proximate to Major Bus Routes are appropriate locations for mixed-use developments. The intersection of Sunset Boulevard and Fairfax Avenue serves as a transit node that provides interconnectivity to transit throughout the area and the City.

In addition, the Applicant is requesting approval of an off-menu Incentive to allow an increase in the number of compact parking spaces that may be provided for commercial and residential uses in-lieu of the requirements set forth in LAMC §12.21-A,5(c), and an off-menu Incentive to permit a 0' to 16' 4" foot south side yard for residential parking above the second above-ground level, in lieu of the 16 foot side yard setback otherwise required by Section 12.16-C,2 of the LAMC.

#### **F. Streets and Circulation**

Sunset Boulevard adjoining the Property to the north is designated a Major Highway Class II on the City's General Plan.

Crescent Heights Boulevard adjoining the Property to the east is also designated a Major Highway Class II on the City's General Plan.

Havenhurst Drive adjoining the Property to the west is designated a local street on the City's General Plan.

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<sup>2</sup> 2012 annual estimated ridership, <http://isotp.metro.net/MetroRidership/IndexSys.aspx>

<sup>3</sup> Ibid.

## **G. Previous Cases, Affidavits, Permits, Etc.**

Previous and relevant zoning-related actions affecting the Property include:

- Ordinance No. 164,714 imposing a “D” Development Limitation on the Property, limiting the total floor area of all buildings on the Property to no more than one times the buildable area of the lot;
- Case No. ZA 2007-3626(CUB) approving a conditional use permit for the sale and dispensing of beer and wine for on-site consumption in conjunction with an existing restaurant having operating hours of 7 a.m. to midnight daily;
- Case No. ZA 2001-5784(CUB)(CU) approving a conditional use permit for the sale and dispensing of beer and wine for on-site consumption in conjunction with an existing restaurant having operating hours of 7 a.m. to midnight daily;
- Case No. ZA 93-0211(ZV) approving a variance to permit the construction, use, and maintenance of a dry cleaning business, as not permitted in the C4 Zone;
- Case No. ZA 92-1141(CUZ)(CCR)(ZV)(PAD) approving: 1) a conditional use permit to allow: a) the continued use and maintenance of a drive-through fast food restaurant; b) the continued use and maintenance of an existing commercial corner development with four restaurants operating between 11 p.m. and 7 a.m.; and 2) a variance to permit 222 parking spaces in lieu of the 376 spaces required by the LAMC;
- Case No. ZA 88-0939(E) approving a conditional use exemption to permit the sale of alcoholic beverages for on-site consumption within a 78-seat restaurant; and
- Case No. ZA 83-398(CUB) approving a conditional use permit authorizing the sale and dispensing of alcoholic beverages for on-site consumption within a proposed 120 seat restaurant.

## **H. Requested Approvals**

### **1. Conditional Use**

The Applicant is requesting approval of a Conditional Use pursuant to LAMC §12.24-W,1 to permit (1) the on-site sales, dispensing, and consumption of a full line of alcoholic beverages in four establishments, and (2) the approval of a Conditional use to permit the off-site sale of a full line of alcoholic beverages in connection with a full-service organic grocery store.

## 2. Variance

The Applicant is requesting approval of Variances pursuant to LAMC §12.27 to allow (1) outdoor dining above the first floor in the C4 zone, as not otherwise permitted by Sections 12.16-A,2(p) and 12.14-A.1(b)(3) of the LAMC, and (2) a fitness studio in the C4 zone, as not otherwise permitted by Section 12.16-A,2 of the LAMC.

## II. DRAFT FINDINGS

### A. Conditional Use Permit

Findings to permit (1) the on-site sales, dispensing, and consumption of a full line of alcoholic beverages in four establishments, and (2) the off-site sale of a full line of alcoholic beverages in connection with a full-service organic grocery store:

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

The 111,339 square foot Property is located in a well-established community of residential, retail, and commercial uses. The area is within a larger, developed commercial and retail area that includes commercial and multi-family residential uses to the west, a large commercial development, which includes a Trader Joe's, a Burke Williams Day Spa, the Sundance Cinemas movie theaters, and a Crunch gym, to the east. The XIV restaurant, a liquor store and Bar Marmont are located to the north along Sunset Boulevard and multi-family residences in the City of West Hollywood are located immediately south of the Property.

The Property is currently developed with an approximately 80,000 square foot retail strip mall, which includes approximately 11,600 square feet of fast food restaurants and a 20,000 square foot bank. Alcoholic beverages have been available on the Property for approximately the past 30 years, in connection with a number of restaurants located upon the premises. In addition, prior to the current commercial development of the Property, alcoholic beverages were available for decades in connection with the Garden of Allah hotel, restaurant, and bar complex. Presently, there is one restaurant on the Property that offers beer and wine for consumption on the premises.

The Project proposes to demolish the existing obsolete commercial development and redevelop the Property with a 16-story mixed use project that would include 249 residential apartments, approximately 111,000 square feet of community serving commercial uses, and 849 parking spaces. The mixed-use project would include multiple retail uses, upscale restaurants, and an organic grocery store to encourage residents and employees to remain on-site and not travel to other locations for their needs. In addition, since the Project is located in an urban area, nearby residents and employees would be able to also take advantage of the neighborhood services uses, including the grocery store, and avoid driving. The availability of alcoholic beverages in connection with the Project's restaurants and the grocery store is a customary and incidental component of these uses. Patrons expect the ability to order alcoholic beverages within the types of restaurants that are anticipated to be tenants at the Project. In addition, the ability to offer alcoholic beverages to patrons is critical in attracting a top quality dining establishments to the site; the restaurateurs must have the ability to serve alcohol in order for the restaurants to remain viable and competitive. Highly regarded dining establishments would serve as an attraction for

visitors and neighbors in the area, and would reduce the need for local residents to travel to other areas for dining experiences.

Further, customers expect that a full-service grocery store would also offer a full line of alcoholic beverages for purchase and consumption off of the premises. These uses would expand the choices available for residents and employees of, and visitors to, the area.

Therefore, the Project would enhance the built environment in the surrounding neighborhood and would perform a function and provide a service that is beneficial to the community, city, and region, and desirable to the public convenience and necessity.

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

The Property is located in a well-established community of residential, retail, and commercial uses. The area is within a larger, developed commercial and retail area that includes commercial and multi-family residential uses to the west, a large commercial development, which includes a Trader Joe's, a Burke Williams Day Spa, the Sundance Cinemas movie theaters, and a Crunch gym, to the east. The XIV restaurant, a liquor store and Bar Marmont are located to the north along Sunset Boulevard and multi-family residences in the City of West Hollywood are located immediately south of the Property. As such, the Project would be surrounded by a mix of commercial uses that are easily accessible to Project residents and visitors and by multi-family housing, uses that are consistent with the Project.

The Project proposes to redevelop the Property with a 16-story mixed use project that would include 249 residential apartments, of which 28 would be set aside for Very-Low Income Households, amenities for the residents, approximately 111,000 square feet of community serving commercial uses, and 849 parking spaces. The building would be comprised of various elements ranging in height from two stories up to 16 stories (approximately 42' above the ground elevation at the intersection of Sunset and Crescent Heights Boulevards, increasing to approximately 108' for the nine story portion and approximately 191' for the 16 story portion of the building; the overall building height is approximately 216' as measured from the lowest point of the sloping site along Havenhurst Drive to the top of the 16 story portion of the building).

The restaurant areas would occupy only approximately 20% of the total commercial floor area, and would not be disproportionate given the entire area of the project. Similarly, the grocery store would occupy only approximately 23% of the total commercial floor area, however the alcohol sales areas within the store would only be a fraction of the overall area of the store, and therefore much lower than 23 percent of the total commercial floor area. The restaurant areas would be internally oriented or located along the major commercial thoroughfares of Sunset and

Crescent Heights Boulevards and the grocery store would be located within a subterranean level, in order to avoid impacts on the residential uses located in the vicinity.

Alcoholic beverages for consumption on the premises would be dispensed in a carefully controlled environment, and alcohol sales within the grocery store would also be similarly controlled. The sale of alcoholic beverages would be closely monitored and controlled to prevent problems that could be associated with the availability of alcoholic beverages. Restaurant and grocery store personnel would be trained to confirm the ages of patrons ordering alcoholic beverages on the restaurants and purchasing alcoholic beverages for consumption off of the premises. The Project's security personnel along with restaurant and grocery store personnel would also ensure that alcohol is not consumed in unauthorized areas of the Project or within the immediately adjoining areas.

Therefore, the Project's location, size, height, operations and other significant features, as they relate to the sale and consumption of alcohol, would be compatible with and would not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

3. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan;

The Property is located within the adopted Hollywood Community Plan area and is currently classified within the "Neighborhood Office Commercial" land use designation, corresponding to the C4 zone. The Property is within the C4 zone and is not within a specific plan area. The Property is located at the intersection of two designated Major Highways – Sunset Boulevard and Crescent Heights Boulevard. The proposed restaurants and grocery store are consistent with the General Plan land use designation which is intended to provide for concentrations of commercial uses, including restaurants and grocery stores, within multiple function buildings. Further, the General Plan supports the maintenance of the commercial base of the City and occupancy of commercial properties by viable commercial uses. Consistent with the goals and policies of the General Plan, the project would be located within an established commercial area, encourage pedestrian activities, and enhance the image and function of Hollywood as a first class commercial center.

The Community Plan is silent with regard to alcohol sales. The proposed alcohol sales is in harmony with the goals and intent of the General Plan Elements adopted for this geographical area in that it would allow for the best possible use of this commercial zoned lot without detriment to adjacent or nearby properties. The proposed use would not impair the integrity of the area; the subject property is located in a commercial area which permits the sale of alcoholic beverages with the approval of a Conditional Use Permit. Furthermore, the Hollywood Community Plan encourages the establishment of a variety and mix of uses, including

restaurants, within Hollywood to serve the residents and employees of and visitors to this major commercial area.

Therefore, the Project would be in substantial conformance with the purposes, intent and provisions of the General Plan and the Hollywood Community Plan; there is no specific plan applicable to the Property.

4. That the proposed use will not adversely affect the welfare of the pertinent community;

The Property is located in a well-established community of residential, retail, and commercial uses. The area is within a larger, developed commercial and retail area that includes commercial and multi-family residential uses to the west, a large commercial development, which includes a Trader Joe's, a Burke Williams Day Spa, the Sundance Cinemas movie theaters, and a Crunch gym, to the east. The XIV restaurant, a liquor store and Bar Marmont are located to the north along Sunset Boulevard and multi-family residences in the City of West Hollywood are located immediately south of the Property. As such, the Project would be surrounded by a mix of commercial uses that are easily accessible to Project residents and visitors and by multi-family housing, uses that are consistent with the Project.

The proposed sale of alcoholic beverages from the location would not adversely affect the nearby residentially zoned properties in the area of the Project site. The residential uses located closest to the site consist of high-density multiple family housing complexes which are buffered from the subject site by distance and by the Project itself. The restaurants are oriented to the interior of the site or to the major commercial thoroughfares of Sunset and Crescent Heights Boulevards. The Property is not proximate to any church, temple, school, public playgrounds or similar uses.

All parking for the restaurants and grocery store would be provided on-site within the Project's subterranean parking garage. Spillover parking into surrounding residential areas is not anticipated due to the adequacy of on-site parking and the permit parking restrictions applicable to nearby residential streets.

The private revitalization efforts proposed by the Applicant are anticipated to serve as a catalyst for the upgrading and renewal of neighboring uses within the Hollywood community. The success of the Project is likely to stimulate further revitalization of the area. The Project would positively affect the economic welfare of the community by including high-quality restaurant and grocery store uses, which require the sale of alcohol to be viable. It would also positively benefit the City through generation of additional sales tax revenue and business license and other fees, and by providing additional employment opportunities to area residents.

Therefore, the proposed sale of alcohol would not adversely affect the welfare of the pertinent community.

5. That the granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area; and

According to the State of California Department of Alcoholic Beverage Control (the "ABC") licensing Criteria, five on-site licenses and five off-site licenses are allocated to Census Tract No. 1942. There are currently seven on-site licenses and one off-site license in this Census Tract. The Property is within an area of concentrated commercial activity, particularly as it is within a prime regional center. The number of licensed premises may exceed the number of licenses allocated where the census tract is located in a highly urbanized commercial center. Given that Hollywood is a regional and internationally known center and destination, it is not unexpected that the number of existing on-site licenses would exceed the number of licenses allocated. Within 600 feet of the Property, there are 15 on-site licenses and 3 off-site licenses, and within 1,000 feet of the Property, there are 21 on-site licenses and 3 off-site licenses. A majority of these premises are located in Census Tract No. 1898, which generally includes the area on both sides of Sunset Boulevard, extending from Crescent Heights Boulevard east to Sierra Bonita Avenue.

The Property is within a highly developed commercial district that contains a variety of restaurants and other entertainment venues, which have resulted in the existing on-site alcohol licenses to exceed the number allocated. Over-concentration can be undue when the addition of a license would negatively impact a neighborhood. Over-concentration is not undue when the approval of a license does not negatively impact an area, but rather such license benefits the public welfare and convenience. Although the census tract is numerically over-concentrated with respect to on-site licenses, the Project would not adversely affect community welfare because the proposed restaurants and grocery store are desirable uses in an area designated for such.

Statistics from the Los Angeles Police Department reveal that in the subject Crime Reporting District No. 632, which has jurisdiction over the Property, 264 crimes were reported during the latest period, compared to the Citywide average of 235 crimes and a high crime reporting average of 282 crimes for the same period. No revocation proceedings for and alcohol-related use has been initiated within the Property's immediate area.

The crime rate numbers are higher than those rates identified for the Citywide average given that the area is a major activity center that attracts a high numbers of visitors. However, the Project would be conditioned to ensure that the availability of alcohol upon the premises does not result in criminal activity. In addition, the Project would have on-site security and personnel engaged in the sales and service of alcohol that would be properly trained to avoid sales to underage persons or persons who are clearly inebriated.

Therefore, the approval for the sale of alcoholic beverages for on- and off-site consumption would not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages in this area of the City, giving consideration to applicable State laws and to the ABC's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the Property, the crime rate in the area, and whether revocation or nuisance proceedings have been initiated for any use in the area.

6. That the proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.

The following sensitive uses are located within a 1,000-foot radius of the project site:

- 1401 Crescent Heights Boulevard - Nichiren Soshu Myohoji Temple,
- 1317 Crescent Heights Boulevard - Hollywood Temple Bethel / Neman Hall
- 1343 North Laurel Avenue - Laurel Park
- 1483 North Havenhurst Drive – West Hollywood Patient Educational Center Dispensary

The sale of alcoholic beverages at the proposed restaurants and grocery store would not adversely affect these uses because they would be operating within a commercial shopping center that would be regulated by numerous conditions of approval. None of these uses are within the Property's immediate vicinity.

The nearest residential uses are located to the south and west; however, the subject restaurants would be internally oriented or located along the major commercial thoroughfares of Sunset Boulevard and Crescent Heights Boulevard, and the grocery store would be on a subterranean level, away from these dwellings and buffered from them by the Project's design.

Therefore, the proposed restaurant and grocery store would not detrimentally affect nearby residentially zoned communities, after giving consideration to the distance of the proposed use

from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages.

## B. Variance

Findings to permit (1) outdoor dining above the first floor in the C4 zone, as not otherwise permitted by Sections 12.16-A,2(p) and 12.14-A.1(b)(3) of the LAMC, and (2) a fitness studio in the C4 zone, as not otherwise permitted by Section 12.16-A,2 of the LAMC.

### Fitness Studio

1. The strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

Denial of the request would unfairly impair and prevent the Applicant from enjoying reasonable use of the subject site. The zoning regulations allow certain uses in the various zones in order to provide for buffering distance and compatibility between respective uses. Such regulations, however, are written on a Citywide basis and cannot take into account individual unique characteristics which a specific parcel and its intended use may have. In this instance, the Code's desire to achieve compatibility between respective sites and protect neighboring properties and the Applicant's desire to establish a functional business can be accommodated in a manner consistent with the intent and purpose of the zoning regulations.

The Applicant is requesting a variance from Section 12.16-A,2(p) of the Municipal Code to permit the inclusion of an 8,000 square-foot fitness studio incidental to the proposed redevelopment of the Property with a mixed residential/commercial development. The fitness studio may include one or more of the following components: 1) a yoga studio; 2) a spinning/cycling studio; and 3) a general purpose studio for fitness boot camp, martial arts, etc. uses. In addition, the facility would contain a small men's and women's locker room and single or double shower in each locker room.

The Property is zoned C4-1 which does not allow "gymnasiums, health clubs and other similar uses" as a permitted use. The City's policy on permitting or not permitting gymnasiums, health clubs and other similar uses" in the C4 Zone is not clearly articulated. While the C4 Zone permits recreation buildings, clubs, dance studios, steam rooms, massage facilities, "studios"<sup>4</sup> and other recreational uses as principal permitted uses, it appears that the contemplated fitness studio use is considered to be similar to gymnasium and health club uses, even though such fitness studio activities could also be considered similar to uses conducted within dance or other studios. The current prohibition against health club facilities in the C4 Zone appears to stem from

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<sup>4</sup> "Studio" is not defined in the Zoning Code; the common definition of a "studio" includes "a place for the study of an art (as dancing, singing, or acting)" [<http://www.merriam-webster.com/dictionary/studio>].

the somewhat negative connotations historically associated with gymnasiums and similar facilities. However, facilities offering fitness exercise for cardiovascular, strength and weight training have become increasingly common in densely developed commercial areas. Further, modern fitness uses provide needed fitness facilities to the mainstream population in addition to serving as social gathering points. Today's fitness uses are attractively appointed and present a totally different atmosphere and function from the gymnasium of former days. Fitness uses are compatible with and complementary to the retail, restaurant and other commercial uses in the area.

The area of the proposed fitness studio is an incidental use comprising approximately 2% of the total building area of the mixed-use project. The project site is located at the intersection of Sunset and Crescent Heights Boulevards, the principal commercial thoroughfare in this area, and is within a densely populated and developed commercial center. Parking is provided as required by the Code.

The immediate area is characterized by a variety of high density office, retail and residential uses, with their associated parking. The approval of the variance would allow the convenient location of the proposed use to its future clientele, while contributing to the redevelopment of the property with an upgraded facility, on a par with the evolution of the surrounding area. Health club and similar fitness uses are compatible with and complementary to the retail, restaurant and other commercial uses in the area. The restriction on health clubs and similar fitness uses in the C4 Zone is no longer necessary since the negative impacts formerly associated with such uses not present at fitness facilities such as that contemplated in this case.

In light of the above, the strict application of the provisions of the Zoning Ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations

2. There are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.

The special circumstances applicable to the Property include the large size of the site as well as shape, location, and surroundings that do not apply generally to other property in the same zone and vicinity. The unique features of the site include its location on the boundary between Los Angeles and West Hollywood. In addition, the site is the only property extending across a full block in the area, in this case, from Havenhurst Drive to Crescent Heights Boulevard. As such, there are special circumstances applicable to the property that do not apply generally to other property in the same zone and vicinity.

3. The variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of the special

circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.

The primary use of the proposed Project is permitted in the C4 Zone. Sunset Boulevard is the major commercial thoroughfare in the area, and no practical purpose would be served by preventing this ancillary use to be established within the Project at the subject location, when a health club could be constructed on any C2 zoned lot located in the vicinity. Moreover, there is an existing Crunch gym in the complex located immediately to the east of the Property at 8000 Sunset Boulevard.

Similar facilities have been established by variance throughout the City in the C4 Zone, including: the Ketchum –Downtown YMCA at 401 S. Hope Street, Aroma Wilshire Center at 3680 Wilshire Boulevard; 24 Hour Fitness at 3699 Wilshire Boulevard; Equinox Fitness Clubs at 444 S. Flower Street and 10960 Wilshire Boulevard; LA Fitness at 10921 Wilshire Boulevard; LA Fitness at 17421 Ventura Boulevard; and the Total Woman Gym & Spa at 19456 Nordhoff Street. In addition, there is a Crunch Gym located immediately to the east at 8000 Sunset Boulevard. That property is in the C2 Zone, which permits health club and fitness uses by right.

Granting the variance results in the subject property being able to be developed in the manner and style of other properties in the same zone and vicinity, therefore assuring the property owner parity in developing their property compared to those in the surrounding area. Accordingly, approval of the variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships, is denied the property in question.

4. The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.

The property is located in a densely developed urban area on a site adjoining streets classified as Major Highways by the City's General Plan Circulation Element. The site is located in an urban area and would provide health facilities to residents and employees within the area. The immediate area is characterized by multi-story commercial and residential buildings. The proposed fitness studio is an incidental and complementary use that comprises approximately 2% of the overall Project building area. The proposed fitness studio would be entirely contained within the building and the location and hours of operation make this request compatible with the adjacent neighborhood. Under this proposal, the applicant would provide a sufficient number of parking spaces for users of the fitness studio to eliminate any detrimental effects upon neighboring properties.

With the approval of the requested variance, the Applicant would be able to provide its customers with readily available services in conjunction with the operation of the main use of the

property. The proposed fitness studio would serve persons working and residing in the immediate area and would serve the community by providing an opportunity for the attainment and maintenance of health, fitness and well-being without negatively impacting the surrounding area.

As such, the granting of the variance would not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.

5. The granting of the variance will not adversely affect any element of the General Plan.

The granting of the variance would not adversely affect any element of the General Plan inasmuch as the commercial use of the Property is consistent with the General Plan and the matter at issue is not dealt with directly in any adopted General Plan element. The property is located in the Hollywood Community Plan area and designated for Neighborhood Commercial land uses. According to the General Plan Framework Element, corresponding zones to areas designated as Neighborhood Districts include the C1, C1.5, C2 and C4 Zones. Since the requested use is permitted in the C2 Zone, it has already been determined to be consistent with the purpose and intent of property designated as Neighborhood Districts by the General Plan, even if the C4 zone does not permit the use.

#### Outdoor Dining

1. The strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

While the LAMC allows restaurants as a permitted use in the C4 Zone, it also limits all activities in connection with such use to be conducted wholly within a completely enclosed building. The general purpose and intent of such a limitation is to prohibit commercial uses from spilling out onto the sidewalk or other adjacent areas and creating incompatibilities with neighboring uses. The LAMC provides for an exception allowing outdoor eating areas for ground floor restaurants; however, the strict application of the provisions of the LAMC would restrict outdoor eating areas for restaurants not located on the ground floor.

Denial of the request for a variance to allow outdoor terraced dining would result in practical difficulties and unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations. The zoning regulations allow certain land uses in the various zones in order to achieve compatibility between respective uses. Such regulations, however, are written on a Citywide basis and cannot take into account individual unique characteristics that a specific parcel and its intended use may have. In this instance, the LAMC's intent to regulate noise and other impacts can be accommodated while providing viable and attractive outdoor food and

beverage service areas in a manner consistent with the intent and purpose of the zoning regulations.

The requested variance is to provide for an element that would play a key role in contributing to the overall diversity and balance of activities and uses sought in the proposed mixed use development. The variance to allow for outdoor food and beverage service areas above the ground floor helps the Project cater to a variety of visitor needs by allowing for more flexibility in the range of dining options as these relate to types of cuisine, cost, and type of restaurant. Given the climate in Southern California, the desire to create a pedestrian-oriented area within the Project, and the recent trend to provide for patio dining additions, the request constitutes a major component to a successful project.

The area surrounding the Project is a densely developed regional center that includes significant retail, dining and entertainment uses, which would be enhanced by the Project's unique building plans. The construction and design of the Project, which includes some outdoor terraced locations proposed for food and beverage service, would not be expected to create any additional impacts above and beyond the current allowable uses. A prohibition of such outdoor dining would pose an undue hardship because similar projects of this scale and character include dining patios or street frontage dedicated to outdoor seating, which the subject project also seeks to replicate on-site.

Therefore, the strict application of the provisions of the zoning ordinance to not allow outdoor food and beverage service above the ground floor level would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

2. There are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.

The special circumstances applicable to the Property include the large size of the site as well as shape, location, and surroundings that do not apply generally to other property in the same zone and vicinity. The unique features of the site include its location on the boundary between Los Angeles and West Hollywood. In addition, the site is the only property extending across a full block in the area, in this case, from Havenhurst Drive to Crescent Heights Boulevard. The outdoor food and beverage areas on the upper floors would also be unique and innovative design features. An integral part of the Project is the spectacular views and its unique location in Hollywood which can only be benefited fully by patrons if outdoor dining activities are permitted on levels above the ground floor. As such, there are special circumstances applicable to the property that do not apply generally to other property in the same zone and vicinity.

3. The variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in

the same zone and vicinity but which, because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.

The LAMC limits all activities in connection with a restaurant use to be conducted wholly within a completely enclosed building, yet it grants an exception for outdoor eating areas associated with ground floor restaurants. The intent of such an exception is to allow for outdoor dining, which is an intrinsically desirable and valuable use of commercial property. The requested variance to permit with outdoor food and beverage service areas located on levels on the roof tops and on levels above the ground floor would not create any spillover onto sidewalks or adjacent areas or other incompatibilities.

Given the zoning regulations, it is very difficult to develop a project of this size within an urbanized area, without the need for any variances from the LAMC. Across the Project Site exists an approximately 25-foot grade difference, and because of this, the ground floor plate is somewhat diminished, creating practical difficulty in locating all outdoor dining areas on the ground floor. The economic viability of the restaurant dining portions of the Project is dependent upon the provision of outdoor dining area above the ground floor. Approval of the variance would permit outdoor dining areas that would be open year round due to Los Angeles' internationally renowned climate, affording desirable views both day and night, a feature which would attract patrons from all over the City and beyond which would benefit not only the Project but the City as a whole.

Similar approvals to have outdoor food and beverage service areas above the ground level have been granted throughout the City, including the W Hollywood hotel and Columbia Square projects in Hollywood; the California Club, the Jonathan Club, the Wilshire Grand development, the Standard Hotel, the Bonaventure Hotel, and Union Bank Plaza, in Downtown Los Angeles; and the Hotel Erwin in Venice; among others.

Granting the requested variance results in the Property being able to be developed in the manner and style of other properties in the same zone and vicinity, therefore assuring the Property owner parity in developing their property compared to those in the surrounding area. Accordingly, approval of the variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships, is denied the property in question.

4. The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.

Allowing the Project to incorporate a modest amount of outdoor terraced dining would not be materially detrimental to the public welfare, or injurious to the property or improvements in the

same zone or vicinity in which the property is located. The use is completely compatible with the surrounding uses and complements the City's vision of Hollywood as a thriving entertainment district. The Property is located in a commercial corridor on two designated Major Highways. The outdoor food and beverage service areas located upon the upper levels of the Project would cause no greater impacts than any that may result from similar uses located at the ground floor level, which is permitted by right. The proposed outdoor food and beverage service areas would be located on roof tops of the retail component located along Sunset Boulevard and on the 16th floor of the residential building, and would not be directly accessible from a public sidewalk or other rights-of-way. Instead, the outdoor dining areas would only be accessible from within the Project Site. The proposed outdoor food and beverage service areas uses would be fully integrated into the design and architecture of the Project, and would, therefore, be consistent with the general purpose and intent of the LAMC, since they would not be susceptible to spillover activity or incompatibilities with neighboring uses.

5. The granting of the variance will not adversely affect any element of the General Plan.

The granting of this variance would not adversely affect any element of the General Plan inasmuch as the commercial use of the Property is consistent with the General Plan and the matter at issue is not dealt with directly in any adopted General Plan element. The use of outdoor terraces for dining and entertainment is consistent with the Hollywood Community Plan goal to promote the economic vitality and expansion of Hollywood's entertainment and tourism industry. Allowing some outdoor dining above the first floor would not hinder the achievement of community redevelopment goals, nor would it negatively affect the character of development in the immediate neighborhood. Therefore, the granting of the variance would not adversely affect any element of the General Plan.

**Exhibit 6: Greenhouse Gas Emissions Methodology and Documentation**

**Application for CEQA Streamlining Under the “Jobs and Economic Improvement through  
Environmental Leadership Act” (Public Resources Code Section 21178 et seq.)**

**GREENHOUSE GAS EMISSIONS METHODOLOGY AND DOCUMENTATION**

*For the Proposed*

**8150 Sunset Boulevard Mixed-Use Project  
Los Angeles, CA 90046**

**January 2014**

*Prepared for:*

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## 1.0 EXECUTIVE SUMMARY

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PCR Services Corporation (PCR) has been retained to conduct a comprehensive greenhouse gas (GHG) emissions assessment for the 8150 Sunset Boulevard Mixed Use Project (“the Project”) and to demonstrate that the Project meets the requirements of the *Jobs and Economic Improvement Through Environmental Leadership Act* (“the Act”) (Public Resources Code Section 21178 et seq.), also referred to as Assembly Bill (AB) 900. In September 2011, the Governor signed the Act, which required the Governor to establish procedures for applying for streamlined environmental review under the California Environmental Quality Act (CEQA) for projects that meet certain requirements. The Office of Planning and Research (OPR) has provided approved guidelines for submitting applications for streamlined environmental review pursuant to the Act. With respect to GHG emissions, a project must demonstrate that it would not result in any net additional GHGs including GHG emissions from employee transportation in accordance with Public Resources Code Section 21183(c).

The Project would redevelop the existing 2.56-acre commercial property located at 8150 Sunset Boulevard in the City of Los Angeles with a mix of new residential and commercial uses. Construction of the Project is anticipated to begin in 2014 and be completed in mid-2017. The Project site is currently occupied with two structures built in 1960 and in 1988 and contain 80,000 square feet of retail tenancy inclusive of the following uses: fast food restaurants, check cashing facility, dry-cleaners (off-site dry cleaning), ice cream shop, walk-in bank facility, fitness, massage parlor, pet grooming services, storage facility and dental office. Operation of these uses currently generates GHG emissions from energy demand (electricity and natural gas), mobile sources traveling to and from the site, waste generation, water demand and wastewater generation, and other area and stationary sources such as landscaping equipment. The emissions of GHGs from the current site constitute the Baseline Condition.

The Project would demolish the existing uses and develop up to 333,903 square feet of commercial and residential space. While the total square footage would increase under the Project relative to the existing square footage, the Project would be built to meet and exceed today’s energy and water efficiency standards and would incorporate a mix of residential, commercial, retail, and restaurant uses that would reduce vehicle trips to and from the site, Project-related vehicle miles traveled, and associated GHG emissions.

Under the Baseline Condition, the site generates approximately 7,407 metric tons of carbon dioxide equivalents (MTCO<sub>2e</sub>) per year. This excludes any one-time construction GHG emissions that were generated when the existing uses and related infrastructure were originally built. Construction of the Project would generate one-time GHG emissions of approximately 1,589 MTCO<sub>2e</sub>, during the first year and 2,608 MTCO<sub>2e</sub> during the second year. At Project buildout, the Site would generate approximately 6,406 MTCO<sub>2e</sub> during the first full year of operation. Compared to the Baseline Condition, the Project’s operational GHG emissions represent a net reduction in GHG emissions from the site of approximately 1,001 MTCO<sub>2e</sub> during the first full year of operation.

Future year emissions would decline as a greater percentage of motor vehicles meet more stringent emissions standards, including the Pavley Phase I and Phase II emissions standards and the 33 percent Renewables Portfolio Standard. The Project would reduce emissions through the use of grid-source, renewable energy technologies and carbon mitigation projects for approximately seven years to ensure future year contemporaneous GHG emissions do not exceed the Baseline Condition at any time.

Based on this assessment, the Project would not result in any net additional GHGs including GHG emissions from employee transportation in accordance with Public Resources Code Section 21183(c). Therefore, the Project would meet the GHG emissions requirements for streamlined environmental review under CEQA.

## 2.0 INTRODUCTION

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### 2.1 PURPOSE

PCR has been retained to conduct a comprehensive greenhouse gas (GHG) emissions assessment for the 8150 Sunset Boulevard Mixed Use Project (the “Project”) and to demonstrate that the Project meets the requirements of the *Jobs and Economic Improvement Through Environmental Leadership Act* (“the Act”) (Public Resources Code Section 21178 et seq.), also referred to as Assembly Bill (AB) 900. This assessment describes the methodology used to estimate the GHG emissions from baseline and Project conditions, provides an estimate of the net change in GHG emissions for the proposed Project as compared to baseline conditions, and describes the methodology used to quantify GHG emission reductions from project design features and mitigation measures. The following baseline and Project-related emission sources have been evaluated:

- Construction Activities – Fossil fueled on- and off-road vehicles and equipment needed for demolition, mass and fine grading, building construction, paving, and architectural coating;
- Direct Emission Sources – Consumption of natural gas on-site for cooking, space heating and water heating, combustion of fossil fuels for lawn care and maintenance activities, and motor vehicles including employee transportation; and
- Indirect Emission Sources – Off-site electricity generation, wastewater treatment and water conveyance, and solid waste disposal.

### 2.2 PROJECT DESCRIPTION

AG-SCH 8150 Sunset Boulevard Owner, L.P., (the “Applicant”) proposes to redevelop the 2.56-acre property located at 8150 Sunset Boulevard (the “Project Site”) in the Hollywood community of the City of Los Angeles (the “City”). The Project Site and surrounding uses are shown in **Figure 1, Aerial Photograph with Surrounding Land Uses**. The Project Site currently contains two commercial structures and other improvements, all of which would be demolished and removed from the Project Site. The Project would consist of two buildings over a single podium structure with various elements ranging in height from two stories to 16 stories in height as measured from the intersection of Sunset and Crescent Heights Boulevards. The North Building would include three levels (one subterranean) of entirely commercial uses and would have a maximum height of three levels above grade along Sunset Boulevard. The South Building would include commercial uses on the first two levels, twelve levels of residential uses above the commercial floors, and a rooftop restaurant/lounge level on Level 16. The Project would include 111,339 square feet of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, 249 apartment units, including 28 affordable housing units, within the twelve upper levels representing 222,564 gross square feet of residential space. The Project would also provide a new, 9,134 square-foot public space (“Corner Plaza”) at the northeast corner of the site (this area is, and will continue to be, owned by the City, although the Applicant will be required to improve and maintain the area), a 34,050-square-foot central public plaza at the site interior (“Central Plaza”), public rooftop deck/garden areas (“Sunset Terrace”) along Sunset Boulevard, a private pool and pool deck area for residents (“Pool Terrace”), as well as other resident-only amenities totaling approximately 6,900 square feet that would include a residential lobby, resident recreation room, fitness center, business center, changing rooms, and library, as well as a wrap-around landscaped terrace on the fourth floor of the South Building (“Garden

Terrace”). Parking for all proposed uses would be provided on-site via a seven-level (three subterranean and semi-subterranean levels) parking structure (“Parking Structure”) housed within the podium structure that includes 849 total parking spaces (295 for residential uses and 554 for commercial retail and restaurant uses). Short- and long-term bicycle parking totaling 985 spaces would also be provided on-site, including 428 spaces for residential uses and 557 spaces for commercial uses. The total development would include up to 333,903 square feet of commercial and residential space with a maximum floor-area ratio (FAR) of 3:1. The site plan is illustrated in **Figure 2, Proposed Site Plan**.

### 2.3 ASSEMBLY BILL 900

In September 2011, the Governor signed the Act, which required the Governor to establish procedures for applying for streamlined environmental review under the California Environmental Quality Act (CEQA) for projects that meet certain requirements. The Office of Planning and Research (OPR) has provided approved guidelines for submitting applications for streamlined environmental review pursuant to the Act. With respect to GHG emissions, a project must demonstrate that it would not result in any net additional GHGs including GHG emissions from employee transportation in accordance with Public Resources Code Section 21183(c). For purposes of California Public Resources Code section 21183(c) the following process applies:

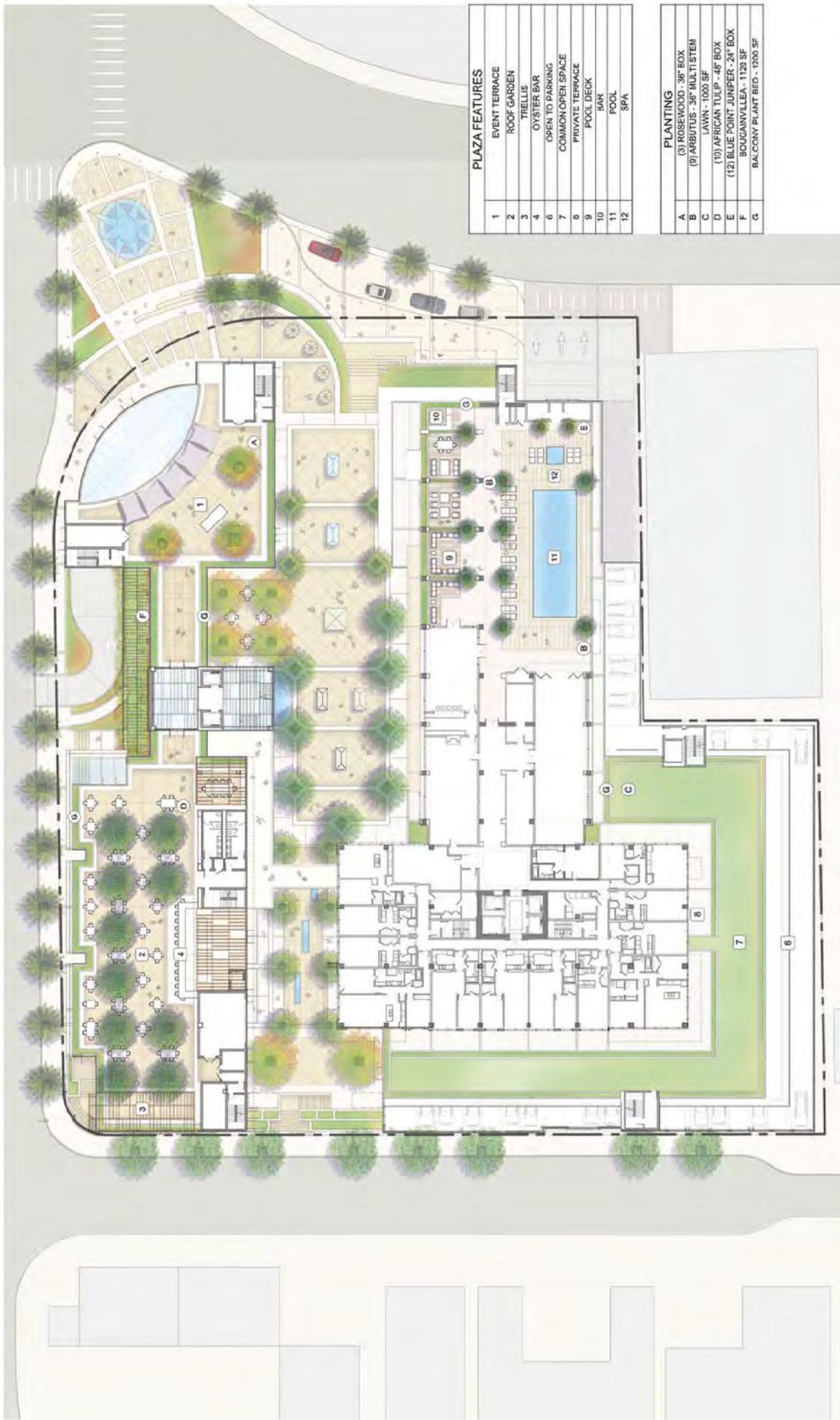
1. The applicant shall submit electronically to [AB900ARBsubmittals@arb.ca.gov](mailto:AB900ARBsubmittals@arb.ca.gov) a proposed methodology for quantifying the project’s net additional GHG emissions. The CARB will review and comment on the methodology, at its discretion, within 30 days of submission.
2. At the same time, the applicant shall submit to [AB900ARBsubmittals@arb.ca.gov](mailto:AB900ARBsubmittals@arb.ca.gov) documentation that the project does not result in any net additional GHG emissions. The documentation must at least quantify:
  - a. Both direct and indirect GHG emissions associated with the project’s construction and operation, including emissions from the project’s projected energy use and transportation related emissions; and
  - b. The net emissions of the project after accounting for any mitigation measures that will be monitored and enforced consistent with Public Resources Code section 21183(d).
3. Within 60 days of receiving the documentation (in 2. above), the CARB will determine whether the condition specified in Public Resources section 21183(c) has been met or, if more time is needed, notify the applicant of the expected completion date.
4. The CARB will determine and report to the Governor in writing that a project does not result in any net additional emissions of greenhouse gases if the project demonstrates through a combination of project design features, compliance with (or exceeding minimum requirements of) existing regulations, and mitigation that it would result in zero additional greenhouse gas emissions.



**Aerial Photograph with Surrounding Land Uses**

8150 Sunset Boulevard Mixed-Use Project  
 Greenhouse Gas Emissions Methodology and Documentation  
 Source: ESRI, 2010; PCR Services Corporation, 2013.

FIGURE



PLAZA FEATURES	
1	EVENT TERRACE
2	ROOF GARDEN
3	TRELLIS
4	OYSTER BAR
6	OPEN TO PARKING
7	COMMON OPEN SPACE
8	PRIVATE TERRACE
9	POOL DECK
10	BAR
11	POOL
12	SPA

PLANTING	
A	(3) ROSEWOOD - 36" BOX
B	(9) ARBUTUS - 36" MULTISTEM
C	LAWN - 1000 SF
D	(10) AFRICAN TULIP - 48" BOX
E	(12) BLUE POINT JUNIPER - 24" BOX
F	BOUGAINVILLEA - 1120 SF
G	BALCONY PLANT BED - 1200 SF

**Proposed Site Plan**  
 8150 Sunset Boulevard Mixed-Use Project  
 Greenhouse Gas Emissions Methodology and Documentation  
 Source: HERT | Houston, 2013



## 3.0 GREENHOUSE GAS EMISSIONS METHODOLOGY

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### 3.1 GLOBAL CLIMATE CHANGE AND GREENHOUSE GASES

The natural process through which heat is retained in the troposphere<sup>1</sup> is called the “greenhouse effect.” The greenhouse effect traps heat in the troposphere through a three-fold process as follows: (1) short-wave radiation in the form of visible light emitted by the Sun is absorbed by the Earth as heat; (2) long-wave radiation re-emitted by the Earth; and (3) GHGs in the atmosphere absorbing or trapping the long-wave radiation and re-emitting it back towards the Earth and into space. This third process is the focus of global climate change actions.

The most commonly emitted GHG from anthropogenic (i.e., human) activities is carbon dioxide (CO<sub>2</sub>). Not all GHGs possess the same ability to induce climate change; as a result, GHG contributions are commonly quantified in the units of equivalent mass of carbon dioxide (CO<sub>2</sub>e). Mass emissions are calculated by converting pollutant-specific emissions to CO<sub>2</sub>e emissions by applying the proper global warming potential (GWP) value.<sup>2</sup> By applying the GWP ratios, project-related CO<sub>2</sub>e emissions can be tabulated in metric tons of CO<sub>2</sub>e (MTCO<sub>2</sub>e) per year. Typically, the GWP ratio corresponding to the warming potential of CO<sub>2</sub> over a 100-year period is used as a baseline. The CO<sub>2</sub>e values are calculated for construction years as well as existing and project build-out conditions in order to generate a net change in GHG emissions for construction and operation. Compounds that are regulated as GHGs are discussed below.

- **Carbon Dioxide (CO<sub>2</sub>):** CO<sub>2</sub> is the most abundant GHG in the atmosphere and is primarily generated from fossil fuel combustion from stationary and mobile sources. CO<sub>2</sub> is the reference gas (GWP of 1) for determining the GWPs of other GHGs.
- **Methane (CH<sub>4</sub>):** CH<sub>4</sub> is emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The GWP of CH<sub>4</sub> is 21.
- **Nitrous Oxide (N<sub>2</sub>O):** N<sub>2</sub>O produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of N<sub>2</sub>O is 310.
- **Hydrofluorocarbons (HFCs):** HFCs are fluorinated compounds consisting of hydrogen, carbon, and fluorine. They are typically used as refrigerants in both stationary refrigeration and mobile air conditioning systems. The GWPs of HFCs ranges from 140 for HFC-152a to 11,700 for HFC-23.
- **Perfluorocarbons (PFCs):** PFCs are fluorinated compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. The GWPs of PFCs range from 5,700 to 11,900.

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<sup>1</sup> The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

<sup>2</sup> GWPs and associated CO<sub>2</sub>e values were developed by the Intergovernmental Panel on Climate Change (IPCC), and published in its Second Assessment Report, in 1996. In accordance with international and United States convention to maintain the value of the carbon dioxide “currency,” GHG emission inventories are calculated using the GWPs from the IPCC Second Assessment Report.

- **Sulfur Hexafluoride (SF<sub>6</sub>):** SF<sub>6</sub> is a fluorinated compound consisting of sulfur and fluoride. It is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF<sub>6</sub> has a GWP of 23,900.

The Climate Registry (TCR) has prepared the *General Reporting Protocol* for calculating and reporting GHG emissions from a number of general and industry-specific activities.<sup>3</sup> No specific protocols are available for land use development projects; however, the General Reporting Protocol has been adapted to address the land use development GHG emissions in this assessment. The information provided in this assessment is generally consistent with the *General Reporting Protocol* minimum reporting requirements. The *General Reporting Protocol* recommends the separation of GHG emissions into three categories that reflect different aspects of ownership or control over emissions. They include:

- Scope 1: Direct GHG emissions from human activity (e.g., stationary combustion of fuels, mobile combustion of fuels in transportation).
- Scope 2: Indirect GHG emissions associated with activities of the reporting entity but occur at sources controlled by another entity (e.g., purchased electricity or purchased steam).
- Scope 3: Indirect emissions associated with other emissions sources, such as employee commute and business travel and waste disposal.

According to the California Air Resources Board (CARB), the consideration of so-called indirect emissions provides a more complete picture of the GHG footprint of a facility: “As facilities consider changes that would affect their emissions – addition of a cogeneration unit to boost overall efficiency even as it increases direct emissions, for example – the relative impact on total (direct plus indirect) emissions by the facility should be monitored. Annually reported indirect energy usage also aids the conservation awareness of the facility and provides information” to CARB to be considered for future strategies by the industrial sector.<sup>4</sup> Additionally, the Office of Planning and Research directs lead agencies to “make a good-faith effort, based on available information, to calculate, model, or estimate...GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities.”<sup>5</sup> Therefore, direct and indirect emissions are considered in this assessment.

## 3.2 BASELINE OPERATIONAL EMISSIONS

### 3.2.1 Description of Baseline Condition

The Project Site encompasses approximately 2.56 acres (111,339 square feet) of land area currently occupied by two commercial buildings and associated parking, as shown in Figure 1. The two structures on the site were built in 1960 and in 1988 and contain 80,000 square feet of retail tenancy inclusive of the following uses: general retail, restaurants, ice cream parlor, walk-in bank facility, fitness center, storage facility, and dental office. The square footage for each of these land uses are provided in **Table 1, Baseline Condition Floor Area**.

<sup>3</sup> *The Climate Registry, General Reporting Protocol, Version 2.0, (2013).*

<sup>4</sup> *California Air Resources Board, Initial Statement of Reasons for Rulemaking, Proposed Regulation for Mandatory Reporting of Greenhouse Gas Emissions Pursuant to the California Global Warming Solutions Act of 2006 (AB 32), (2007).*

<sup>5</sup> *Office of Planning and Research, Technical Advisory, p. 5.*

Table 1

## Baseline Condition Floor Area

Land Use	Square Feet (sqft)
General Retail	14,647
Storage Facility	27,625
Walk-in Bank Facility	20,172
Restaurant	2,056
Ice Cream Parlor	800
Fast Food Restaurant without Drive-Thru	3,720
Fast Food Restaurant with Drive-Thru	5,070
Dental Office	2,360
Fitness Center	3,550
<b>Total Floor Area</b>	<b>80,000</b>

Source: AG-SCH 8150 Sunset Boulevard Owner LP, 2013

The main retail structure, completed in 1988, is a three-level concrete and light-gauge steel structure inclusive of a one-level, partial below-grade parking garage, three levels of above-grade retail uses and surface parking. The second structure is a two-story building constructed in 1960 that fronts Sunset Boulevard. In addition, there is a standard-sized billboard at the site that until recently was digital. All existing on-site structures, parking, signage, and landscaping would be removed from the site prior to construction of the Project. The Project Site is generally flat, with a topography that slopes down from the north to the south. Landscaping on the site is limited to a small number of ornamental trees.

### 3.2.2 Baseline GHG Emission Sources and Calculation Methodology

#### (a) Construction

The Project Site is currently built-out. As discussed previously, the two structures on the Project Site were built in 1960 and in 1988. Construction of the two structures and associated parking areas and infrastructure resulted in one-time GHG emissions of carbon dioxide (CO<sub>2</sub>) and smaller amounts of methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) from heavy-duty construction equipment, haul trucks, and worker vehicles. However, sufficient detail is not available with respect to the construction schedule, equipment usage, and number of haul trips to provide a quantitative construction GHG emissions assessment for the baseline condition. Therefore, construction-related GHG emissions are not included for the baseline condition. This is a conservative approach since, by excluding the baseline construction-related GHG emissions, the Project would need to provide slightly greater GHG reductions in order to meet the requirements of AB 900 of no net additional GHG emissions.

#### (b) Operational Energy – Electricity

The generation of electricity in California is achieved through the combustion of fossil fuels, primarily natural gas, using steam boilers, internal combustion engines, and combustion turbines. A portion of the electricity generated in California and imported from outside the state is derived from the combustion of coal and other non-gaseous fossil fuels. The combustion of fossil fuels to produce electricity results in GHG

emissions of CO<sub>2</sub> and smaller amounts of CH<sub>4</sub> and N<sub>2</sub>O. These emissions occur due to the electrical demand of the commercial and retail land uses that current operate on the Project Site. The electricity generation occurs off-site; therefore, electricity use results in GHG emissions that are considered to be indirect.

Emissions of GHGs associated with the Baseline Condition energy demand are based on the size of the commercial and retail land uses, the electrical demand factors for the land uses, the GHG emission factors for the electricity utility provider, and the GWP values for the GHGs emitted. Annual electricity GHG emissions in units of MTCO<sub>2</sub>e are calculated as follows:

Electricity:

$$\text{Annual Emissions [MTCO}_2\text{e]} = \left( \sum_i (\text{Units} \times D_E \times EF_E \times \text{GWP})_i \right) \div 2204.62 \quad [\text{Equation 1}]$$

Where: Units	=	Number of land use units (same land use type) [1000 sqft]
D <sub>E</sub>	=	Electrical demand factor [megawatt-hour (MWh)/1000 sqft/year]
EF <sub>E</sub>	=	GHG emission factor [pounds per megawatt-hour (MWh)]
GWP	=	Global warming potential [CO <sub>2</sub> = 1, CH <sub>4</sub> = 21, N <sub>2</sub> O = 310]
2204.62	=	Conversion factor [pounds/MT]
<i>i</i>	=	Summation index

Electrical demand is based on data from the California Energy Commission (CEC) *California Commercial End Use Survey* (CEUS), which lists energy demand by building type.<sup>6</sup> The data from the CEUS is from 2002. Since 1978, the CEC has established building energy efficiency standards, which are updated periodically. As discussed previously, the existing buildings on the Project Site were built in 1960 and 1988. Thus, the use of the CEUS 2002 survey data to represent the electrical demand for the Baseline Condition would provide a conservative assessment as future building energy efficiency standards are more restrictive than prior standards. The CEUS provides data on a limited statewide basis or for each of the four largest publicly owned utilities (Pacific Gas & Electric, Southern California Edison (SCE), Sacramento Municipal Utility District, and San Diego Gas & Electric). For the purposes of this assessment, demand factors for SCE were used as most representative of the Project Site.

The Los Angeles Department of Water and Power (LADWP) provides electric service to the Project Site. Emission factors for GHGs due to electrical generation to serve the electrical demands of the Baseline Condition were obtained from the LADWP *2012 Power Integrated Resource Plan*, which provides a CO<sub>2</sub> intensity of 1,156 pounds of CO<sub>2</sub> per MWh.<sup>7</sup> Currently, LADWP provides 20 percent of electricity via renewable sources.<sup>8</sup> Emission factors for CH<sub>4</sub> and N<sub>2</sub>O were obtained from the California Emissions Estimator Model (CalEEMod).<sup>9</sup>

<sup>6</sup> California Energy Commission, *California Commercial End-Use Survey*, <http://capabilities.itron.com/CeusWeb/Chart.aspx>. Accessed November 2013.

<sup>7</sup> Los Angeles Department of Water and Power, *2012 Power Integrated Resource Plan*, (2012) C-11.

<sup>8</sup> Los Angeles Department of Water and Power, *2012 Power Integrated Resource Plan*, (2012) 111.

<sup>9</sup> California Air Pollution Control Officers Association, *California Emissions Estimator Model*, <http://www.caleemod.com/>. Accessed November 2013.

The estimated annual emissions from electrical demand from the Baseline Condition are provided in **Table 2, Baseline Condition Electrical Demand Greenhouse Gas Emissions**. Detailed emissions calculations are provided in Appendix A.

**Table 2**  
**Baseline Condition Electrical Demand Greenhouse Gas Emissions**

<b>Land Use</b>	<b>Units (1000 sqft)</b>	<b>Annual Electrical Demand Factor<sup>a</sup> (MWh/1000 sqft/year)</b>	<b>CO<sub>2</sub> Factor<sup>b</sup> (pounds/MWh)</b>	<b>CH<sub>4</sub> Factor<sup>b</sup> (pounds/MWh)</b>	<b>N<sub>2</sub>O Factor<sup>c</sup> (pounds/MWh)</b>	<b>Annual GHG Emissions<sup>d</sup> (MTCO<sub>2</sub>e/year)</b>
General Retail	14.65	15.36	1,156	0.029	0.0062	118.21
Storage Facility	27.63	4.29	1,156	0.029	0.0062	62.25
Walk-in Bank Facility	20.17	13.24	1,156	0.029	0.0062	140.39
Restaurant	2.06	46.18	1,156	0.029	0.0062	49.90
Ice Cream Parlor	0.80	46.18	1,156	0.029	0.0062	19.42
Fast Food Restaurant without Drive-Thru	3.72	46.18	1,156	0.029	0.0062	123.05
Fast Food Restaurant with Drive-Thru	5.07	46.18	1,156	0.029	0.0062	90.28
Dental Office	2.36	20.30	1,156	0.029	0.0062	25.17
Fitness Center	3.55	20.30	1,156	0.029	0.0062	37.86
<b>Total GHG Emissions</b>						<b>667</b>

<sup>a</sup> California Energy Commission, California Commercial End Use Survey, <http://capabilities.itron.com/CeusWeb/Chart.aspx>. Accessed November 2013. Factors are based on the Southern California Edison (SCE) sector as representative of the Project Site location.

<sup>b</sup> Los Angeles Department of Water and Power, 2012 Power Integrated Resource Plan, (2012) C-11.

<sup>c</sup> California Air Pollution Control Officers Association, California Emissions Estimator Model, <http://www.caleemod.com/>. Accessed January 2014.

<sup>d</sup> Totals may not add up exactly due to rounding in the modeling calculations.

Source: PCR Services Corporation, 2014. Detailed emissions calculations are provided in Appendix A.

### (c) Operational Energy – Natural Gas

The existing land uses under the Baseline Condition utilize natural gas primarily for heating needs. Natural gas is also used for cooking. The combustion of natural gas results in GHG emissions of CO<sub>2</sub> and smaller amounts of CH<sub>4</sub> and N<sub>2</sub>O. The combustion of natural gas occurs on-site; therefore, the GHG emissions are considered to be direct.

The emissions of GHGs associated with natural gas combustion under the Baseline Condition are based on the size of the commercial and retail land uses, the natural gas combustion factors for the land uses in units of million British thermal units (MMBtu), the GHG emission factors for natural gas combustion, and the GWP values for the GHGs emitted. Annual natural gas GHG emissions in units of MTCO<sub>2</sub>e are calculated as follows:

Natural Gas:

$$\text{Annual Emissions [MTCO}_2\text{e]} = \left( \sum_i (\text{Units} \times D_{\text{NG}} \times \text{EF}_{\text{NG}} \times \text{GWP})_i \right) \div 2204.62 \quad [\text{Equation 2}]$$

Where: Units	=	Number of land use units (same land use type) [1000 sqft]
$D_{\text{NG}}$	=	Natural gas combustion factor [MMBtu/1000 sqft/year]
$\text{EF}_{\text{NG}}$	=	GHG emission factor [pounds/MMBtu]
GWP	=	Global warming potential [ $\text{CO}_2 = 1$ , $\text{CH}_4 = 21$ , $\text{N}_2\text{O} = 310$ ]
2204.62	=	Conversion factor [pounds/MT]
$i$	=	Summation index

Natural gas demand is based on data from the CEC *California Commercial End Use Survey* (CEUS), which lists energy demand by building type.<sup>10</sup> The data from the CEUS is from 2002. Since 1978, the CEC has established building energy efficiency standards, which are updated periodically. As discussed previously, the existing buildings on the Project Site were built in 1960 and 1988. Thus, the use of the CEUS 2002 survey data to represent the electrical demand for the Baseline Condition would provide a conservative assessment as future building energy efficiency standards are more restrictive than prior standards. For the purposes of this assessment, demand factors for SCE were used as most representative of the Project Site.

The combustion of natural gas results in relatively equal amounts of GHG emissions per unit of gas combusted in the state. Emission factors for GHGs due to natural gas combustion to serve the heating and cooking demands of the Baseline Condition were obtained from the CalEEMod tool, which provides statewide emission factors.<sup>11</sup>

The estimated annual emissions from natural gas combustion from the Baseline Condition are provided in **Table 3**, *Baseline Condition Natural Gas Combustion Greenhouse Gas Emissions*. Detailed emissions calculations are provided in Appendix A.

**(d) Operational Mobile**

Mobile source emission calculations associated with the Baseline Condition are calculated using the CalEEMod tool, which incorporates the CARB emissions factor model for on-road vehicles (EMFAC2011). Emissions of GHGs associated with mobile sources under the Baseline Condition are based on the average daily trip rate, trip distance, the GHG emission factors for the mobile sources, and the GWP values for the GHGs emitted. Annual mobile source GHG emissions in units of MTCO<sub>2</sub>e are generally calculated in CalEEMod as follows:

<sup>10</sup> California Energy Commission, *California Commercial End-Use Survey*, <http://capabilities.itron.com/CeusWeb/Chart.aspx>. Accessed November 2013.

<sup>11</sup> California Air Pollution Control Officers Association, *California Emissions Estimator Model*, <http://www.caleemod.com/>. Accessed November 2013.

Table 3

## Baseline Condition Natural Gas Combustion Greenhouse Gas Emissions

Land Use	Units (1000 sqft)	Annual Natural Gas Demand Factor <sup>a</sup> (MMBtu/1000 sqft/year)	CO <sub>2</sub> Factor <sup>b</sup> (pounds/MMBtu)	CH <sub>4</sub> Factor <sup>b</sup> (pounds/MMBtu)	N <sub>2</sub> O Factor <sup>b</sup> (pounds/MMBtu)	Annual GHG Emissions <sup>c</sup> (MTCO <sub>2</sub> e/year)
General Retail	14.65	2.46	117.65	0.0023	0.0022	1.94
Storage Facility	27.63	2.46	117.65	0.0023	0.0022	3.64
Walk-in Bank Facility	20.17	8.05	117.65	0.0023	0.0022	8.72
Restaurant	2.06	249.14	117.65	0.0023	0.0022	27.50
Ice Cream Parlor	0.80	249.14	117.65	0.0023	0.0022	10.70
Fast Food Restaurant without Drive- Thru	3.72	249.14	117.65	0.0023	0.0022	67.82
Fast Food Restaurant with Drive-Thru	5.07	249.14	117.65	0.0023	0.0022	49.76
Dental Office	2.36	68.32	117.65	0.0023	0.0022	8.66
Fitness Center	3.55	68.32	117.65	0.0023	0.0022	13.02
<b>Total GHG Emissions</b>						<b>192</b>

<sup>a</sup> California Energy Commission, California Commercial End Use Survey, <http://capabilities.itron.com/CeusWeb/Chart.aspx>. Accessed November 2013. Factors are based on the Southern California Edison (SCE) sector as representative of the Project Site location.

<sup>b</sup> California Air Pollution Control Officers Association, California Emissions Estimator Model, <http://www.caleemod.com/>. Accessed January 2014.

<sup>c</sup> Totals may not add up exactly due to rounding in the modeling calculations.

Source: PCR Services Corporation, 2014. Detailed emissions calculations are provided in Appendix A.

Mobile:

$$\text{Annual Emissions [MTCO}_2\text{e]} = \left( \sum_i (\text{Units} \times \text{ADT} \times D_{\text{TRIP}} \times \text{EF} \times \text{GWP})_i \right) \div 2204.62 \quad [\text{Equation 3}]$$

Where: Units = Number of vehicles (same vehicle model year and class)  
ADT = Average daily trip rate [trips/day]  
D<sub>TRIP</sub> = Trip distance [miles/trip]  
Days = Number of days per year [days/year]  
EF = GHG emission factor [pounds per mile]  
GWP = Global warming potential [CO<sub>2</sub> = 1, CH<sub>4</sub> = 21, N<sub>2</sub>O = 310]  
2204.62 = Conversion factor [pounds/MT]  
*i* = Summation index

The CalEEMod tool allows the input of several variables to quantify mobile source emissions. The number of motor vehicles that travel to and from the existing Project Site is based on trip generation rates for the Baseline Condition. Trip length values are based on the residential and commercial trip distances provided

in CalEEMod. The trip distances were applied to the maximum daily trip estimates, based on standard Institute of Transportation Engineers (ITE) trip generation rates, for each existing land use provided by the Project traffic study<sup>12</sup> to estimate the total vehicle miles traveled (VMT). The trips take into account VMT reductions from characteristics including the existing site's proximity to existing public transit and its urban infill location. The estimated VMT reductions are calculated using the equations and methodologies prescribed in the California Air Pollution Control Officer's Association (CAPCOA) guidance document, *Quantifying Greenhouse Gas Mitigation Measures*, which provides VMT reduction values for transportation characteristics and measures.<sup>13</sup> Based on the CAPCOA guidance, the existing site results in approximately 16.5 percent less VMT compared to the VMT calculated using standard ITE trip rates and standard trip distance values.

Emissions from vehicles idling on-site due to queuing at the fast food restaurant drive-thru were estimated outside of the CalEEMod software based on industry data regarding the percentage of visitors at a hamburger fast food restaurant using the drive-thru and the average wait times. Accord to the industry survey data, hamburger fast food restaurants have 57 percent of visitors utilizing the drive-thru<sup>14</sup> with average wait times over 130 seconds (over two minutes).<sup>15</sup> In order not to overestimate emissions from the existing fast food restaurant and thus not overestimate the amount of existing emissions credits, a value of 120 second (or 2 minutes) was used in this assessment.

Emissions of GHGs from motor vehicles are dependent on model years and the specific types of vehicles that are used to travel to and from the existing Project Site. The emissions were calculated using a representative motor vehicle fleet mix for year 2013 as provided in CalEEMod. The estimated annual emissions from mobile sources from the Baseline Condition are provided in **Table 4, Baseline Condition Mobile Source Greenhouse Gas Emissions**. Detailed emissions calculations are provided in Appendix A.

### (e) Operational Waste

The existing land uses under the Baseline Condition generate municipal solid waste (MSW) from day-to-day operational activities, which generally consists of product packaging, grass clippings, furniture, clothing, bottles, food scraps, newspapers, plastic, and other items routinely disposed of in trash bins. A portion of the MSW is diverted to waste recycling and reclamation facilities. Waste that is not diverted is usually sent to local landfills for disposal. MSW that is disposed in landfills results in GHG emissions of CO<sub>2</sub> and CH<sub>4</sub> from the decomposition of the waste that occurs over the span of many years.

Emissions of GHGs associated with solid waste disposal under the Baseline Condition are calculated using the CalEEMod tool. The emissions are based on the size of the commercial and retail land uses, the waste disposal rate for the land uses, the waste diversion rate, the GHG emission factors for solid waste decomposition, and the GWP values for the GHGs emitted. Annual waste disposal GHG emissions in units of MTCO<sub>2e</sub> are generally calculated in CalEEMod as follows:

<sup>12</sup> Hirsch/Green Transportation Consulting, Inc., *Traffic Impact Analysis Report, Proposed Mixed-Use Development, 8150 Sunset Boulevard, Hollywood, California, November 2013*.

<sup>13</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures, (2010)*.

<sup>14</sup> The NPD Group, *Drive-Thru Windows Still Put the Fast in Fast Food Restaurants, Reports NPD, May 2012, [https://www.npd.com/wps/portal/npd/us/news/press-releases/pr\\_120530a/](https://www.npd.com/wps/portal/npd/us/news/press-releases/pr_120530a/). Accessed December 2013.*

<sup>15</sup> QSR Magazine, *2012 QSR Drive-Thru Study, <http://www.qsrmagazine.com/print/50631>. Accessed December 2013.*

Table 4

## Baseline Condition Mobile Source Greenhouse Gas Emissions

Land Use	Fleet Mix Year	Estimated Annual VMT/ Annual Idling Hours	Annual GHG Emissions (MTCO <sub>2</sub> e/year)
Existing Site (Traveling)	2013 (All Vehicle Classes)	13,291,777 (VMT) <sup>a</sup>	6,358 <sup>a</sup>
Existing Site (Idling at On-Site Drive-Thru)	2013 (LDA, LDT1, LDT2)	17,442 (Idling Hours)	98.28
<b>Total GHG Emissions</b>			<b>6,456</b>

LDA = Light-duty automobiles; LDT = Light-duty trucks

<sup>a</sup> Calculated using the California Emissions Estimator Model, <http://www.caleemod.com/>. Accessed January 2014.

Source: PCR Services Corporation, 2014. Detailed emissions calculations are provided in Appendix A.

Waste:

$$\text{Annual Emissions [MTCO}_2\text{e]} = \left( \sum_i (\text{Units} \times D_{\text{MSW}} \times \text{EF}_{\text{MSW}} \times \text{GWP})_i \right) \div 1.1023 \quad [\text{Equation 4}]$$

Where:	Units	=	Number of land use units (same land use type) [1000 sqft]
	D <sub>MSW</sub>	=	Waste disposal rate [tons/1000 sqft/year]
	EF <sub>MSW</sub>	=	GHG emission factor [tons/ton waste]
	GWP	=	Global warming potential [CO <sub>2</sub> = 1, CH <sub>4</sub> = 21, N <sub>2</sub> O = 310]
	1.1023	=	Conversion factor [tons/MT]
	<i>i</i>	=	Summation index

The CalEEMod tool allows the input of several variables to quantify solid waste emissions. The model requires the amount of waste disposed, which is the product of the waste disposal rate times the land use units. Annual waste disposal rates used in CalEEMod are based on data from the California Department of Resources Recycling and Recovery (CalRecycle). For commercial and retail land uses, the rates are based on statewide averages. The total amount of waste disposed was reduced by the diversion rate for the City of Los Angeles of 60 percent, according to the most recent data available.<sup>16</sup> The GHG emission factors, particularly for CH<sub>4</sub>, depend on characteristics of the landfill, such as the presence of a landfill gas capture system and subsequent flaring or energy recovery. The default values, as provided in CalEEMod, for landfill gas capture (e.g., no capture, flaring, energy recovery), which are statewide averages, are used in this assessment.

The estimated annual emissions from solid waste disposal from the Baseline Condition are provided in **Table 5, Baseline Condition Solid Waste Disposal Greenhouse Gas Emissions**. Detailed emissions calculations are provided in Appendix A.

<sup>16</sup> County of Los Angeles, *Countywide Integrated Waste Management Plan, 2012 Annual Report (2013)*.

Table 5

## Baseline Condition Solid Waste Disposal Greenhouse Gas Emissions

Land Use	Waste Diversion <sup>a</sup>	Waste Disposal Rate after Diversion <sup>b</sup> (tons/year)	Landfill Gas (no capture) <sup>c</sup>	Landfill Gas (capture with flaring) <sup>c</sup>	Annual GHG Emissions (MTCO <sub>2</sub> e/year)
Existing Site	60%	136.86	6%	94%	62.26
<b>Total GHG Emissions</b>					<b>62</b>

<sup>a</sup> County of Los Angeles, Countywide Integrated Waste Management Plan, 2012 Annual Report (2013).

<sup>b</sup> Waste generation factors for commercial and restaurant uses are from the Integrated Waste Management Board, Targeted Statewide Waste Characterization Study: Waste Disposal and Diversion Findings for Selected Industry Groups, June 2006.

<sup>c</sup> California Air Pollution Control Officers Association, California Emissions Estimator Model, <http://www.caleemod.com/>. Accessed January 2014.

Source: PCR Services Corporation, 2014. Detailed emissions calculations are provided in Appendix A.

**(f) Operational Water and Wastewater**

Water and wastewater generated from the existing land uses under the Baseline Condition requires energy to supply, distribute and treat. The combustion of fossil fuels to produce electricity results in GHG emissions of CO<sub>2</sub> and smaller amounts of CH<sub>4</sub> and N<sub>2</sub>O. The electricity generation occurs off-site; therefore, the electricity use from water and wastewater results in GHG emissions that are considered to be indirect. Wastewater also results in emissions of GHGs from wastewater treatment systems (e.g., septic, aerobic, or lagoons) as well as from solids that are digested either through an anaerobic digester or with co-generation from combustion of digester gas.

The emissions of GHGs associated with water demand and wastewater generation under the Baseline Condition are calculated using the CalEEMod tool. The emissions are based on the size of the commercial and retail land uses, the water demand factors, the electrical intensity factors for water supply, treatment, and distribution and for wastewater treatment, the GHG emission factors for the electricity utility provider, and the GWP values for the GHGs emitted. Annual water demand and wastewater GHG emissions due to electricity are generally calculated in CalEEMod as follows for indoor and outdoor water demand:

Water Supply, Treatment, and Distribution; Wastewater Treatment (electricity):

$$\text{Annual Emissions [MTCO}_2\text{e]} = \left( \sum_i (\text{Units} \times D_w \times (\text{EI}_w \div 1000) \times \text{EF}_w \times \text{GWP})_i \right) \div 2204.62 \quad [\text{Equation 5}]$$

Where:	Units	=	Number of land use units (same land use type) [1000 sqft]
	D <sub>w</sub>	=	Water demand factor [million gallons (Mgal)/1000 sqft/year]
	EI <sub>w</sub>	=	Electricity intensity factor [kilowatt-hours (kWh)/Mgal]
	1000	=	Conversion factor [kWh/MWh]
	EF <sub>w</sub>	=	GHG emission factor [pounds/MWh]
	GWP	=	Global warming potential [CO <sub>2</sub> = 1, CH <sub>4</sub> = 21, N <sub>2</sub> O = 310]
	2204.62	=	Conversion factor [pounds/MT]
	<i>i</i>	=	Summation index

The CalEEMod tool calculates water demand based on annual rates in the Pacific Institute *Waste Not Want Not* report.<sup>17</sup> The CalEEMod tool provides options to account for the use of water saving features such as the use of low-flow water fixtures (e.g., low-flow faucets, low-flow toilets).

The CEC's estimate for energy intensity of the water use cycle in Southern California, as provided in the 2006 CEC report *Refining Estimates of Water-Related Energy Use in California*, is used to calculate the energy usage related to water supply, treatment, and distribution and wastewater treatment.<sup>18</sup> The same electricity GHG emissions factors discussed in **Section 3.2.2(b), Operational Energy – Electricity**, are used for water and wastewater energy usage.

The emissions of GHGs associated with wastewater treatment process emissions are also calculated using the CalEEMod tool. The emissions are based on the type of treatment (e.g., aerobic, facultative lagoons, septic systems). The emissions are calculating using the default settings in CalEEMod for the type of wastewater treatment. Calculation formulas are described in detail in the *California Emissions Estimator Model User's Guide, Appendix A*.<sup>19</sup> As stated in the *User's Guide*, the GHGs emitted from each type of wastewater treatment are based on the CARB's *Local Government Operations Protocol (LGOP)*,<sup>20</sup> which are in turn based on United States Environmental Protection Agency (USEPA) methodologies.<sup>21</sup> The default CalEEMod settings for wastewater treatment are: 10.33 percent septic tank, 87.46 percent aerobic, 2.21 percent facultative lagoons and 100 percent anaerobic combustion of gas.

The estimated annual emissions from water and wastewater from the Baseline Condition are provided in **Table 6, Baseline Condition Water and Wastewater Greenhouse Gas Emissions**. Detailed emissions calculations are provided in Appendix A.

### (g) Operational Area and Stationary

Area sources of GHG emissions resulting from the operation of the existing land uses at the Project Site under the Baseline Condition include equipment used to maintain landscaping, such as lawnmowers and trimmers. The combustion of fossil fuels to operate these equipment results in GHG emissions of CO<sub>2</sub> and smaller amounts of CH<sub>4</sub> and N<sub>2</sub>O. The emissions occur on-site and are a direct result of activity from the existing land uses; therefore, the GHG emissions are considered to be direct. There are no other substantial stationary sources on-site, such as generators or industrial sized boilers.

The emissions of GHGs associated with operational area sources under the Baseline Condition are calculated using the CalEEMod tool. The emissions for landscaping equipment are based on the size of the

<sup>17</sup> Gleick, P.H.; Haasz, D.; Henges-Jeck, C.; Srinivasan, V.; Cushing, K.K.; Mann, A. 2003. *Waste Not, Want Not: The Potential for Urban Water Conservation in California*. Published by the Pacific Institute for Studies in Development, Environment, and Security. Full report available online at: [http://www.pacinst.org/reports/urban\\_usage/waste\\_not\\_want\\_not\\_full\\_report.pdf](http://www.pacinst.org/reports/urban_usage/waste_not_want_not_full_report.pdf). Appendices available online at: [http://www.pacinst.org/reports/urban\\_usage/appendices.htm](http://www.pacinst.org/reports/urban_usage/appendices.htm).

<sup>18</sup> California Energy Commission, *Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report, CEC-500-2006-118, (2006)*.

<sup>19</sup> California Air Pollution Control Officers Association, *California Emissions Estimator Model User's Guide, (2013)*.

<sup>20</sup> California Air Resources Board, *Local Government Operations Protocol, Chapter 10: Wastewater Treatment Facilities, (2008)*.

<sup>21</sup> United States Environmental Protection Agency, *Inventory of US Greenhouse Gas Emissions and Sinks: 1990-2006, Chapter 8: Waste, (2008)*.

Table 6

## Baseline Condition Water and Wastewater Greenhouse Gas Emissions

Land Use	Indoor Water Demand <sup>a</sup> (gal/year)	Outdoor Water Demand <sup>a</sup> (gal/year)	Supply Water <sup>b</sup> (kWh/Mgal)	Treat Water <sup>b</sup> (kWh/Mgal)	Distribute Water <sup>b</sup> (kWh/Mgal)	Wastewater Treatment <sup>b</sup> (kWh/Mgal)	Annual GHG Emissions <sup>c</sup> (MTCO <sub>2</sub> e/year)
General Retail	339,452	208,048	9,727	111	1,272	1,911	3.96
Storage Facility	258,420	-	9,727	111	1,272	1,911	2.09
Walk-in Bank Facility	467,535	286,555	9,727	111	1,272	1,911	5.45
Restaurant/Ice Cream Parlor/Fast Food	1,534,346	97,934	9,727	111	1,272	1,911	12.97
Dental Office	231,483	44,092	9,727	111	1,272	1,911	2.13
Fitness Center	82,373	50,487	9,727	111	1,272	1,911	0.96
Parking Lot	-	542,755	9,727	111	1,272	1,911	3.17
<b>Total GHG Emissions</b>							<b>31</b>

<sup>a</sup> City of Los Angeles, Department of Public Works, Bureau of Sanitation. Indoor and outdoor water demand rated are derived based on the ratio of indoor to outdoor water demand in CalEEMod.

<sup>b</sup> California Air Pollution Control Officers Association, California Emissions Estimator Model, <http://www.caleemod.com/>. Accessed January 2014.

<sup>c</sup> Totals may not add up exactly due to rounding in the modeling calculations.

Source: PCR Services Corporation, 2014. Detailed emissions calculations are provided in Appendix A.

commercial and retail land uses, the GHG emission factors for fuel combustion, and the GWP values for the GHGs emitted. Annual GHG emissions from landscaping equipment in units of MTCO<sub>2</sub>e are generally calculated in CalEEMod as follows:

Landscaping Equipment:

$$\text{Annual Emissions [MTCO}_2\text{e]} = \left( \sum_i (\text{Units} \times \text{EF}_{\text{LE}} \times \text{A}_{\text{LE}} \times \text{GWP})_i \right) \div 10^6 \quad [\text{Equation 6}]$$

Where: Units = Number of land use units (same land use type) [1000 sqft]  
 EF<sub>LE</sub> = GHG emission factor [grams (g)/1000 sqft/day]  
 A<sub>LE</sub> = Landscaping equipment operating days per year [day/year]  
 GWP = Global warming potential [CO<sub>2</sub> = 1, CH<sub>4</sub> = 21, N<sub>2</sub>O = 310]  
 10<sup>6</sup> = Conversion factor [g/MT]  
 i = Summation index

The CalEEMod tool uses landscaping equipment GHG emission factors from the CARB OFFROAD2011 model and the CARB *Technical Memo: Change in Population and Activity Factors for Lawn and Garden*

*Equipment (6/13/2003).*<sup>22</sup> The CalEEMod tool estimates that landscaping equipment operate for 250 days per year in the South Coast Air Basin.

The estimated annual emissions from area and stationary sources under the Baseline Condition are provided in **Table 7**, *Baseline Condition Area and Stationary Source Greenhouse Gas Emissions*. Detailed emissions calculations are provided in Appendix A.

**Table 7****Baseline Condition Area and Stationary Source Greenhouse Gas Emissions**

GHG Emissions Source	Annual GHG Emissions (MTCO <sub>2</sub> e/year)
Landscaping Equipment	0.004
<b>Total GHG Emissions</b>	<b>0.004</b>

*Source: PCR Services Corporation, 2014. Detailed emissions calculations are provided in Appendix A.*

**(h) Summary of Baseline Condition GHG Emissions**

A summary of the GHG emissions under the Baseline Condition is provided in **Table 8**, *Summary of Annual GHG Emissions under the Baseline Condition*.

**Table 8****Summary of Annual GHG Emissions under the Baseline Conditions**

GHG Emissions Source	Annual GHG Emissions <sup>a</sup> (MTCO <sub>2</sub> e/year)
Electricity	667
Natural Gas	192
Mobile (Traveling)	6,358
Mobile (Idling at On-Site Drive-Thru)	98
Waste	62
Water and Wastewater	31
Area and Stationary	0.0
<b>Total</b>	<b>7,407</b>

<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations.

*Source: PCR Services Corporation, 2014.*

<sup>22</sup> California Air Resources Board, *OFFROAD Modeling Change Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment, (6/13/2003)*, [http://www.arb.ca.gov/msei/2001\\_residential\\_lawn\\_and\\_garden\\_changes\\_in\\_eqpt\\_pop\\_and\\_act.pdf](http://www.arb.ca.gov/msei/2001_residential_lawn_and_garden_changes_in_eqpt_pop_and_act.pdf). Accessed November 2013.

### 3.3 PROJECT OPERATIONAL EMISSIONS

#### 3.3.1 Description of Project Condition

The Project would demolish and removed the two existing structures and associated infrastructure from the Project Site. The Project would construct two buildings over a single podium structure. The North Building would include three levels (one subterranean) of entirely commercial uses. The South Building would include commercial uses on the first two levels, twelve levels of residential uses above the commercial floors, and a rooftop restaurant/lounge level on Level 16. The Project would include 111,339 square feet of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, 249 apartment units, including 28 affordable housing units, within the twelve upper levels representing 222,564 gross square feet of residential space. The Project would also provide a new, 9,134 square-foot Corner Plaza at the northeast corner of the site, a 34,050-square-foot Central Plaza, public rooftop deck/garden areas along Sunset Boulevard, a private pool and pool deck area for residents, as well as other resident-only amenities totaling approximately 6,900 square feet. Parking for all proposed uses would be provided on-site via a seven-level Parking Structure housed within the podium structure that includes 849 total parking spaces. Short- and long-term bicycle parking totaling 985 spaces would also be provided on-site, including 428 spaces for residential uses and 557 spaces for commercial uses. The total development would include up to 333,903 square feet of commercial and residential space. The square footage for each of these land uses are provided in **Table 9, Project Floor Area**.

**Table 9**

**Project Floor Area**

<b>Land Use</b>	<b>Dwelling Units (DU) or Square Feet (sqft)</b>
Residential	249 DU (incl. 28 affordable units)
Residential Amenities (e.g., pool, etc.)	49,840 sqft
Parking Structure	305,652 sqft
General Retail	51,150 sqft
Supermarket	24,811 sqft
Walk-in Bank	5,094 sqft
Quality Restaurants	22,189 sqft
Dance/Yoga Studios	8,095 sqft
<b>Total Commercial Floor Area (excluding Parking Structure)</b>	<b>111,339</b>

Source: AG-SCH 8150 Sunset Boulevard Owner LP, 2013

For the purposes of this assessment, in order to provide a comparison of the Project's GHG emissions with the Baseline Condition, and to assess future GHG emissions trends of the Project, emissions of GHGs are estimated for milestone years. The milestone years assessed corresponds to the following:

- 2015: Initial year of Project construction;
- 2016: Second year of Project construction;
- 2017: Expected initial operational year;
- 2020: The year in which electric utilities, including LADWP, are expected to supply 33 percent of electricity via renewable sources;
- 2023: The year in which the Project would meet the minimum requirements for the purchase of greenpower, carbon offsets, and/or renewable energy certificates (RECs) and would no longer be required to purchase in accordance with the USGBC LEED® Energy and Atmosphere Credit 7 [v4]; and
- 2025: The year in which the 2017-2025 light-duty vehicle GHG emissions and Corporate Average Fuel Economy standards are to be fully implemented.

### 3.3.2 Project GHG Emission Sources and Calculation Methodology

#### (a) Construction

Construction of the Project would result in one-time GHG emissions of CO<sub>2</sub> and smaller amounts of CH<sub>4</sub> and N<sub>2</sub>O from heavy-duty construction equipment, haul trucks, and worker vehicles. Construction emissions are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the off-road and on-road emissions factors. The emissions are estimated using the CalEEMod tool, which incorporates the CARB OFFROAD2011 and EMFAC2011 models. The output values used in this analysis are adjusted to be Project-specific based on equipment types and the construction schedule. These values are applied to the construction phasing assumptions to generate GHG emissions values for each construction year. The CalEEMod tool provides options for specifying equipment, horsepower ratings, load factors, and operational hours per day. Since a construction contractor(s) has not yet been retained for the Project, specific equipment specifications are not yet known. Therefore, recommended default equipment and vehicle horsepower ratings and load factors provided in CalEEMod are used in this assessment. This assessment also assumes equipment would operate for 8 hours during a workday.

Construction of the Project would occur over a number of phases and include activities such as demolition, debris and soil hauling, building construction, architectural coating, and paving. Information regarding the activities that would occur during these phases is provided below:

- **Demolition:** This phase is anticipated to begin in 2015 and last for approximately two months. Construction equipment would include an excavator, loader, concrete saw, haul trucks, and other construction equipment. Approximately 6,500 cubic yards (cy) of debris would be hauled off-site.
- **Grading and Excavation:** This phase is anticipated to begin after the demolition phase and last for approximately four months. Construction equipment would include a drill rig, excavator, dozer, loaders, scraper, water truck, and haul trucks. Approximately 58,500 cy of soil would be exported.
- **Building Construction:** This phase is anticipated to begin in mid-2015 and last for approximately 18 months. During this phase, the parking structure and residential and commercial buildings

would be constructed. Construction equipment would include a concrete pump, generator, off-highway truck, cranes, lifts, welders, and other construction equipment.

- **Site Work/Closeout:** This phase is anticipated to begin in 2016 and last for approximately nine months. During this phase, concrete would be poured during construction of the buildings and infrastructure and surfaces would be paved. Construction equipment would include a concrete pump, concrete trucks, and paving equipment.
- **Architectural Coating:** This phase is anticipated to begin in mid-2016 and last for approximately five months. During this phase, the interior and exterior coating would be applied to the residential and commercial buildings. Coating equipment would include a mixer, mobile crane, and air compressor.

The emissions of GHGs associated with construction of the Project were calculated for each year of construction activity. Detailed emissions calculations are provided in Appendix B. Results of the GHG emissions calculations are presented in **Table 10, Estimated Unmitigated Project Construction Greenhouse Gas Emissions**. Although GHGs are generated during construction and are accordingly considered one-time emissions, it is important to them when assessing all of the long-term GHG emissions associated with a project.

**Table 10**

**Estimated Unmitigated Project Construction Greenhouse Gas Emissions**

Emission Source	Annual GHG Emissions <sup>a</sup> (MTCO <sub>2</sub> e/year)
Construction Year 1 (2015)	1,631
Construction Year 2 (2016)	2,346
<b>Total</b>	<b>3,977</b>

<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B.

Source: PCR Services Corporation, 2014

### **(b) Operational Energy – Electricity**

The emissions of GHGs associated with electricity demand for the Project are calculated using the CalEEMod tool. Emissions of GHGs associated with operation of the Project are based on the size of the commercial, retail, restaurant, and residential land uses (including residential amenities such as the private pool and pool deck), the electrical demand factors for the land uses, the GHG emission factors for the electricity utility provider, and the GWP values for the GHGs emitted. Annual electricity GHG emissions are calculated using the general formula shown previously as Equation 1. For residential land uses, emission factors are specified in units of dwelling units (DU) instead of 1,000 sqft. This assessment also includes electricity-related GHG emissions from the proposed enclosed parking structure, which would include elevators, lighting, and a ventilation system.

The CalEEMod tool calculates electrical demand based on data from the CEUS, which lists energy demand by building type.<sup>23</sup> However, since the data from the CEUS is from 2002, the CalEEMod tool incorporates correction factors to account for compliance with the 2008/2010 Title 24 Building Standards Code. While, the recently amended 2013 Title 24 Building Standards Code is scheduled to go into effect on January 1, 2014, the Project would meet or exceed the amended standards via measures implemented to achieve the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design® (“LEED®”) Silver rating. The Project would be designed to incorporate Project Design Features (PDFs) that would reduce its energy demand with the goal of achieving or exceeding the requirements of the State of California Green Building Standards (CALGreen) Code, the City of Los Angeles Green Building Code, and the USGBC LEED® Silver rating. Thus, the Project would reduce its electricity demand as compared to the default electricity factors in the CalEEMod tool. The PDFs were accounted for in the CalEEMod tool by selecting the appropriate options in the “mitigation measures” section of the model. A summary of the energy-efficiency PDFs is provided below:

**Green Building Measures:** The Project would be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code and achieve the USGBC LEED® Silver Certification. The Project would incorporate measures and performance standards to support its LEED® Silver Certification, which include but are not limited to the following:

- The Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris or minimize the generation of construction waste to 2.5 pounds per square foot of building floor area. (LEED® Materials and Resources Credit 5 [v4]<sup>24</sup>);
- The Project would be designed to optimize energy performance and reduce building energy cost by 10 percent for new construction compared to ASHRAE 90.1-2010, Appendix G and the Title 24 Building Standards Code. (LEED® Energy and Atmosphere Credit 2 [v4]);
- The Project would reduce emissions through the use of grid-source, renewable energy technologies and carbon mitigation projects. The Project would engage in a contract for qualified resources, for a minimum of five years, to be delivered at least annually. The contract would specify the provision of 100 percent of the Project’s energy from green power, carbon offsets, and/or RECs. The Project would commit to providing a minimum of 10 percent of the Project’s energy from green power, carbon offsets, and/or RECs for two years after the minimum five year period. (LEED® Energy and Atmosphere Credit 7 [v4]); and
- The Project would reduce indoor water use by a minimum of 35 percent by installing water fixtures that exceed applicable standards. (LEED® Water Efficiency Credit 2 [v4]).

The LADWP provides electric service to the Project Site. Emission factors for GHGs due to electrical generation to serve the electrical demands of the Project were obtained from the LADWP *2012 Power Integrated Resource Plan*, which provides a CO<sub>2</sub> intensity of 1,156 pounds of CO<sub>2</sub> per MWh.<sup>25</sup> Currently,

<sup>23</sup> California Energy Commission, *California Commercial End-Use Survey*, <http://capabilities.itron.com/CeusWeb/Chart.aspx>. Accessed November 2013.

<sup>24</sup> The bracketed text “v4” denotes version 4 of the LEED® Building Design and Construction credits.

<sup>25</sup> Los Angeles Department of Water and Power, *2012 Power Integrated Resource Plan, (2012) C-11*.

LADWP provides 20 percent of electricity via renewable sources.<sup>26</sup> By 2020, LADWP is expecting to provide 33 percent of electricity via renewable sources pursuant to the State's Renewables Portfolio Standard. Thus, by 2020, the CO<sub>2</sub> intensity should be reduced to 968 pounds of CO<sub>2</sub> per MWh if LADWP replaces its 2011 energy portfolio with renewable sources on a proportionate basis (e.g., calculated as a proportion where 1,156 pounds of CO<sub>2</sub> per MWh represents a 20 percent renewables portfolio). Emission factors for CH<sub>4</sub> and N<sub>2</sub>O were obtained from the California Emissions Estimator Model (CalEEMod).<sup>27</sup> The milestone year 2017 emissions take into account the current LADWP renewable mix of 20 percent (1,156 pounds of CO<sub>2</sub> per MWh). The milestone years 2020, 2023, and 2025 emissions take into account a renewable mix of 33 percent (968 pounds of CO<sub>2</sub> per MWh).

The estimated annual emissions from electrical demand from the Project at milestone years are provided in **Table 11, Project Electrical Demand Greenhouse Gas Emissions**. Detailed emissions calculations are provided in Appendix B.

### (c) Operational Energy – Natural Gas

The emissions of GHGs associated with natural gas demand for the Project are calculated using the CalEEMod tool. Emissions of GHGs associated with operation of the Project are based on the size of the commercial, retail, restaurant, and residential land uses (including residential amenities such as the private pool and pool deck), the natural gas demand factors for the land uses, the GHG emission factors for the natural gas combustion, and the GWP values for the GHGs emitted. Annual natural gas GHG emissions are calculated using the general formula shown previously as Equation 2. For residential land uses, emission factors are specified in units of DU instead of 1000 sqft.

The CalEEMod tool calculates natural gas demand based on data from the CEUS, which lists energy demand by building type.<sup>28</sup> However, since the data from the CEUS is from 2002, the CalEEMod tool incorporates correction factors to account for compliance with the 2008/2010 Title 24 Building Standards Code. While, the recently amended 2013 Title 24 Building Standards Code is scheduled to go into effect on January 1, 2014, the Project would meet or exceed the amended standards via measures implemented to achieve the USGBC LEED® Silver rating. The Project would be designed to incorporate PDFs that would reduce its energy demand with the goal of achieving or exceeding the requirements of the CALGreen Code, the City of Los Angeles Green Building Code, and the USGBC LEED® Silver rating. Thus, the Project would reduce its natural gas demand as compared to the default electricity factors in the CalEEMod tool. The PDFs were accounted for in the CalEEMod tool by selecting the appropriate options in the "mitigation measures" section of the model. A summary of the energy-efficiency PDFs is provided above in PDF-GHG-1.

The combustion of natural gas results in relatively equal amounts of GHG emissions per unit of gas combusted in the state. Emission factors for GHGs due to natural gas combustion to serve the heating and cooking demands of the Project were obtained from the CalEEMod tool, which provides statewide emission

<sup>26</sup> Los Angeles Department of Water and Power, 2012 Power Integrated Resource Plan, (2012) 111.

<sup>27</sup> California Air Pollution Control Officers Association, California Emissions Estimator Model, <http://www.caleemod.com/>. Accessed January 2014.

<sup>28</sup> California Energy Commission, California Commercial End-Use Survey, <http://capabilities.itron.com/CeusWeb/Chart.aspx>. Accessed November 2013.

Table 11

## Project Electrical Demand Greenhouse Gas Emissions

Land Use	Units (DU or 1000 sqft)	Annual Electrical Demand Factor <sup>a</sup> (MWh/unit/year)	CO <sub>2</sub> Factor <sup>b</sup> (pounds/MWh)	CH <sub>4</sub> Factor <sup>c</sup> (pounds/MWh)	N <sub>2</sub> O Factor <sup>c</sup> (pounds/MWh)	Annual GHG Emissions <sup>d</sup> (MTCO <sub>2</sub> e/year)
<b>2017</b>						
Residential	249	3.46	1,156	0.029	0.0062	434.17
Residential Amenities	49.84	11.78	1,156	0.029	0.0062	305.30
General Retail	51.15	14.68	1,156	0.029	0.0062	390.62
Supermarket	24.81	38.63	1,156	0.029	0.0062	455.47
Walk-in Bank	5.09	13.97	1,156	0.029	0.0062	37.02
Quality Restaurants	22.19	45.92	1,156	0.029	0.0062	511.40
Dance/Yoga Studios	8.10	11.78	1,156	0.029	0.0062	49.59
Parking Structure	305.65	6.35	1,156	0.029	0.0062	1,009.37
<b>Total GHG Emissions</b>						<b>3,193</b>
<b>2020/2023/2025</b>						
Residential	249	3.46	968	0.029	0.0062	363.71
Residential Amenities	49.84	11.78	968	0.029	0.0062	255.75
General Retail	51.15	14.68	968	0.029	0.0062	327.23
Supermarket	24.81	38.63	968	0.029	0.0062	381.55
Walk-in Bank	5.09	13.97	968	0.029	0.0062	31.01
Quality Restaurants	22.19	45.92	968	0.029	0.0062	428.41
Dance/Yoga Studios	8.10	11.78	968	0.029	0.0062	41.54
Parking Structure	305.65	6.35	968	0.029	0.0062	845.56
<b>Total GHG Emissions</b>						<b>2,675</b>

<sup>a</sup> California Air Pollution Control Officers Association, California Emissions Estimator Model, <http://www.caleemod.com/>. Accessed November 2013. Demand factor accounts for a 10 percent reduction in Title 24 energy demand.

<sup>b</sup> Los Angeles Department of Water and Power, 2012 Power Integrated Resource Plan, (2012) C-11.

<sup>c</sup> California Air Pollution Control Officers Association, California Emissions Estimator Model, <http://www.caleemod.com/>. Accessed January 2014.

<sup>d</sup> Totals may not add up exactly due to rounding in the modeling calculations.

Source: PCR Services Corporation, 2014. Detailed emissions calculations are provided in Appendix B.

factors.<sup>29</sup> The emissions of GHGs due to natural gas demand would be relatively steady for the milestone years assessed (2017, 2020, 2023, and 2025).

The estimated annual emissions from natural gas combustion from the Baseline Condition are provided in **Table 12, Project Natural Gas Combustion Greenhouse Gas Emissions**. Detailed emissions calculations are provided in Appendix B.

<sup>29</sup> California Air Pollution Control Officers Association, California Emissions Estimator Model, <http://www.caleemod.com/>. Accessed November 2013.

Table 12

## Project Natural Gas Combustion Greenhouse Gas Emissions

Land Use	Units (DU or 1000 sqft)	Annual Natural Gas Demand Factor <sup>a</sup> (MMBtu/unit /year)	CO <sub>2</sub> Factor <sup>b</sup> (pounds/ MMBtu)	CH <sub>4</sub> Factor <sup>b</sup> (pounds/ MMBtu)	N <sub>2</sub> O Factor <sup>b</sup> (pounds/ MMBtu)	Annual GHG Emissions <sup>c</sup> (MTCO <sub>2</sub> e/year)
Residential	249	6.30	117.65	0.0023	0.0022	84.28
Residential Amenities	49.84	17.37	117.65	0.0023	0.0022	46.49
General Retail	51.15	1.58	117.65	0.0023	0.0022	4.34
Supermarket	24.81	21.56	117.65	0.0023	0.0022	28.71
Walk-in Bank	5.09	9.88	117.65	0.0023	0.0022	2.70
Quality Restaurants	22.19	228.49	117.65	0.0023	0.0022	272.20
Dance/Yoga Studios	8.10	17.37	117.65	0.0023	0.0022	7.55
<b>Total GHG Emissions</b>						<b>446</b>

<sup>a</sup> California Air Pollution Control Officers Association, California Emissions Estimator Model, <http://www.caleemod.com/>. Accessed November 2013. Demand factor accounts for a 10 percent reduction in Title 24 energy demand.

<sup>b</sup> California Air Pollution Control Officers Association, California Emissions Estimator Model, <http://www.caleemod.com/>. Accessed January 2014.

<sup>c</sup> Totals may not add up exactly due to rounding in the modeling calculations.

Source: PCR Services Corporation, 2014. Detailed emissions calculations are provided in Appendix B.

**(d) Operational Mobile**

Mobile source emission calculations associated with the Baseline Condition are calculated using the CalEEMod tool. Emissions of GHGs associated with mobile sources from operation of the Project are based on the average daily trip rate, trip distance, the GHG emission factors for the mobile sources, and the GWP values for the GHGs emitted. Annual mobile source GHG emissions in units of MTCO<sub>2</sub>e are generally calculated in CalEEMod using the general formula shown previously as Equation 3. For residential land uses, trip generation rates are specified in units of trips per DU instead of per 1000 sqft.

The CalEEMod tool allows the input of several variables to quantify mobile source emissions. The number of motor vehicles that travel to and from the Project Site is based on trip generation rates as documented in the traffic study for the Project.<sup>30</sup> Trip length values are based on the commercial trip distances provided in CalEEMod. The trip distances are multiplied by the average daily trip estimates to estimate the average daily VMT. The Project would incorporate characteristics and PDFs that would reduce trips and VMT as compared to standard ITE trip generation rates. The Project characteristics listed below are consistent with the CAPCOA guidance document, *Quantifying Greenhouse Gas Mitigation Measures*,<sup>31</sup> which provides emission reduction values for recommended mitigation measures, and would reduce VMT and vehicle trips to the Project site by approximately 35.5 percent compared to a development without these characteristics. They would therefore result in a corresponding reduction in VMT and associated air pollutant emissions

<sup>30</sup> Hirsch/Green Transportation Consulting, Inc., *Traffic Impact Analysis Report, Proposed Mixed-Use Development, 8150 Sunset Boulevard, Hollywood, California, November 2013.*

<sup>31</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures, (2010).*

**Project Characteristics:** The Project characteristics listed below are consistent with the CAPCOA guidance document, and would reduce vehicle trips to and from the Project site compared to a business-as-usual project without these Project characteristics. They would therefore result in a corresponding reduction in VMT and associated GHG emissions.

- **Increased Density:** Increased density, measured in terms of persons, jobs, or dwelling units per unit area, reduces emissions associated with transportation as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies such as enhanced transit services. The Project would increase the site density to approximately 97 dwelling units per acre and 118 jobs per acre (refer to Section 4.H, *Population, Housing, and Employment*, of this Draft EIR).
- **Location Efficiency:** Location efficiency describes the location of the Project relative to the type of urban landscape such as an urban area, compact infill, or suburban center. In general, compared to the statewide average, a project could realize VMT reductions up to 65 percent in an urban area, up to 30 percent in a compact infill area, or up to 10 percent in a suburban center from land use/location strategies. The Project Site represents an urban/compact infill location within the Hollywood community of the City of Los Angeles. The Project Site is served by existing public transportation located within a quarter-mile. The Project Site is within an active urban center with many existing off-site commercial and residential buildings and serves as an eastern gateway to the Sunset Strip. The location efficiency of the Project Site would result in synergistic benefits that would reduce vehicle trips and VMT compared to the statewide average and would result in corresponding reductions in transportation-related emissions.
- **Increased Land Use Diversity and Mixed-Uses:** The Project would co-locate complementary commercial and residential land uses in close to proximity to existing off-site commercial and residential uses. The Project would include on-site retail and residential land uses and would be located within a quarter-mile of off-site commercial and residential uses. The Project Site is also located within a quarter-mile of open space/park uses at Havenhurst Park. The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation, which would result in corresponding reductions in transportation-related emissions.
- **Increased Destination Accessibility:** The Project would be located in an area that offers access to multiple other nearby destinations including the 8000 Sunset commercial center, which includes a movie theater, fitness center, restaurants, and grocery store, the Laugh Factory comedy club, and many other commercial and recreational destinations along the Sunset Strip. The access to multiple destinations in close proximity to the Project Site would reduce vehicle trips and VMT compared to the statewide average and encourage walking and non-automotive forms of transportation and would result in corresponding reductions in transportation-related emissions.
- **Increased Transit Accessibility:** The Project would be located within a quarter-mile of public transportation, including existing Metro bus routes (e.g., 2/302, 218, and 780 Rapid). The Project would provide access to on-site uses from existing pedestrian pathways. The Project would also provide approximately 985 total bicycle parking spaces (428 bicycle parking spaces for residential uses and 557 spaces for commercial uses to encourage utilization of alternative modes of transportation. The increased transit accessibility would reduce vehicle trips and VMT versus the statewide average and encourage walking and non-automotive forms of transportation and would result in corresponding reductions in transportation-related emissions.

- **Integrated Affordable and Below Market Rate Housing:** Below market rate housing provides greater opportunity for people to live closer to job centers and to accommodate more people in urban infill areas. The Project would include 28 below market rate dwelling units (approximately 11 percent of the total number of dwelling units), which would result in an increase in alternative transit usage and a corresponding reduction in transportation-related emissions.
- **Provide Pedestrian Network Improvements:** Providing pedestrian access that minimizes barriers and links the Project Site with existing or planned external streets encourages people to walk instead of drive. The Project would provide an internal pedestrian network that links to the existing off-site pedestrian network including existing off-site sidewalks, would result in a small reduction in VMT and associated transportation-related emissions.

Emissions of GHGs from motor vehicles are dependent on model years and the specific types of vehicles that are used to travel to and from the existing Project Site. The emissions were calculated using a representative motor vehicle fleet mix for years 2017 and 2020 as provided in CalEEMod. The mobile source GHG emissions for milestone years 2023 and 2025 were estimated by using the results of the 2017 model run and applying a reduction factor based on the average GHG emissions factor for the 2016 and 2023/2025 vehicle emissions standards. This was done because the CalEEMod tool does not incorporate the emission factors for the 2017-2025 vehicle emissions standards. The national policy for fuel efficiency and emissions standards for the United States auto industry requires that passenger cars and light-duty trucks achieve an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO<sub>2</sub> per mile by model year 2016 (Phase I standards), based on USEPA calculation methods. In August 2012, standards were adopted for model year 2017 through 2025 passenger cars and light-duty trucks. By 2020, vehicles are projected to achieve 41.7 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 213 grams of CO<sub>2</sub> per mile (Phase II standards). By 2023, vehicles are projected to achieve 49.4 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 180 grams of CO<sub>2</sub> per mile (Phase II standards). By 2025, vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO<sub>2</sub> per mile (Phase II standards). From a GHG emissions standpoint, the 2020, 2023, and 2025 Phase II standards are approximately 14.8 percent, 28.0 percent and 34.8 percent lower than the Phase I standards, respectively. Thus, a 14.8 percent, 28.0 percent, and 34.8 percent reduction factor was applied to the 2017 model result to estimate the 2020, 2023, and 2025 mobile source GHG emissions, respectively. The reason that the 2017 model run was used was because the 2017 model run generally coincides with the ending model year for the Phase I standards (i.e., 2016); therefore, the fleet mix would generally reflect the appropriate vehicle turnover rates for older vehicles that are replaced with newer vehicles meeting the adopted newer emissions standards.

The estimated annual emissions from mobile sources from the Project are provided in **Table 13, Project Mobile Source Greenhouse Gas Emissions**. Detailed emissions calculations are provided in Appendix B.

### (e) Operational Waste

The Project would generate MSW from day-to-day operational activities, which generally consists of product packaging, grass clippings, furniture, clothing, bottles, food scraps, newspapers, plastic, and other items routinely disposed of in trash bins. A portion of the MSW is diverted to waste recycling and reclamation facilities. Waste that is not diverted is usually sent to local landfills for disposal. MSW that is

Table 13

## Project Mobile Source Greenhouse Gas Emissions

Land Use	Fleet Mix Year	Estimated Annual VMT	Annual GHG Emissions (MTCO <sub>2</sub> e/year)
<b>2017 (Full Implementation of Pavley Phase I)</b>			
Project Site	2017 (All Vehicle Classes)	12,427,524	5,414.21
<b>Total GHG Emissions</b>			<b>5,414</b>
<b>2020 (Partial Implementation of Pavley Phase II)</b>			
Project Site	2020 (All Vehicle Classes)	12,427,524	4,612.73
<b>Total GHG Emissions</b>			<b>4,613</b>
<b>2023 (Partial Implementation of Pavley Phase II)</b>			
Project Site	2023 (All Vehicle Classes)	12,427,524	3,898.08
<b>Total GHG Emissions</b>			<b>3,898</b>
<b>2025 (Full Implementation of Pavley Phase II)</b>			
Project Site	2025 (All Vehicle Classes)	12,427,524	3,529.93
<b>Total GHG Emissions</b>			<b>3,530</b>

Source: PCR Services Corporation, 2014. Detailed emissions calculations are provided in Appendix B.

disposed in landfills results in GHG emissions of CO<sub>2</sub> and CH<sub>4</sub> from the decomposition of the waste that occurs over the span of many years.

Emissions of GHGs associated with solid waste disposal under the Project are calculated using the CalEEMod tool. The emissions are based on the size of the commercial, retail, restaurant, and residential land uses, the waste disposal rate for the land uses, the waste diversion rate, the GHG emission factors for solid waste decomposition, and the GWP values for the GHGs emitted. Annual waste disposal GHG emissions in units of MTCO<sub>2</sub>e are generally calculated in CalEEMod using the general formula shown previously as Equation 4.

The CalEEMod tool allows the input of several variables to quantify solid waste emissions. The model requires the amount of waste disposed, which is the product of the waste disposal rate times the land use units. Annual waste disposal rates used in CalEEMod are based on data from CalRecycle. The total amount of waste disposed was reduced by the diversion rate for the City of Los Angeles of 60 percent, according to the most recent data available.<sup>32</sup> The GHG emission factors, particularly for CH<sub>4</sub>, depend on characteristics of the landfill, such as the presence of a landfill gas capture system and subsequent flaring or energy recovery. The default values, as provided in CalEEMod, for landfill gas capture (e.g., no capture, flaring, energy recovery), which are statewide averages, are used in this assessment.

<sup>32</sup> County of Los Angeles, Countywide Integrated Waste Management Plan, 2012 Annual Report (2013).

The estimated annual emissions from solid waste disposal from the Project are provided in **Table 14, Project Solid Waste Disposal Greenhouse Gas Emissions**. The emissions of GHGs due to waste generation would be relatively steady for the milestone years assessed (2017, 2020, 2023, and 2025). Detailed emissions calculations are provided in Appendix B.

**Table 14****Project Solid Waste Disposal Greenhouse Gas Emissions**

<b>Land Use</b>	<b>Waste Diversion<sup>a</sup></b>	<b>Waste Disposal Rate after Diversion<sup>b</sup> (tons/year)</b>	<b>Landfill Gas (no capture)<sup>c</sup></b>	<b>Landfill Gas (capture with flaring)<sup>c</sup></b>	<b>Annual GHG Emissions<sup>d</sup> (MTCO<sub>2</sub>e/year)</b>
Residential	60%	222.30	6%	94%	101.13
General Retail	60%	75.95	6%	94%	34.55
Supermarket	60%	165.78	6%	94%	75.42
Walk-in Bank	60%	7.56	6%	94%	3.44
Quality Restaurants	60%	434.76	6%	94%	197.78
Dance/Yoga Studios	60%	12.02	6%	94%	5.47
<b>Total GHG Emissions</b>					<b>418</b>

<sup>a</sup> County of Los Angeles, Countywide Integrated Waste Management Plan, 2012 Annual Report (2013).

<sup>b</sup> Waste generation factors for residential units are based on factors provided in the L.A. CEQA Threshold Guide. Generation factors for others uses are from the Integrated Waste Management Board, Targeted Statewide Waste Characterization Study: Waste Disposal and Diversion Findings for Selected Industry Groups, June 2006.

<sup>c</sup> California Air Pollution Control Officers Association, California Emissions Estimator Model, <http://www.caleemod.com/>. Accessed January 2014. Waste disposal rate is based on the rates provided in CalEEMod minus the amount of waste diverted based on data from the City of Los Angeles. Landfill gas no capture and capture with flaring percentages are based on CalEEMod default statewide average values.

<sup>d</sup> Totals may not add up exactly due to rounding in the modeling calculations.

Source: PCR Services Corporation, 2014. Detailed emissions calculations are provided in Appendix B.

**(f) Operational Water and Wastewater**

Water and wastewater generated from the existing land uses under the Project would require energy to supply, distribute and treat. The combustion of fossil fuels to produce electricity as well as the wastewater treatment process results in GHG emissions of CO<sub>2</sub> and smaller amounts of CH<sub>4</sub> and N<sub>2</sub>O.

The emissions of GHGs associated with water demand and wastewater generation under the Project are calculated using the CalEEMod tool. The emissions are based on the size of the commercial, retail, restaurant, and residential land uses, the water demand factors, the electrical intensity factors for water supply, treatment, and distribution and for wastewater treatment, the GHG emission factors for the electricity utility provider, and the GWP values for the GHGs emitted. Annual water demand and wastewater GHG emissions due to electricity are generally calculated in CalEEMod using the general formula shown previously as Equation 5.

The CalEEMod tool calculates water demand based on annual rates in the Pacific Institute *Waste Not Want Not* report.<sup>33</sup> The CalEEMod tool provides options to account for the use of water saving features such as the use of low-flow water fixtures (e.g., low-flow faucets, low-flow toilets). The Project would incorporate PDFs to reduce indoor and outdoor water usage, as summarized previous in PDF-GHG-1. Implementation of these PDFs would reduce indoor water usage by approximately 35 percent compared to typical usage values for developments meeting the minimum requirements. These water reduction factors have been accounted for in the CalEEMod tool.

The CEC's estimate for energy intensity of the water use cycle in Southern California, as provided in the 2006 CEC report *Refining Estimates of Water-Related Energy Use in California*, is used to calculate the energy usage related to water supply, treatment, and distribution and wastewater treatment.<sup>34</sup> The same electricity GHG emissions factors discussed in **Section 3.3.2(b)**, *Operational Energy – Electricity*, are used for water and wastewater energy usage.

The emissions of GHGs associated with wastewater treatment process emissions are also calculated using the CalEEMod tool. The emissions are based on the type of treatment (e.g., aerobic, facultative lagoons, septic systems). The emissions are calculating using the default settings in CalEEMod for the type of wastewater treatment. Calculation formulas are described in detail in the *California Emissions Estimator Model User's Guide, Appendix A*.<sup>35</sup> As stated in the *User's Guide*, the GHGs emitted from each type of wastewater treatment are based on the CARB's *Local Government Operations Protocol (LGOP)*,<sup>36</sup> which are in turn based on United States Environmental Protection Agency (USEPA) methodologies.<sup>37</sup> The default CalEEMod settings for wastewater treatment are: 10.33 percent septic tank, 87.46 percent aerobic, 2.21 percent facultative lagoons and 100 percent anaerobic combustion of gas.

The estimated annual emissions from water and wastewater from the Project are provided in **Table 15**, *Project Water and Wastewater Greenhouse Gas Emissions*. Detailed emissions calculations are provided in Appendix B.

### **(g) Operational Area and Stationary**

Area sources of GHG emissions resulting from operation of the Project include equipment used to maintain landscaping, such as lawnmowers and trimmers. The combustion of fossil fuels to operate these equipment results in GHG emissions of CO<sub>2</sub> and smaller amounts of CH<sub>4</sub> and N<sub>2</sub>O. There are no other substantial stationary sources on-site, such as generators or industrial sized boilers. Residential hearths would not be installed in the Project's residential uses.

<sup>33</sup> Gleick, P.H.; Haasz, D.; Henges-Jeck, C.; Srinivasan, V.; Cushing, K.K.; Mann, A. 2003. *Waste Not, Want Not: The Potential for Urban Water Conservation in California*. Published by the Pacific Institute for Studies in Development, Environment, and Security. Full report available online at: [http://www.pacinst.org/reports/urban\\_usage/waste\\_not\\_want\\_not\\_full\\_report.pdf](http://www.pacinst.org/reports/urban_usage/waste_not_want_not_full_report.pdf). Appendices available online at: [http://www.pacinst.org/reports/urban\\_usage/appendices.htm](http://www.pacinst.org/reports/urban_usage/appendices.htm).

<sup>34</sup> California Energy Commission, *Refining Estimates of Water-Related Energy Use in California*, PIER Final Project Report, CEC-500-2006-118, (2006).

<sup>35</sup> California Air Pollution Control Officers Association, *California Emissions Estimator Model User's Guide*, (2013).

<sup>36</sup> California Air Resources Board, *Local Government Operations Protocol, Chapter 10: Wastewater Treatment Facilities*, (2008).

<sup>37</sup> United States Environmental Protection Agency, *Inventory of US Greenhouse Gas Emissions and Sinks: 1990-2006, Chapter 8: Waste*, (2008).

Table 15

## Project Water and Wastewater Greenhouse Gas Emissions

Land Use	Indoor Water Demand <sup>a</sup> (gal/year)	Outdoor Water Demand <sup>a</sup> (gal/year)	Supply Water <sup>b</sup> (kWh/Mgal)	Treat Water <sup>b</sup> (kWh/Mgal)	Distribute Water <sup>b</sup> (kWh/Mgal)	Wastewater Treatment <sup>b</sup> (kWh/Mgal)	Annual GHG Emissions <sup>c</sup> (MTCO <sub>2</sub> e/year)
<b>2017</b> (CO <sub>2</sub> Intensity Factor: 1,156 pounds per MWh)							
Residential	5,423,736	5,260,435	9,727	111	1,272	1,911	73.26
General Retail	770,487	726,505	9,727	111	1,272	1,911	10.29
Supermarket	584,769	27,821	9,727	111	1,272	1,911	4.75
Walk-in Bank	76,784	72,402	9,727	111	1,272	1,911	1.03
Quality Restaurants	1,900,314	186,605	9,727	111	1,272	1,911	16.01
Dance/Yoga Studios	121,942	114,982	9,727	111	1,272	1,911	1.63
Parking Structure	-	2,856,125	9,727	111	1,272	1,911	16.67
<b>Total GHG Emissions</b>							<b>124</b>
<b>2020/2023/2025</b> (CO <sub>2</sub> Intensity Factor: 968 pounds per MWh)							
Residential	5,423,736	5,260,435	9,727	111	1,272	1,911	62.46
General Retail	770,487	726,505	9,727	111	1,272	1,911	8.77
Supermarket	584,769	27,821	9,727	111	1,272	1,911	4.10
Walk-in Bank	76,784	72,402	9,727	111	1,272	1,911	0.87
Quality Restaurants	1,900,314	186,605	9,727	111	1,272	1,911	13.78
Dance/Yoga Studios	121,942	114,982	9,727	111	1,272	1,911	1.39
Parking Structure	-	2,856,125	9,727	111	1,272	1,911	13.97
<b>Total GHG Emissions</b>							<b>105</b>

<sup>a</sup> City of Los Angeles, Department of Public Works, Bureau of Sanitation. Indoor and outdoor water demand rated are derived based on the ratio of indoor to outdoor water demand in CalEEMod.

<sup>b</sup> California Air Pollution Control Officers Association, California Emissions Estimator Model, <http://www.caleemod.com/>. Accessed November 2013.

<sup>c</sup> Totals may not add up exactly due to rounding in the modeling calculations.

Source: PCR Services Corporation, 2014. Detailed emissions calculations are provided in Appendix B.

The emissions of GHGs associated with operational area sources under the Project are calculated using the CalEEMod tool. The emissions for landscaping equipment are based on the size of the commercial, retail, restaurant, and residential land uses, the GHG emission factors for fuel combustion, and the GWP values for the GHGs emitted. Annual GHG emissions from landscaping equipment in units of MTCO<sub>2</sub>e are generally calculated in CalEEMod using the general formula shown previously as Equation 6. The CalEEMod tool uses landscaping equipment GHG emission factors from the CARB OFFROAD2011 model and the CARB

*Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment (6/13/2003).*<sup>38</sup> The CalEEMod tool estimates that landscaping equipment operate for 250 days per year in the South Coast Air Basin.

The estimated annual emissions from area and stationary sources under the Project are provided in **Table 16, Project Area and Stationary Source Greenhouse Gas Emissions**. Detailed emissions calculations are provided in Appendix B.

**Table 16****Project Area and Stationary Source Greenhouse Gas Emissions**

GHG Emissions Source	Annual GHG Emissions (MTCO <sub>2</sub> e/year)
Landscaping Equipment	4.29
<b>Total GHG Emissions</b>	<b>4</b>

*Source: PCR Services Corporation, 2014. Detailed emissions calculations are provided in Appendix B.*

**(h) Summary of Project GHG Emissions**

A summary of the GHG emissions under the Project is provided in **Table 17, Summary of Annual GHG Emissions under the Project**.

**Table 17****Summary of Annual GHG Emissions under the Project**

GHG Emissions Source	Annual GHG Emissions <sup>a</sup> (MTCO <sub>2</sub> e/year)					
	2015	2016	2017	2020	2023	2025
Construction	1,631	2,346	-	-	-	-
Electricity	-	266	3,193	2,675	2,675	2,675
Electricity (100% Green Power/RECs)	-	(266)	(3,193)	(2,675)	-	-
Natural Gas	-	37	446	446	446	446
Mobile	-	451	5,414	4,613	3,898	3,530
Waste	-	35	418	418	418	418
Water and Wastewater	-	10	124	105	105	105
Area and Stationary	-	<1	4	4	4	4
<b>Total (with Greenpower/RECs)</b>	<b>1,631</b>	<b>2,880</b>	<b>6,406</b>	<b>5,586</b>	<b>7,546</b>	<b>7,178</b>

<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations.

Source: PCR Services Corporation, 2014.

<sup>38</sup> California Air Resources Board, *OFFROAD Modeling Change Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment, (6/13/2003)*, [http://www.arb.ca.gov/msei/2001\\_residential\\_lawn\\_and\\_garden\\_changes\\_in\\_eqpt\\_pop\\_and\\_act.pdf](http://www.arb.ca.gov/msei/2001_residential_lawn_and_garden_changes_in_eqpt_pop_and_act.pdf). Accessed November 2013.

## 4.0 COMPARISON OF PROJECT TO BASELINE CONDITION

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**Table 18**, *Evaluation of Net GHG Emissions for the Project*, provides a summary of the determination of net additional GHG emissions comparing the existing site GHG emissions and the Project GHG emissions including construction-related emissions. The GHG emissions trends are also presented graphically in **Figure 3**, *Greenhouse Gas Emissions – Baseline and Future Project Year Trends*.

Based on these GHG emissions estimates, the Project would not result in net additional contemporaneous GHG emissions compared to the baseline annual operational emissions with the exception of a slight increase in GHG emissions in year 2023 if the Project does not continue its purchase of green power, carbon offsets, and/or RECs beyond the minimum of five years as required under the LEED® Energy and Atmosphere Credit.

The Project shall commit to extending its contract to purchase at least 10 percent of its electricity from green power, carbon offsets, and/or RECs for at least an additional two years beyond the minimum five year requirement. Based on the anticipated operational year of 2017 (first full calendar year), the Project would not result in net contemporaneous GHG emissions compared to the Baseline Condition, taking into account the additional two years of green power, carbon offsets, and/or RECs of at least 10 percent of the Project's electricity. Therefore, this analysis demonstrates that the Project meets the GHG emissions requirements of the "Jobs and Economic Improvement through Environmental Leadership Act" (Public Resources Code Section 21178 et seq.) and would result in no net GHG emissions.

Table 18

## Evaluation of Net GHG Emissions for the Project

GHG Emissions Source	Annual GHG Emissions <sup>a</sup> (MTCO <sub>2</sub> e/year)					
	2015	2016 <sup>c</sup>	2017 <sup>d</sup>	2020	2023	2025
Baseline Annual Operations <sup>b</sup>	7,407	7,407	7,407	7,407	7,407	7,407
Project						
Construction	1,631	2,346	-	-	-	-
Electricity	-	266	3,193	2,675	2,675	2,675
Electricity (100% Green Power/RECs)	-	(266)	(3,193)	(2,675)	-	-
Natural Gas	-	37	446	446	446	446
Mobile	-	451	5,414	4,613	3,898	3,530
Waste	-	35	418	418	418	418
Water and Wastewater	-	10	124	105	105	105
Area and Stationary	-	<1	4	4	4	4
<b>Total (with Greenpower/RECs)</b>	<b>1,631</b>	<b>2,880</b>	<b>6,406</b>	<b>5,586</b>	<b>7,546</b>	<b>7,178</b>
<b>Net Change</b>	<b>(5,776)</b>	<b>(4,528)</b>	<b>(1,001)</b>	<b>(1,821)</b>	<b>139</b>	<b>(229)</b>
<b>Net Change with Greenpower/RECs Extension for Two Years (10% minimum)</b>					<b>(129) <sup>e</sup></b>	
<b>Exceeds Baseline?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations.

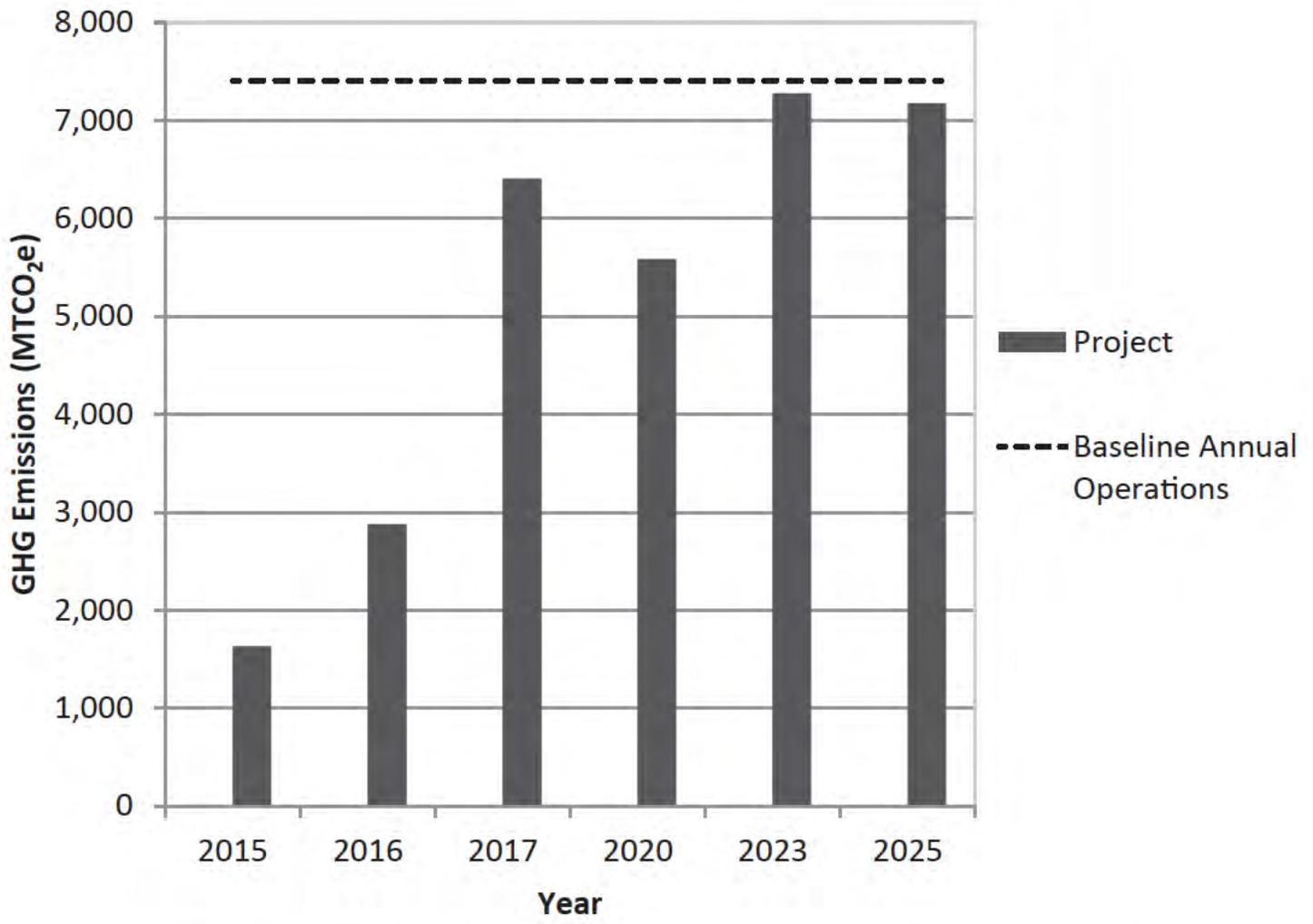
<sup>b</sup> As of December 30, 2013, 5,761 square feet of the existing 80,000 square feet is unoccupied due to expired lease agreements or because the Applicant bought out the lease in order to facilitate the proposed development. The Applicant may sign new lease agreements or extend existing lease agreements at any time for the full 80,000 square feet retail space without the need for discretionary approvals.

<sup>c</sup> Based on the expected construction schedule, the Project would be operational during the last month of year 2016. Therefore, estimated operational emissions associated with approximately one month of operational activity are included for year 2016.

<sup>d</sup> Year 2017 is expected to be the first full year of Project operations.

<sup>e</sup> The purchase of a minimum of 10 percent of the Project's annual electricity use in 2023 would result in a GHG emissions reduction of approximately 268 MTCO<sub>2</sub>e.

Source: PCR Services Corporation, 2014.



- 2015-2016: Project Construction
- 2017: Project Operations (First full calendar year, 100% greenpower/offsets/RECs)
- 2020: Project Operations (100% greenpower/offsets/RECs, 33% RPS, Pavley Phase II - partial implementation)
- 2023: Project Operations (At least 10% greenpower/offsets/RECs, 33% RPS, Pavley Phase II - partial implementation)
- 2025: Project Operations (33% RPS, Pavley Phase II - full implementation)



**Greenhouse Gas Emissions –  
Baseline and Future Project Year Trends**

8150 Sunset Boulevard Mixed-Use Project  
Greenhouse Gas Emissions Methodology and Documentation  
Source: PCR Services Corporation, 2014.

FIGURE  
**3**

# **APPENDIX A**

## **BASELINE CONDITION GREENHOUSE GAS EMISSIONS**

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# **8150 Sunset Boulevard Mixed-Use Project**

## **Draft EIR**

### **Appendix A, Baseline Condition Greenhouse Gas Emissions**

- A.1 Baseline Condition GHG Emissions – Electricity
- A.2 Baseline Condition GHG Emissions – Natural Gas
- A.3 Baseline Condition GHG Emissions – On-Site Mobile Source Queuing at existing Fast Food Drive-Thru
- A.4 Baseline Condition GHG Emissions – CalEEMod Outputs for Mobile, Area, Waste, and Water
- A.5 Baseline Condition GHG Emissions – CalEEMod Inputs for Waste and Water

# **Appendix A.1**

## **Baseline Condition GHG Emissions – Electricity**

**8150 SUNSET BOULEVARD MIXED USE PROJECT**  
**Greenhouse Gas Emissions Methodology and Documentation**

**Baseline Condition Electrical Demand Factors**

End Use	End-Use Floor Stock (1000 sqft)	Annual Energy Usage <sup>1</sup> (GWh/year)	Per Unit Annual Energy Usage (MWh/1000 sqft/year)
Health	106,471	2,161	20.30
Restaurant	61,623	2,846	46.18
Retail	309,601	4,755	15.36
Small Office	157,884	2,091	13.24
Warehouse	353,765	1,517	4.29

Notes:

- California Energy Commission, *California Commercial End Use Survey*, <http://capabilities.itron.com/CeusWeb/Chart.aspx>. Accessed November 2013. Factors are based on the Southern California Edison (SCE) sector as representative of the Project Site location.

Source: PCR Services Corporation, 2013.

**Baseline Condition Electrical Demand Greenhouse Gas Emissions**

Land Use	Units (1000 sqft)	Per Unit Annual Energy Usage (MWh/1000 sqft/year)	CO2 Factor <sup>1</sup> (pounds/MWh)	CH4 Factor <sup>2</sup> (pounds/MWh)	N2O Factor <sup>2</sup> (pounds/MWh)	Annual GHG Emissions (MTCO2e/year)
General Retail	14.65	15.36	1,156	0.029	0.0062	118.21
Storage Facility	27.63	4.29	1,156	0.029	0.0062	62.25
Walk-in Bank Facility	20.17	13.24	1,156	0.029	0.0062	140.39
Restaurant	2.06	46.18	1,156	0.029	0.0062	49.90
Ice Cream Parlor	0.80	46.18	1,156	0.029	0.0062	19.42
Fast Food Restaurant with Drive-Thru	5.07	46.18	1,156	0.029	0.0062	123.05
Fast Food Restaurant without Drive-Thru	3.72	46.18	1,156	0.029	0.0062	90.28
Dental Office	2.36	20.30	1,156	0.029	0.0062	25.17
Fitness Center	3.55	20.30	1,156	0.029	0.0062	37.86
<b>Total GHG Emissions</b>	<b>80.00</b>					<b>666.53</b>

Notes:

- Los Angeles Department of Water and Power, *2012 Power Integrated Resource Plan*, (2012).
- California Air Pollution Control Officers Association, *California Emissions Estimator Model*, <http://www.caleemod.com/>. Accessed November 2013.

Source: PCR Services Corporation, 2014.

# **Appendix A.2**

## **Baseline Condition GHG Emissions – Natural Gas**

**8150 SUNSET BOULEVARD MIXED USE PROJECT  
Greenhouse Gas Emissions Methodology and Documentation**

**Baseline Condition Natural Gas Combustion Factors**

End Use	End-Use Floor Stock (1000 sqft)	Annual Energy Usage <sup>1</sup> (10,000 therms/year)	Million British thermal units [MMBtu] per Year	Per Unit Annual Energy Usage (MMBtu/1000 sqft/year)
Health	106,471	7,274	7,274,000	68.32
Restaurant	61,623	15,353	15,353,000	249.14
Retail	309,601	762	762,000	2.46
Small Office	157,884	1,271	1,271,000	8.05
Warehouse	353,765	869	869,000	2.46

Notes:

1. California Energy Commission, *California Commercial End Use Survey*, <http://capabilities.itron.com/CeusWeb/Chart.aspx>. Accessed November 2013. Factors are based on the Southern California Edison (SCE) sector as representative of the Project Site location.

Source: PCR Services Corporation, 2013.

**Baseline Condition Natural Gas Demand Greenhouse Gas Emissions**

Land Use	Units (1000 sqft)	Per Unit Annual Energy Usage (MMBtu/1000 sqft/year)	CO2 Factor <sup>1</sup> (pounds/MMBtu)	CH4 Factor <sup>1</sup> (pounds/MMBtu)	N2O Factor <sup>1</sup> (pounds/MMBtu)	Annual GHG Emissions (MTCO2e/year)
General Retail	14.65	2.46	117.65	0.0023	0.0022	1.94
Storage Facility	27.63	2.46	117.65	0.0023	0.0022	3.64
Walk-in Bank Facility	20.17	8.05	117.65	0.0023	0.0022	8.72
Restaurant	2.06	249.14	117.65	0.0023	0.0022	27.50
Ice Cream Parlor	0.80	249.14	117.65	0.0023	0.0022	10.70
Fast Food Restaurant with Drive-Thru	5.07	249.14	117.65	0.0023	0.0022	67.82
Fast Food Restaurant without Drive-Thru	3.72	249.14	117.65	0.0023	0.0022	49.76
Dental Office	2.36	68.32	117.65	0.0023	0.0022	8.66
Fitness Center	3.55	68.32	117.65	0.0023	0.0022	13.02
<b>Total GHG Emissions</b>	<b>80.00</b>					<b>191.75</b>

Notes:

1. California Air Pollution Control Officers Association, *California Emissions Estimator Model*, <http://www.caleemod.com/>. Accessed November 2013.

Source: PCR Services Corporation, 2014.

# **Appendix A.3**

**Baseline Condition GHG Emissions – On-Site Mobile Source  
Queuing at existing Fast Food Drive-Thru**

**8150 SUNSET BOULEVARD MIXED USE PROJECT**  
**Draft Environmental Impact Report**  
**Air Quality - Operational Emissions**

**Baseline Condition - Estimated Fast Food with Drive-Thru On-Site Idling Emissions**

Existing Land Use	Size (sf)	Daily Trips <sup>1</sup>	Percent Using Drive-Thru <sup>2</sup>	Drive-Thru Daily Trips	Idling Minutes per Drive-Thru Trip <sup>3</sup>	Total Idling Hours per Day	Total Idling Hours per Year
Fast Food with Drive-Thru	5,070	2,515	57%	1,434	2	48	17,442

Notes:

- Hirsch/Green Transportation Consulting, Inc., Traffic Impact Analysis Report, Proposed Mixed-Use Development, 8150 Sunset Boulevard, Hollywood, California, November 2013.
- The NPD Group, Drive-Thru Windows Still Put the Fast in Fast Food Restaurants, Reports NPD, May 2012, [https://www.npd.com/wps/portal/npd/us/news/press-releases/pr\\_120530a/](https://www.npd.com/wps/portal/npd/us/news/press-releases/pr_120530a/). Accessed December 2013. A value of 57 percent was used corresponding to the drive-thru percentage for hamburger fast food restaurants.
- QSR Magazine, 2012 QSR Drive-Thru Study, <http://www.qsrmagazine.com/print/50631>. Accessed December 2013. Based on the study, an average wait time of 129.75 seconds was recorded for Wendy's, which was faster than other hamburger fast food restaurants. In order not to overestimate emissions from the existing fast food restaurant and thus not overestimate the amount of existing emissions credits, a value of 120 second (or 2 minutes) was used in this assessment.

Emission Factors (grams/mile @ 5 MPH) <sup>1</sup>	Air Basin VMT (miles per day)	Emission Rates (grams per mile)			
		CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
2013 LDA Gas	474,344.67	1,013.04	–	0.0092	–
2013 LDA Diesel	1,518.49	399.09	–	0.0110	–
2013 LDT1 Gas	54,821.31	1,185.50	–	0.0273	–
2013 LDT1 Diesel	71.68	385.81	–	0.0115	–
2013 LDT2 Gas	165,153.32	1,420.34	–	0.0187	–
2013 LDT2 Diesel	73.55	391.63	–	0.0113	–
Weighted Average		1,121.81	0.0570	0.0129	1,127.00
		Emission Rates (grams per hour)			
Weighted Average		5,609.03	0.2850	0.0644	5,634.99
		Emission Rates (metric tons per hour)			
Weighted Average		5.61E-03	2.85E-07	6.44E-08	5.63E-03

Note:

- California Air Resources Board, EMFAC2011, <http://www.arb.ca.gov/msei/modeling.htm>. Accessed December 2013. Emission factors are based on running exhaust emissions from EMFAC2011 for Years 2013, LDA, LDT1, and LDT2 at 5 miles per hour per CARB guidance.

Existing Land Use	Emissions (metric tons per year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Fast Food with Drive-Thru	97.83	0.0050	0.0011	98.28

Source: PCR Services Corporation, 2014.

EMFAC2011 Emission Rates  
Region Type Air Basin  
Region South Coast  
Calendar Year 2013  
Season Annual

Vehicle Classification	EMFAC2011	Categories	Fuel	MdlYr	Speed	VMT	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	NOX_RUNEX	CO2_RUNEX	CO2_RUNEX(Pavley I+LCFS)	PM10_RUNEX	PM2_5_RUNEX	SOX_RUNEX	
Region	CalYr	Season	Veh_Class		(miles/hr)	(miles/day)	(gms/mile)	(gms/mile)	(gms/mile)	(gms/mile)	(gms/mile)	(gms/mile)	(gms/mile)	(gms/mile)	(gms/mile)	
South Coast	2013	Annual	LDA	GAS	Aggregated	5	474344.67	0.237076095	0.333857713	3.137562711	0.220739842	1101.868558	1013.041646	0.012494462	0.011427214	0.0036094
South Coast	2013	Annual	LDA	DSL	Aggregated	5	1518.493	0.169760222	0.193260717	1.091999023	0.880313341	452.3122042	399.0904211	0.128349403	0.118081457	0.0031967
South Coast	2013	Annual	LDT1	GAS	Aggregated	5	54821.314	0.595923234	0.777769465	8.343011389	0.657325778	1268.639344	1185.498091	0.028630856	0.026224635	0.0041729
South Coast	2013	Annual	LDT1	DSL	Aggregated	5	71.676197	0.297942256	0.339187445	1.772520941	1.223692682	431.7922214	385.8110745	0.251489648	0.231370475	0.0033402
South Coast	2013	Annual	LDT2	GAS	Aggregated	5	165153.32	0.293968262	0.426849124	4.132392612	0.45042172	1503.999815	1420.341119	0.013225691	0.012137507	0.0049172
South Coast	2013	Annual	LDT2	DSL	Aggregated	5	73.549358	0.225335426	0.256529401	1.425179668	1.196024554	432.8498527	391.6300667	0.18435689	0.169608344	0.00328

Title : LDA; LDT CH4  
 Version : Emfac2011-LDV V2.50.58.094 Sp: Trip Assign Santa Clara County  
 Run Date : 2013/12/06 12:22:08  
 Scen Year: 2013 -- All model years in the range 1969 to 2013 selected  
 Season : Annual  
 Area : South Coast

\*\*\*\*\*  
 Year: 2013 -- Model Years 1969 to 2013 Inclusive -- Annual  
 Emfac2011-LDV Emission Factors: V2.50.58.094 Sp: Trip Assign Santa Clara County

South Coast Basin Average Basin Average

Table 1: Running Exhaust Emissions (grams/mile; grams/idle-hour)

Pollutant Name: Methane

Temperature: 60F Relative Humidity: 30%

Speed MPH	LDA NCAT	LDA CAT	LDA DSL	LDA ALL	LDT1 NCAT	LDT1 CAT	LDT1 DSL	LDT1 ALL	LDT2 NCAT	LDT2 CAT	LDT2 DSL	LDT2 ALL	ALL NCAT	ALL CAT	ALL DSL	ALL ALL
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0.776	0.049	0.008	0.052	0.805	0.073	0.014	0.08	0.795	0.062	0.01	0.065	0.784	0.054	0.008	0.057

EMFAC2011 Emissions Inventory

Region Type: Air Basin

Region: South Coast

Calendar Year: 2013

Season: Annual

Vehicle Classification: EMFAC2011 Categories

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	VMT (miles/day)	Trips (trips/day)	Fuel_GAS (1000 gallon)	Fuel_DSL (1000 gallons/day)	Fuel_DSL (gallons/day)	Fuel_DSL (gallons/mil)	Fuel_DSL (gallons/veh-hour)
South Coast	2013	Annual	LDA	DSL	Aggregated	Aggregated	19553.64	604666.77	112931.86	0	20.087031	20087.031	0.03322	0.0428033
South Coast	2013	Annual	LDT1	DSL	Aggregated	Aggregated	968.62073	29350.192	5088.5683	0	1.0187834	1018.7834	0.0347113	0.0438245
South Coast	2013	Annual	LDT2	DSL	Aggregated	Aggregated	886.19568	30108.384	4994.3971	0	1.0262687	1026.2687	0.0340858	0.0482525

# **Appendix A.4**

**Baseline Condition GHG Emissions – CalEEMod Outputs for  
Mobile, Area, Waste, and Water**

## 8150 Sunset Blvd Mixed Use Project - BASELINE (Mobile, Area, Waste, Water)

### South Coast Air Basin, Annual

### 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	14.65	1000sqft	0.34	14,647.00	0
Unrefrigerated Warehouse-No Rail	27.63	1000sqft	0.63	27,625.00	0
General Office Building	20.17	1000sqft	0.46	20,172.00	0
Fast Food Restaurant w/o Drive Thru	6.58	1000sqft	0.15	6,576.00	0
Fast Food Restaurant with Drive Thru	5.07	1000sqft	0.12	5,070.00	0
Health Club	3.55	1000sqft	0.08	3,550.00	0
Medical Office Building	2.36	1000sqft	0.05	2,360.00	0
Parking Lot	58.11	1000sqft	0.73	58,109.00	0

#### 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2013

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MW/hr)	1156	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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#### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor: Los Angeles Department of Water and Power, 2012 Power Integrated Resource Plan, (2012).  
 Land Use - General Retail (14,647 ksf); Storage Facility (27,625); Walk-in Bank Facility (20,172); Fast Food w/o Drive-Thru (2,056+0.800+3,720); Fast Food w/ Drive-Thru (5,070); Dental Office (2,360); Fitness Center (3,550); Parking Lot (58,109).  
 Vehicle Trips - Refer to "Trip Generation Rate" worksheet provided in this Appendix.

Water And Wastewater - Refer to "Baseline Condition Water Demand Rates" worksheet provided in this Appendix.

Solid Waste - Refer to "Baseline Condition Solid Waste Disposal Rates" worksheet provided in this Appendix. Solid waste rate is based on existing site-wide rate and not broken down by land use type and is inclusive of 60% diversion.

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	14,650.00	14,647.00
tblLandUse	LandUseSquareFeet	27,630.00	27,625.00
tblLandUse	LandUseSquareFeet	20,170.00	20,172.00
tblLandUse	LandUseSquareFeet	6,580.00	6,576.00
tblLandUse	LotAcreage	1.33	0.73
tblProjectCharacteristics	CO2IntensityFactor	1227.89	1156
tblProjectCharacteristics	OperationalYear	2014	2013
tblSolidWaste	SolidWasteGenerationRate	75.79	0.00
tblSolidWaste	SolidWasteGenerationRate	58.40	0.00
tblSolidWaste	SolidWasteGenerationRate	18.76	0.00
tblSolidWaste	SolidWasteGenerationRate	20.23	0.00
tblSolidWaste	SolidWasteGenerationRate	25.49	0.00
tblSolidWaste	SolidWasteGenerationRate	15.38	136.86
tblSolidWaste	SolidWasteGenerationRate	25.97	0.00
tblVehicleTrips	ST_TR	696.00	372.87
tblVehicleTrips	ST_TR	722.03	414.20
tblVehicleTrips	ST_TR	2.37	76.99
tblVehicleTrips	ST_TR	20.87	27.61
tblVehicleTrips	ST_TR	8.96	30.08
tblVehicleTrips	ST_TR	42.04	35.64
tblVehicleTrips	ST_TR	2.59	2.10
tblVehicleTrips	SU_TR	500.00	372.87
tblVehicleTrips	SU_TR	542.72	414.20
tblVehicleTrips	SU_TR	0.98	76.99
tblVehicleTrips	SU_TR	26.73	27.61
tblVehicleTrips	SU_TR	1.55	30.08

tblVehicleTrips	SU_TR	20.43	35.64
tblVehicleTrips	SU_TR	2.59	2.10
tblVehicleTrips	WD_TR	716.00	372.87
tblVehicleTrips	WD_TR	496.12	414.20
tblVehicleTrips	WD_TR	11.01	76.99
tblVehicleTrips	WD_TR	32.93	27.61
tblVehicleTrips	WD_TR	36.13	30.08
tblVehicleTrips	WD_TR	44.32	35.64
tblVehicleTrips	WD_TR	2.59	2.10
tblWater	IndoorWaterUseRate	1,997,251.83	866,380.00
tblWater	IndoorWaterUseRate	1,538,915.92	667,966.00
tblWater	IndoorWaterUseRate	3,584,889.70	467,535.00
tblWater	IndoorWaterUseRate	209,958.16	82,737.00
tblWater	IndoorWaterUseRate	296,134.07	231,483.00
tblWater	IndoorWaterUseRate	1,085,162.44	339,452.00
tblWater	IndoorWaterUseRate	6,389,437.50	258,420.00
tblWater	OutdoorWaterUseRate	127,484.16	55,299.00
tblWater	OutdoorWaterUseRate	98,228.68	42,635.00
tblWater	OutdoorWaterUseRate	2,197,190.46	286,555.00
tblWater	OutdoorWaterUseRate	128,684.03	50,487.00
tblWater	OutdoorWaterUseRate	56,406.49	44,092.00
tblWater	OutdoorWaterUseRate	665,099.56	208,048.00
tblWater	OutdoorWaterUseRate	0.00	542,755.00



#### 4.0 Operational Detail - Mobile

#### 4.1 Mitigation Measures Mobile

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated	5.1530	11.7901	49.3490	0.0741	5.0317	0.2112	5.2429	1.3460	0.1938	1.5398	0.0000	6,350.8869	0.3311	0.0000	0.0000	6,357.8407
Mitigated	5.1530	11.7901	49.3490	0.0741	5.0317	0.2112	5.2429	1.3460	0.1938	1.5398	0.0000	6,350.8869	0.3311	0.0000	0.0000	6,357.8407

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Fast Food Restaurant w/o Drive Thru	2,453.48	2,453.48	2453.48	4,443,368	4,443,368
Fast Food Restaurant with Drive Thru	2,099.99	2,099.99	2099.99	2,210,007	2,210,007
General Office Building	1,552.89	1,552.89	1552.89	5,002,569	5,002,569
Health Club	98.02	98.02	98.02	209,633	209,633
Medical Office Building	70.99	70.99	70.99	184,135	184,135
Strip Mall	522.13	522.13	522.13	993,394	993,394
Unrefrigerated Warehouse-No Rail	58.02	58.02	58.02	248,670	248,670
Parking Lot	0.00	0.00	0.00		
<b>Total</b>	<b>6,855.52</b>	<b>6,855.52</b>	<b>6,855.52</b>	<b>13,291,777</b>	<b>13,291,777</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-	H-S or C-C	H-O or C-NW	H-W or C-	Primary	Diverted	Pass-by		
Fast Food Restaurant w/o Drive Thru	16.60	8.40	6.90	1.50	79.50	19.00	19.00	51	37	12		
Fast Food Restaurant with Drive Thru	16.60	8.40	6.90	2.20	78.80	19.00	19.00	29	21	50		
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	19.00	77	19	4		
Health Club	16.60	8.40	6.90	16.90	64.10	19.00	19.00	52	39	9		
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	19.00	60	30	10		
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	19.00	45	40	15		
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	41.00	92	5	3		
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0.00	0	0	0		

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.517496	0.060616	0.179855	0.141540	0.041435	0.006630	0.014687	0.026300	0.001931	0.002544	0.004287	0.000607	0.002072

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Category	tons/yr												MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Unmitigated	0.5940	2.0000e-005	1.8600e-003	0.0000	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	0.0000	3.4300e-003	3.4300e-003	1.0000e-005	0.0000	3.6500e-003	
Mitigated	0.5940	2.0000e-005	1.8600e-003	0.0000	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	0.0000	3.4300e-003	3.4300e-003	1.0000e-005	0.0000	3.6500e-003	

### 6.2 Area by SubCategory

#### Unmitigated

SubCategory	tons/yr												MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Architectural Coating	0.0947					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Consumer Products	0.4991					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Landscaping	1.9000e-004	2.0000e-005	1.8600e-003	0.0000	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	1.0000e-005	0.0000	3.4300e-003	3.4300e-003	1.0000e-005	0.0000	3.6500e-003	
<b>Total</b>	<b>0.5940</b>	<b>2.0000e-005</b>	<b>1.8600e-003</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>3.4300e-003</b>	<b>3.4300e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>3.6500e-003</b>	

## Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
MT/yr																
Architectural Coating	0.0947					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4991					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.9000e-004	2.0000e-005	1.8600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4300e-003	3.4300e-003	1.0000e-005	0.0000	3.6500e-003
<b>Total</b>	<b>0.5940</b>	<b>2.0000e-005</b>	<b>1.8600e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>3.4300e-003</b>	<b>3.4300e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>3.65E-03</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Category	Total CO2	CH4	N2O	CO2e
MT/yr				
Unmitigated	27.9846	0.0956	2.3800e-003	30.7314
Mitigated	27.9846	0.0956	2.3800e-003	30.7299

## 7.2 Water by Land Use

### Unmitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	0.86638 / 0.055299	6.5123	0.0284	7.0000e-004	7.3251
Fast Food Restaurant with Drive Thru	0.667966 / 0.042635	5.0209	0.0219	5.4000e-004	5.6476
General Office Building	0.467535 / 0.286555	5.0098	0.0154	3.8000e-004	5.4516
Health Club	0.082737 / 0.050487	0.8853	2.7200e-003	7.0000e-005	0.9634
Medical Office Building	0.231483 / 0.044092	1.9108	7.5900e-003	1.9000e-004	2.1283
Parking Lot	0 / 0.542755	3.1619	8.0000e-005	2.0000e-005	3.1686
Strip Mall	0.339452 / 0.208048	3.6373	0.0112	2.8000e-004	3.9581
Unrefrigerated Warehouse-No Pallet	0.25842 / 0	1.8464	8.4600e-003	2.1000e-004	2.0886
<b>Total</b>		<b>27.9846</b>	<b>0.0956</b>	<b>2.3900e-003</b>	<b>30.7314</b>

**Mitigated**

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	0.866387 / 0.055299	6.5123	0.0284	7.0000e-004	7.3247
Fast Food Restaurant with Drive Thru	0.667966 / 0.042635	5.0209	0.0219	5.4000e-004	5.6472
General Office Building	0.467535 / 0.286555	5.0088	0.0154	3.8000e-004	5.4514
Health Club	0.082737 / 0.050487	0.8863	2.7200e-003	7.0000e-005	0.9634
Medical Office Building	0.231483 / 0.044092	1.9108	7.5900e-003	1.9000e-004	2.1282
Parking Lot	0 / 0.542755	3.1619	8.0000e-005	2.0000e-005	3.1686
Strip Mall	0.339452 / 0.208048	3.6373	0.0112	2.8000e-004	3.9579
Unrefrigerated Warehouse-No Pallet	0.25842 / 0	1.8464	8.4600e-003	2.1000e-004	2.0885
<b>Total</b>		<b>27.9846</b>	<b>0.0956</b>	<b>2.3900e-003</b>	<b>30.7299</b>

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**Category/Year**

Category/Year	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	27.7813	1.6418	0.0000	62.2598
Unmitigated	27.7813	1.6418	0.0000	62.2598

## 8.2 Waste by Land Use

### Unmitigated

Land Use	Waste Disposed lbs/yr	Total CO2			CO2e
		CH4	N2O		
		MT/yr			
Fast Food Restaurant w/o Drive Thru	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Health Club	0	0.0000	0.0000	0.0000	0.0000
Medical Office Building	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	136.86	27.7813	1.6418	0.0000	62.2598
Unrefrigerated Warehouse-No Pallet	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>27.7813</b>	<b>1.6418</b>	<b>0.0000</b>	<b>62.2598</b>

**Mitigated**

Land Use	Waste Disposed tons	Total CO2			CO2e
		CH4	N2O	MT/yr	
Fast Food Restaurant w/o Drive Thru	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Health Club	0	0.0000	0.0000	0.0000	0.0000
Medical Office Building	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	136.86	27.7813	1.6418	0.0000	62.2598
Unrefrigerated Warehouse-No Pallet	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>27.7813</b>	<b>1.6418</b>	<b>0.0000</b>	<b>62.2598</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 A.5**

## **Baseline Condition GHG Emissions – CalEEMod Inputs for Waste and Water**

**8150 SUNSET BOULEVARD MIXED USE PROJECT**  
**Greenhouse Gas Emissions Methodology and Documentation**

**Baseline Condition Solid Waste Disposal Rates**

Land Use	Units (1,000 sqft)	Waste Disposal Rate <sup>1</sup> (tons/1,000 sqft/year)	Waste Diversion Rate <sup>1</sup> (%)	Waste Disposal Rate after Diversion (tons/year)
Existing Land Uses	80.000	4.28	60%	136.86

**Notes:**

1. Refer to Section 4.K.3, Solid Waste, of the 8150 Sunset Boulevard Mixed Use Project Draft EIR. Based on annual waste generation of 342.14 tons per year.

Source: PCR Services Corporation, 2014.

**Baseline Condition Solid Waste Greenhouse Gas Emissions**

*Refer to CalEEMod output files.*

8150 SUNSET BOULEVARD MIXED USE PROJECT  
Greenhouse Gas Emissions Methodology and Documentation

Baseline Condition Water Demand Rates

Land Use	Units (1,000 sqft)	Based on CalEEMod Land Use Type	Default Rates		Percent of Total	
			Indoor Water Demand Rate <sup>1</sup> (gal/1,000 sqft/year)	Outdoor Water Demand Rate <sup>1</sup> (gal/1,000 sqft/year)	Indoor Water Demand (%)	Outdoor Water Demand (%)
General Retail	14,647	Strip mail	74,073	45,399	62%	38%
Storage Facility	27,625	Unrefrigerated warehouse	231,250	-	100%	0%
Walk-in Bank Facility	20,172	Bank/General office building	177,734	108,934	62%	38%
Restaurant	2,056	Fast food restaurant w/o drive through	303,534	19,374	94%	6%
Ice Cream Parlor	0,800	Fast food restaurant w/o drive through	303,534	19,374	94%	6%
Fast Food Restaurant with Drive-Thru	5,070	Fast food restaurant w/ drive through	303,534	19,374	94%	6%
Fast Food Restaurant without Drive-Thru	3,720	Fast food restaurant w/o drive through	303,534	19,374	94%	6%
Dental Office	2,360	Medical office building	125,481	23,901	84%	16%
Fitness Center	3,550	Health club	59,143	36,249	62%	38%
Parking	58,109	Parking Lot	-	-	0%	100%

Site-Specific Rates

Land Use	Units (1,000 sqft)	Total Water Demand Rate <sup>2</sup> (gal/1,000 sqft/year)	Site-Specific Rates		Total Water Demand (gal/year)
			Indoor Water Demand <sup>3</sup> (gal/year)	Outdoor Water Demand <sup>3</sup> (gal/year)	
General Retail	14,647	37,380	339,452	208,048	547,500
Storage Facility	27,625	9,355	258,420	-	258,420
Walk-in Bank Facility	20,172	37,383	467,535	286,555	754,090
Restaurant	2,056	-	-	-	-
Ice Cream Parlor	0,800	-	-	-	-
Fast Food Restaurant with Drive-Thru	5,070	140,158	1,534,346	97,934	1,632,280
Fast Food Restaurant without Drive-Thru	3,720	-	-	-	-
Dental Office	2,360	116,769	231,483	44,092	275,575
Fitness Center	3,550	37,425	82,373	50,487	132,860
Parking	58,109	9,340	-	542,755	542,755
<b>Total Water Demand</b>			<b>2,913,609</b>	<b>1,229,871</b>	<b>4,143,480</b>

Notes:

- Gleick, P.H.; Haasz, D.; Henges-Jeck, C.; Srinivasan, V.; Cushing, K.K.; Mann, A. 2003. Waste Not, Want Not: The Potential for Urban Water Conservation in California. Published by the Pacific Institute for Studies in Development, Environment, and Security. Full report available online at: [http://www.pacinst.org/reports/urban\\_usage/waste\\_not\\_want\\_not\\_full\\_report.pdf](http://www.pacinst.org/reports/urban_usage/waste_not_want_not_full_report.pdf). Appendices available online at: [http://www.pacinst.org/reports/urban\\_usage/appendices.htm](http://www.pacinst.org/reports/urban_usage/appendices.htm). Accessed November 2013.
- Refer to Section 4.K.1, Water Supply, of the 8150 Sunset Boulevard Mixed Use Project Draft EIR. Based on daily water demand rates multiplied by 365 days per year.
- Indoor and outdoor water demand rates are derived based on the ratio of indoor to outdoor water demand in CalEEMod.

Source: PCR Services Corporation, 2014.

Baseline Condition Water and Wastewater Greenhouse Gas Emissions

Refer to CalEEMod output files.

**APPENDIX B**  
**PROJECT GREENHOUSE GAS EMISSIONS**

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# **8150 Sunset Boulevard Mixed-Use Project**

## **Draft EIR**

### **Appendix B, Project Greenhouse Gas Emissions**

- B.1 GHG Emissions Summary
- B.2 Project GHG Emissions – CalEEMod Inputs and Outputs for Construction
- B.3 Project GHG Emissions – CalEEMod Outputs for Electricity, Natural Gas, Mobile, Area, Waste, and Water (First Full Initial Operational Year)
- B.4 Project GHG Emissions – CalEEMod Outputs for Electricity and Water (Year 2020, 33% Renewables Portfolio Standard)
- B.5 Project GHG Emissions – CalEEMod Inputs for Waste and Water

**Appendix B.1**  
**GHG Emissions Summary**

8150 SUNSET BOULEVARD MIXED USE PROJECT  
Draft EIR  
Greenhouse Gases - Operational Emissions  
Greenhouse Gas Emissions Methodology and Documentation

Summary of Estimated Unmitigated Annual GHG Emissions

Source	Baseline	Project GHG Emissions <sup>a</sup>					
	GHG Emissions <sup>a, b</sup>	2015	2016 <sup>c</sup>	2017 <sup>d</sup>	2020	2023	2025
<b>Baseline Condition</b>							
Area	0.0						
Energy - Natural Gas	192						
Energy - Electricity	667						
Water	31						
Waste	62						
Mobile - Traveling	6,358						
Mobile - On-site Drive-Thru Idling	98						
<b>Subtotal</b>	<b>7,407</b>	<b>7,407</b>	<b>7,407</b>	<b>7,407</b>	<b>7,407</b>	<b>7,407</b>	<b>7,407</b>
<b>Project</b>							
Construction		1,631	2,346	-	-	-	-
Area			0.3	4	4	4	4
Energy - Natural Gas			37	446	446	446	446
Energy - Electricity			266	3,193	2,675	2,675	2,675
Energy - 100% Green Power/RECs			(266)	(3,193)	(2,675)	-	-
Water			10	124	105	105	105
Waste			35	418	418	418	418
Mobile			451	5,414	4,613	3,898	3,530
<b>Subtotal (without 100 % Green Power/RECs)</b>		<b>1,631</b>	<b>3,146</b>	<b>9,599</b>	<b>8,261</b>	<b>7,546</b>	<b>7,178</b>
<b>Subtotal (with 100% Green Power/RECs)</b>		<b>1,631</b>	<b>2,880</b>	<b>6,406</b>	<b>5,586</b>	<b>7,546</b>	<b>7,178</b>
<b>Net Change from Baseline Condition</b>		<b>(5,776)</b>	<b>(4,528)</b>	<b>(1,001)</b>	<b>(1,822)</b>	<b>139</b>	<b>(229)</b>
<b>Green Power/Offset/RECs Extention for 2 Years (10% minimum)<sup>e</sup></b>						<b>(268)</b>	
<b>Net Change with Green Power/Offsets/RECs Extension</b>		<b>(5,776)</b>	<b>(4,528)</b>	<b>(1,001)</b>	<b>(1,822)</b>	<b>(129)</b>	<b>(229)</b>
Exceeds Baseline?		No	No	No	No	No	No

Notes:

- a Totals may not add up exactly due to rounding in the modeling calculations.
- b As of December 30, 2013, 5,761 square feet of the existing 80,000 square feet is unoccupied due to expired lease agreements or because the Applicant bought out the lease in order to facilitate the proposed development. The Applicant may sign new lease agreements or extend existing lease agreements at any time for the full 80,000 square feet retail space without the need for discretionary approvals.
- c Based on the expected construction schedule, the Project would be operational during the last month of year 2016. Therefore, estimated operational emissions associated with approximately one month of operational activity are included for year 2016.
- d Year 2017 is expected to be the first full year of Project operations.
- e The purchase of a minimum of 10 percent of the Project's annual electricity use in 2023 would result in a GHG emissions reduction of approximately 268 MTCO<sub>2e</sub>.

Source: PCR Services Corporation, 2014.

# **Appendix B.2**

## **Project GHG Emissions – CalEEMod Inputs and Outputs for Construction**

8150 Sunset Boulevard Mixed-Use Project  
Construction Emissions

Construction Schedule and California Emissions Estimator Model (CalEEMod) Inputs

Construction Activity Phase	Model Run Phase	Start Date	End Date	No. Work Days	Demo Tons	Demo Truck Total One-Way Trips	Export CY	Import CY	Haul Truck Total One-Way Trips	Vendor One-Way Trips/Day	Worker One-Way Trips/Day
Demolition	Demolition	1/5/2015	3/10/2015	47	3,250	321				0	13
Grading/Excavation	Grading	3/11/2015	7/15/2015	91			58,500		11,700	0	15
Building Construction	Building Construction	5/21/2015	12/2/2016	402						95	346
Sitework/Closeout	Building Construction	3/11/2016	12/2/2016	191						95	346
Architectural Coating	Architectural Coating	4/29/2016	10/19/2016	124						0	69

Source: PCR Service Corporation, (2013). Construction schedule, equipment, and model inputs are adapted for use in the California Emissions Estimator Model (CalEEMod) based on data provided by the Project Management Consultant (AMA Management [Anthony Mason Associates, Inc. Company]).

**8150 Sunset Boulevard Mixed-Use Project  
Construction Emissions**

**Construction Equipment and California Emissions Estimator Model (CalEEMod) Inputs**

Construction Activity Phase	Heavy-Duty Equipment	No. of HD Equip	Hours of Operation/Day	Hours of Operation/Week
Demolition	Concrete/Industrial Saws	1	8	40
	Excavators	1	8	40
	Other Construction Equipment	2	8	40
	Tractors/Loaders/Backhoes	1	8	40
Grading/Excavation	Bore/Drill Rigs	1	8	40
	Excavators	1	8	40
	Rubber Tired Dozers	1	8	40
	Scrapers	1	8	40
	Tractors/Loaders/Backhoes	2	8	40
Building Construction	Aerial Lifts	2	8	40
	Cranes	2	8	40
	Generator Sets	1	8	40
	Off-Highway Trucks	1	8	40
	Other Construction Equipment	4	8	40
	Pumps	1	8	40
	Welders	1	8	40
Sitework/Closeout	Off-Highway Trucks	2	8	40
	Paving Equipment	1	8	40
	Pumps	1	8	40
Architectural Coating	Air Compressors	2	8	40

Source: PCR Service Corporation, (2013). Construction schedule, equipment, and model inputs are adapted for use in the California Emissions Estimator Model (CalEEMod) based on data provided by the Project Management Consultant (AMA Management [An Anthony Mason Associates, Inc. Company]).

## 8150 Sunset Blvd - Construction South Coast AQMD Air District, Annual

### 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5.09	1000sqft	0.12	5,094.00	0
Enclosed Parking with Elevator	305.65	1000sqft	0.00	305,652.00	0
Health Club	8.10	1000sqft	0.19	8,095.00	0
Quality Restaurant	22.19	1000sqft	0.25	22,189.00	0
Apartments High Rise	249.00	Dwelling Unit	1.00	222,564.00	528
Strip Mall	51.15	1000sqft	0.50	51,150.00	0
Supermarket	24.81	1000sqft	0.50	24,811.00	0

#### 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2014
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW/hr)	1156	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

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

Project Characteristics - CO2 Intensity Factor: Los Angeles Department of Water and Power, 2012 Power Integrated Resource Plan, (2012).

Land Use - Unit Sizes as listed in Section 2, Project Description, of the 8150 Sunset Boulevard Mixed Use Project Draft EIR; Population 528 as listed in Section 4.H, Population and Housing, of the Draft EIR.

Construction Phase - Estimated Construction Start/End: Jan 2015/Dec 2016.

Off-road Equipment - Air compressors.

Off-road Equipment - Cranes, Lifts, Generator, Off-Highway (Concrete) Truck, Pump, Concrete Grinder (Other), Placing Boom (Other), Power Screed (Other), Finishing Machine (Other), Welder.

Off-road Equipment - Excavator, Tractor/Loader/Backhoe, Concrete/Industrial Saw, Concrete Breaker (Other), Chipper (Other).

Off-road Equipment - Crane, Lift.

Off-road Equipment - Drill Rig, Excavator, Rubber Tired Dozer, Tractors/Loaders/Backhoes, Scraper.

Off-road Equipment - Pump, Off-Highway (Concrete) Truck, Paving Equipment.

Demolition - Demolition Debris: 6,500 cubic yards, equivalent to about 3,250 tons of waste (Midwest Research Institute, Gap Filling PM10 Emission Factors for Selected Open Area Dust Sources, 1988).

Grading - Export: 58,500 cubic yards, Total Acres Disturbed: 2.56 acres.

Architectural Coating - Residential: Interior ( $222,564 \times 2.7 \times 0.75 = 450,692$ ), Exterior ( $222,564 \times 2.7 \times 0.25 = 150,231$ ); Commercial: Interior ( $111,308 \times 2 \times 0.75 = 166,962$ ), Exterior ( $111,308 \times 2 \times 0.25 = 55,654$ ) + Exterior Parking ( $305,652 \times 0.06 = 18,339$ )

Construction Off-road Equipment Mitigation - Fugitive Dust Mitigation per SCAQMD Rule 403 (water/stabilize unpaved roads and exposed areas three times per day, 61% PM10 and PM2.5 reduction).

Trips and VMT - Assumes 10 cy haul trucks during grading phase (11,700 one-way trips total).

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	208,496.00	73,993.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	625,487.00	166,962.00
tblConstructionPhase	NumDays	10.00	124.00
tblConstructionPhase	NumDays	220.00	402.00
tblConstructionPhase	NumDays	220.00	191.00
tblConstructionPhase	NumDays	20.00	47.00
tblConstructionPhase	NumDays	6.00	91.00
tblConstructionPhase	PhaseEndDate	5/25/2017	10/19/2016
tblConstructionPhase	PhaseEndDate	1/27/2017	12/2/2016
tblConstructionPhase	PhaseEndDate	8/28/2017	12/2/2016
tblConstructionPhase	PhaseStartDate	12/3/2016	4/29/2016
tblConstructionPhase	PhaseStartDate	7/16/2015	5/21/2015
tblConstructionPhase	PhaseStartDate	12/3/2016	3/11/2016
tblGrading	AcresOfGrading	91.00	2.56
tblGrading	MaterialExported	0.00	58,500.00
tblLandUse	LandUseSquareFeet	5,090.00	5,094.00
tblLandUse	LandUseSquareFeet	305,650.00	305,652.00

tblLandUse	LandUseSquareFeet	8,100.00	8,095.00
tblLandUse	LandUseSquareFeet	22,190.00	22,189.00
tblLandUse	LandUseSquareFeet	249,000.00	222,564.00
tblLandUse	LandUseSquareFeet	24,810.00	24,811.00
tblLandUse	LotAcreage	7.02	0.00
tblLandUse	LotAcreage	0.51	0.25
tblLandUse	LotAcreage	4.02	1.00
tblLandUse	LotAcreage	1.17	0.50
tblLandUse	LotAcreage	0.57	0.50
tblLandUse	Population	712.00	528.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	1156
tblTripsAndVMT	HaulingTripNumber	7,938.00	11,700.00

## 2.0 Emissions Summary

### 2.1 Overall Construction

#### Unmitigated Construction

Year	tons/yr											M1/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
2015	1.1960	12.0379	9.5263	0.0181	0.7799	0.5158	1.2957	0.2822	0.4813	0.7635	0.0000	1,626.166	1,626.1660	0.2274	0.0000	1,630.93
2016	3.9462	14.1230	13.9253	0.0273	0.9932	0.6378	1.6309	0.2663	0.6001	0.8664	0.0000	2,338.865	2,338.8653	0.3368	0.0000	2,345.94
Total	5.1421	26.1609	23.4515	0.0454	1.7731	1.1536	2.9266	0.5485	1.0814	1.6299	0.0000	3,965.021	3,965.0212	0.5642	0.0000	3,976.869
											2					0

**Mitigated Construction**

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
M1/yr																
2015	1.1960	12.0379	9.5263	0.0181	0.5887	0.5158	1.1045	0.1868	0.4813	0.6680	0.0000	1,626.155	1,626.1551	0.2274	0.0000	1,630.930
2016	3.9462	14.1230	13.9252	0.0273	0.9932	0.6378	1.6309	0.2663	0.6001	0.8664	0.0000	2,338.863	2,338.8639	0.3368	0.0000	2,345.936
Total	5.1421	26.1609	23.4515	0.0454	1.5819	1.1536	2.7354	0.4530	1.0814	1.5344	0.0000	3,965.019	3,965.0190	0.5642	0.0000	3,976.866
tons/yr																
Percent Reduction	0.00	0.00	0.00	0.00	10.78	0.00	6.53	17.41	0.00	5.86	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	1/5/2015	3/10/2015	5	47	
2	Grading/Excavation	Grading	3/11/2015	7/15/2015	5	91	
3	Building Construction	Building Construction	5/21/2015	12/2/2016	5	402	
4	Sitework/Closeout	Building Construction	3/11/2016	12/2/2016	5	191	
5	Architectural Coating	Architectural Coating	4/29/2016	10/19/2016	5	124	

**Residential Indoor: 450,692; Residential Outdoor: 150,231; Non-Residential Indoor: 166,962; Non-Residential Outdoor: 73,993**

**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	Excavators	1	8.00	162	0.38
Demolition	Other Construction Equipment	2	8.00	171	0.42

Demolition	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading/Excavation	Bore/Drill Rigs	1	8.00	205	0.50
Grading/Excavation	Excavators	1	8.00	162	0.38
Grading/Excavation	Rubber Tired Dozers	1	8.00	255	0.40
Grading/Excavation	Scrapers	1	8.00	361	0.48
Grading/Excavation	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Aerial Lifts	2	8.00	62	0.31
Building Construction	Cranes	2	8.00	226	0.29
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Off-Highway Trucks	1	8.00	400	0.38
Building Construction	Other Construction Equipment	4	8.00	171	0.42
Building Construction	Pumps	1	8.00	84	0.74
Building Construction	Welders	1	8.00	46	0.45
Sitework/Closeout	Off-Highway Trucks	2	8.00	400	0.38
Sitework/Closeout	Paving Equipment	1	8.00	130	0.36
Sitework/Closeout	Pumps	1	8.00	84	0.74
Architectural Coating	Air Compressors	2	8.00	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	5	13.00	0.00	321.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading/Excavation	6	15.00	0.00	11,700.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	12	346.00	95.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Sitework/Closeout	4	346.00	95.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	2	69.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

- Use Soil Stabilizer
- Water Exposed Area
- Clean Paved Roads

### 3.2 Demolition - 2015

#### Unmitigated Construction On-Site

Category	tms/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.0348	0.0000	0.0348	5.2700e-003	0.0000	5.2700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0682	0.6833	0.4285	6.3000e-004		0.0405	0.0405	0.0380	0.0380	0.0380	0.0000	58.9674	58.9674	0.0152	0.0000	59.2863
Total	0.0682	0.6833	0.4285	6.3000e-004	0.0348	0.0405	0.0753	5.2700e-003	0.0380	0.0433	0.0000	58.9674	58.9674	0.0152	0.0000	59.2863

#### Unmitigated Construction Off-Site

Category	tms/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	3.2400e-003	0.0526	0.0376	1.2000e-004	2.7500e-003	8.7000e-004	3.6200e-003	7.5000e-004	8.0000e-004	1.5600e-003	0.0000	10.9322	10.9322	9.0000e-005	0.0000	10.9340
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	1.3600e-003	2.0000e-003	0.0208	4.0000e-005	3.3500e-003	3.0000e-005	3.3800e-003	8.9000e-004	3.0000e-005	9.2000e-004	0.0000	3.2526	3.2526	1.8000e-004	0.0000	3.2564
Total	4.6000e-003	0.0546	0.0583	1.6000e-004	6.1000e-003	9.0000e-004	7.0000e-003	1.6400e-003	8.3000e-004	2.4800e-003	0.0000	14.1847	14.1847	2.7000e-004	0.0000	14.1904

#### Mitigated Construction On-Site

Category	tms/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.0136	0.0000	0.0136	2.0500e-003	0.0000	2.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0682	0.6833	0.4285	6.3000e-004		0.0405	0.0405	0.0380	0.0380	0.0380	0.0000	58.9673	58.9673	0.0152	0.0000	59.2863
Total	0.0682	0.6833	0.4285	6.3000e-004	0.0136	0.0405	0.0541	2.0500e-003	0.0380	0.0400	0.0000	58.9673	58.9673	0.0152	0.0000	59.2863

### Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
	tons/yr																
Hauling	3.2400e-003	0.0526	0.0376	1.2000e-004	2.7500e-003	8.7000e-004	3.6200e-003	7.5000e-004	8.0000e-004	1.5600e-003	0.0000	10.9322	10.9322	9.0000e-005	0.0000	0.0000	10.9340
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	0.0000
Worker	1.3600e-003	2.0000e-003	0.0208	4.0000e-005	3.3500e-003	3.0000e-005	3.3800e-003	8.9000e-004	3.0000e-005	9.2000e-004	0.0000	3.2526	3.2526	1.8000e-004	0.0000	0.0000	3.2564
Total	4.6000e-003	0.0546	0.0583	1.6000e-004	6.1000e-003	9.0000e-004	7.0000e-003	1.6400e-003	8.3000e-004	2.4800e-003	0.0000	14.1847	14.1847	2.7000e-004	0.0000	0.0000	14.1904

### 3.3 Grading/Excavation - 2015

#### Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
	tons/yr																
Fugitive Dust					0.2787	0.0000	0.2787	0.1513	0.0000	0.1513	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1929	2.3080	1.5003	2.0000e-003		0.1083	0.1083	0.0996	0.0996	0.0996	0.0000	190.8931	190.8931	0.0570	0.0000	0.0000	192.0899
Total	0.1929	2.3080	1.5003	2.0000e-003	0.2787	0.1083	0.3870	0.1513	0.0996	0.2509	0.0000	190.8931	190.8931	0.0570	0.0000	0.0000	192.0899

#### Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
	tons/yr																
Hauling	0.1181	1.9177	1.3686	4.3200e-003	0.1003	0.0318	0.1320	0.0275	0.0292	0.0567	0.0000	398.4618	398.4618	3.1400e-003	0.0000	0.0000	398.5277
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	0.0000
Worker	3.0500e-003	4.4700e-003	0.0464	9.0000e-005	7.4900e-003	7.0000e-005	7.5600e-003	1.9900e-003	6.0000e-005	2.0500e-003	0.0000	7.2663	7.2663	4.1000e-004	0.0000	0.0000	7.2760
Total	0.1212	1.9222	1.4150	4.4100e-003	0.1078	0.0318	0.1396	0.0295	0.0293	0.0568	0.0000	405.7281	405.7281	3.5500e-003	0.0000	0.0000	405.8026

### Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr							
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust					0.1087	0.0000	0.1087	0.0590	0.0000	0.0590	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1929	2.3080	1.5003	2.0000e-003	0.1083	0.1083	0.1083	0.0996	0.0996	0.0996	0.0000	190.8929	190.8929	0.0570	0.0000	192.0897	
<b>Total</b>	<b>0.1929</b>	<b>2.3080</b>	<b>1.5003</b>	<b>2.0000e-003</b>	<b>0.1087</b>	<b>0.1083</b>	<b>0.2170</b>	<b>0.0590</b>	<b>0.0996</b>	<b>0.1586</b>	<b>0.0000</b>	<b>190.8929</b>	<b>190.8929</b>	<b>0.0570</b>	<b>0.0000</b>	<b>192.0897</b>	

### Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr							
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.1181	1.9177	1.3686	4.3200e-003	0.1003	0.0318	0.1320	0.0275	0.0292	0.0567	0.0000	398.4618	398.4618	3.1400e-003	0.0000	398.5277	
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	0.0000
Worker	3.0500e-003	4.4700e-003	0.0464	9.0000e-005	7.4900e-003	7.0000e-005	7.5600e-003	1.9900e-003	6.0000e-005	2.0500e-003	0.0000	7.2663	7.2663	4.1000e-004	0.0000	7.2750	
<b>Total</b>	<b>0.1212</b>	<b>1.9222</b>	<b>1.4150</b>	<b>4.4100e-003</b>	<b>0.1078</b>	<b>0.0318</b>	<b>0.1396</b>	<b>0.0295</b>	<b>0.0293</b>	<b>0.0588</b>	<b>0.0000</b>	<b>405.7281</b>	<b>405.7281</b>	<b>3.5500e-003</b>	<b>0.0000</b>	<b>405.8026</b>	

### 3.4 Building Construction - 2015

#### Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr							
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	0.6079	6.1052	3.2742	5.4800e-003		0.3184	0.3184		0.2990	0.2990	0.0000	507.4316	507.4316	0.1334	0.0000	510.2337	
<b>Total</b>	<b>0.6079</b>	<b>6.1052</b>	<b>3.2742</b>	<b>5.4800e-003</b>		<b>0.3184</b>	<b>0.3184</b>		<b>0.2990</b>	<b>0.2990</b>	<b>0.0000</b>	<b>507.4316</b>	<b>507.4316</b>	<b>0.1334</b>	<b>0.0000</b>	<b>510.2337</b>	

**Unmitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	0.0769	0.7823	0.9573	1.6600e-003	0.0470	0.0131	0.0602	0.0134	0.0121	0.0255	0.0000	152.4103	152.4103	1.2100e-003	0.0000	152.4357
Worker	0.1244	0.1823	1.8926	3.7600e-003	0.3056	2.7400e-003	0.3083	0.0812	2.5100e-003	0.0837	0.0000	296.5409	296.5409	0.0168	0.0000	296.8928
<b>Total</b>	<b>0.2013</b>	<b>0.9646</b>	<b>2.8499</b>	<b>5.4200e-003</b>	<b>0.3526</b>	<b>0.0159</b>	<b>0.3685</b>	<b>0.0946</b>	<b>0.0146</b>	<b>0.1092</b>	<b>0.0000</b>	<b>448.9511</b>	<b>448.9511</b>	<b>0.0180</b>	<b>0.0000</b>	<b>449.3285</b>

**Mitigated Construction On-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.6079	6.1052	3.2742	5.4800e-003	0.3184	0.3184	0.3184	0.2990	0.2990	0.2990	0.0000	507.4310	507.4310	0.1334	0.0000	510.2330
<b>Total</b>	<b>0.6079</b>	<b>6.1052</b>	<b>3.2742</b>	<b>5.4800e-003</b>	<b>0.3184</b>	<b>0.3184</b>	<b>0.3184</b>	<b>0.2990</b>	<b>0.2990</b>	<b>0.2990</b>	<b>0.0000</b>	<b>507.4310</b>	<b>507.4310</b>	<b>0.1334</b>	<b>0.0000</b>	<b>510.2330</b>

**Mitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	0.0769	0.7823	0.9573	1.6600e-003	0.0470	0.0131	0.0602	0.0134	0.0121	0.0255	0.0000	152.4103	152.4103	1.2100e-003	0.0000	152.4357
Worker	0.1244	0.1823	1.8926	3.7600e-003	0.3056	2.7400e-003	0.3083	0.0812	2.5100e-003	0.0837	0.0000	296.5409	296.5409	0.0168	0.0000	296.8928
<b>Total</b>	<b>0.2013</b>	<b>0.9646</b>	<b>2.8499</b>	<b>5.4200e-003</b>	<b>0.3526</b>	<b>0.0159</b>	<b>0.3685</b>	<b>0.0946</b>	<b>0.0146</b>	<b>0.1092</b>	<b>0.0000</b>	<b>448.9511</b>	<b>448.9511</b>	<b>0.0180</b>	<b>0.0000</b>	<b>449.3285</b>

### 3.4 Building Construction - 2016

#### Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.8461	8.5294	4.8003	8.2000e-003		0.4394	0.4394	0.4124	0.4124	0.4124	0.0000	753.1327	753.1327	0.1976	0.0000	757.2817
Total	0.8461	8.5294	4.8003	8.2000e-003		0.4394	0.4394	0.4124	0.4124	0.4124	0.0000	753.1327	753.1327	0.1976	0.0000	757.2817

#### Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	0.1016	1.0336	1.3323	2.4800e-003	0.0704	0.0164	0.0868	0.0201	0.0150	0.0351	0.0000	225.6254	225.6254	1.6400e-003	0.0000	225.6598
Worker	0.1676	0.2462	2.5583	5.6200e-003	0.4574	3.8900e-003	0.4613	0.1215	3.5600e-003	0.1251	0.0000	428.5517	428.5517	0.0231	0.0000	429.0364
Total	0.2691	1.2797	3.8906	8.1000e-003	0.5279	0.0202	0.5481	0.1416	0.0186	0.1602	0.0000	654.1771	654.1771	0.0247	0.0000	654.6962

#### Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.8461	8.5294	4.8003	8.2000e-003		0.4394	0.4394	0.4124	0.4124	0.4124	0.0000	753.1318	753.1318	0.1976	0.0000	757.2808
Total	0.8461	8.5294	4.8003	8.2000e-003		0.4394	0.4394	0.4124	0.4124	0.4124	0.0000	753.1318	753.1318	0.1976	0.0000	757.2808

**Mitigated Construction Off-Site**

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
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	0.0000
Vendor	0.1016	1.0336	1.3323	2.4800e-003	0.0704	0.0164	0.0868	0.0201	0.0150	0.0351	0.0000	225.6254	225.6254	1.6400e-003	0.0000	0.0000	225.6598
Worker	0.1676	0.2462	2.5583	5.6200e-003	0.4574	3.8900e-003	0.4613	0.1215	3.5800e-003	0.1251	0.0000	428.5517	428.5517	0.0231	0.0000	0.0000	429.0364
<b>Total</b>	<b>0.2691</b>	<b>1.2797</b>	<b>3.8906</b>	<b>8.1000e-003</b>	<b>0.5279</b>	<b>0.0202</b>	<b>0.5481</b>	<b>0.1416</b>	<b>0.0186</b>	<b>0.1602</b>	<b>0.0000</b>	<b>654.1771</b>	<b>654.1771</b>	<b>0.0247</b>	<b>0.0000</b>	<b>0.0000</b>	<b>654.6962</b>

**3.5 Sitework/Closeout - 2016**

**Unmitigated Construction On-Site**

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	0.2731	2.8822	1.5770	3.5200e-003	0.1291	0.1291	0.1291	0.1215	0.1215	0.1215	0.0000	326.9135	326.9135	0.0876	0.0000	0.0000	328.7521
<b>Total</b>	<b>0.2731</b>	<b>2.8822</b>	<b>1.5770</b>	<b>3.5200e-003</b>	<b>0.1291</b>	<b>0.1291</b>	<b>0.1291</b>	<b>0.1215</b>	<b>0.1215</b>	<b>0.1215</b>	<b>0.0000</b>	<b>326.9135</b>	<b>326.9135</b>	<b>0.0876</b>	<b>0.0000</b>	<b>0.0000</b>	<b>328.7521</b>

**Unmitigated Construction Off-Site**

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
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	0.0000
Vendor	0.0805	0.8191	1.0559	1.9700e-003	0.0558	0.0130	0.0688	0.0159	0.0119	0.0279	0.0000	178.8152	178.8152	1.3000e-003	0.0000	0.0000	178.8424
Worker	0.1328	0.1951	2.0275	4.4600e-003	0.3625	3.0900e-003	0.3656	0.0963	2.8400e-003	0.0991	0.0000	339.6406	339.6406	0.0183	0.0000	0.0000	340.0247
<b>Total</b>	<b>0.2133</b>	<b>1.0142</b>	<b>3.0834</b>	<b>6.4300e-003</b>	<b>0.4184</b>	<b>0.0161</b>	<b>0.4344</b>	<b>0.1122</b>	<b>0.0148</b>	<b>0.1270</b>	<b>0.0000</b>	<b>518.4557</b>	<b>518.4557</b>	<b>0.0196</b>	<b>0.0000</b>	<b>0.0000</b>	<b>518.8571</b>

**Mitigated Construction On-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.2731	2.8822	1.5770	3.5200e-003	0.1291	0.1291	0.1291	0.1215	0.1215	0.1215	0.0000	326.9131	326.9131	0.0876	0.0000	328.7517
Total	0.2731	2.8822	1.5770	3.5200e-003	0.1291	0.1291	0.1291	0.1215	0.1215	0.1215	0.0000	326.9131	326.9131	0.0876	0.0000	328.7517

**Mitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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	0.0805	0.8191	1.0559	1.9700e-003	0.0558	0.0130	0.0688	0.0159	0.0119	0.0279	0.0000	178.8152	178.8152	1.3000e-003	0.0000	178.8424
Worker	0.1328	0.1951	2.0275	4.4600e-003	0.3625	3.0900e-003	0.3656	0.0963	2.8400e-003	0.0991	0.0000	339.6406	339.6406	0.0183	0.0000	340.0247
Total	0.2133	1.0142	3.0834	6.4300e-003	0.4184	0.0161	0.4344	0.1122	0.0148	0.1270	0.0000	518.4557	518.4557	0.0196	0.0000	518.8671

**3.6 Architectural Coating - 2016**

**Unmitigated Construction On-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	2.2664					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0609	0.3922	0.3115	4.9000e-004	0.0325	0.0325	0.0325	0.0325	0.0325	0.0325	0.0000	42.2138	42.2138	4.9800e-003	0.0000	42.3183
Total	2.3274	0.3922	0.3115	4.9000e-004	0.0325	0.0325	0.0325	0.0325	0.0325	0.0325	0.0000	42.2138	42.2138	4.9800e-003	0.0000	42.3183

**Unmitigated Construction Off-Site**

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
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	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	0.0000
Worker	0.0172	0.0253	0.2625	5.8000e-004	0.0469	4.0000e-004	0.0473	0.0125	3.7000e-004	0.0128	0.0000	43.9725	43.9725	2.3700e-003	0.0000	44.0222	
<b>Total</b>	<b>0.0172</b>	<b>0.0253</b>	<b>0.2625</b>	<b>5.8000e-004</b>	<b>0.0469</b>	<b>4.0000e-004</b>	<b>0.0473</b>	<b>0.0125</b>	<b>3.7000e-004</b>	<b>0.0128</b>	<b>0.0000</b>	<b>43.9725</b>	<b>43.9725</b>	<b>2.3700e-003</b>	<b>0.0000</b>	<b>44.0222</b>	

**Mitigated Construction On-Site**

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Archit. Coating	2.2664						0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Off-Road	0.0609	0.3922	0.3115	4.9000e-004		0.0325	0.0325	0.0325		0.0325	0.0000	42.2138	42.2138	4.9800e-003	0.0000	42.3183	
<b>Total</b>	<b>2.3274</b>	<b>0.3922</b>	<b>0.3115</b>	<b>4.9000e-004</b>		<b>0.0325</b>	<b>0.0325</b>	<b>0.0325</b>		<b>0.0325</b>	<b>0.0000</b>	<b>42.2138</b>	<b>42.2138</b>	<b>4.9800e-003</b>	<b>0.0000</b>	<b>42.3183</b>	

**Mitigated Construction Off-Site**

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	0.0172	0.0253	0.2625	5.8000e-004	0.0469	4.0000e-004	0.0473	0.0125	3.7000e-004	0.0128	0.0000	43.9725	43.9725	2.3700e-003	0.0000	44.0222	
<b>Total</b>	<b>0.0172</b>	<b>0.0253</b>	<b>0.2625</b>	<b>5.8000e-004</b>	<b>0.0469</b>	<b>4.0000e-004</b>	<b>0.0473</b>	<b>0.0125</b>	<b>3.7000e-004</b>	<b>0.0128</b>	<b>0.0000</b>	<b>43.9725</b>	<b>43.9725</b>	<b>2.3700e-003</b>	<b>0.0000</b>	<b>44.0222</b>	

# **Appendix B.3**

**Project GHG Emissions – CalEEMod Outputs for Electricity,  
Natural Gas, Mobile, Area, Waste, and Water (First Full Initial  
Operational Year)**

## 8150 Sunset Blvd Mixed Use Project - PROJECT

### South Coast Air Basin, Annual

### 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5.09	1000sqft	0.12	5,094.00	0
Enclosed Parking with Elevator	305.65	1000sqft	0.00	305,652.00	0
Health Club	8.10	1000sqft	0.19	8,095.00	0
Quality Restaurant	22.19	1000sqft	0.25	22,189.00	0
Apartments High Rise	249.00	Dwelling Unit	1.00	191,324.00	528
Strip Mall	51.15	1000sqft	0.50	51,150.00	0
Supermarket	24.81	1000sqft	0.50	24,811.00	0
User Defined Recreational	49.84	User Defined Unit	0.00	49,840.00	0

#### 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2017

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MW/hr)	1156	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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#### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor: Los Angeles Department of Water and Power, 2012 Power Integrated Resource Plan, (2012).  
 Land Use - Unit Sizes (refer to Section 2, Project Description, of the 8150 Sunset Blvd Mixed-Use Project DEIR); Population: 528 (refer to Section 4.H, Population/Housing, of the Draft EIR); User Defined Residential=Residential Amenities/Roof Decks.  
 Vehicle Trips - Refer to "Trip Generation Rate" worksheet provided in this Appendix.

Woodstoves - No residential wood-stoves; No residential hearths.

Energy Use - CalEEMod default energy demand rates. User Defined Recreational=Residential Amenities/Roof Deck (factors are from Health Club/Racquet Club).

Water And Wastewater - Refer to "Project Water Demand Rates" worksheet provided in this Appendix.

Solid Waste - Refer to "Project Solid Waste Disposal Rates" worksheet provided in this Appendix. Solid waste rate is inclusive of 60% diversion.

Energy Mitigation - LEED v4 Credits: EAc2 (exceed Title 24 by 10%); EAc5 (1% renewable energy generation) (refer to "Preliminary LEED Scorecard" provided in this Appendix); Energy Efficient Appliances.

Water Mitigation - LEED v4 Credits: WEc2 (reduce indoor water demand by 35%) (refer to "Preliminary LEED Scorecard" provided in this Appendix).

Table Name	Column Name	Default Value	New Value
tblEnergyUse	LightingElect	0.00	3.55
tblEnergyUse	NT24E	0.00	5.75
tblEnergyUse	NT24NG	0.00	4.45
tblEnergyUse	T24E	0.00	2.75
tblEnergyUse	T24NG	0.00	14.36
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	211.65	0.00
tblFireplaces	NumberNoFireplace	24.90	0.00
tblFireplaces	NumberWood	12.45	0.00
tblLandUse	LandUseSquareFeet	5,090.00	5,094.00
tblLandUse	LandUseSquareFeet	305,650.00	305,652.00
tblLandUse	LandUseSquareFeet	8,100.00	8,095.00
tblLandUse	LandUseSquareFeet	22,190.00	22,189.00
tblLandUse	LandUseSquareFeet	249,000.00	191,324.00
tblLandUse	LandUseSquareFeet	24,810.00	24,811.00
tblLandUse	LandUseSquareFeet	0.00	49,840.00
tblLandUse	LotAcreage	7.02	0.00
tblLandUse	LotAcreage	0.51	0.25
tblLandUse	LotAcreage	4.02	1.00
tblLandUse	LotAcreage	1.17	0.50

tblLandUse	LotAcreage	0.57	0.50
tblLandUse	Population	712.00	528.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	1156
tblProjectCharacteristics	OperationalYear	2014	2017
tblSolidWaste	SolidWasteGenerationRate	114.54	222.30
tblSolidWaste	SolidWasteGenerationRate	4.73	7.56
tblSolidWaste	SolidWasteGenerationRate	46.17	12.02
tblSolidWaste	SolidWasteGenerationRate	20.25	434.76
tblSolidWaste	SolidWasteGenerationRate	53.71	75.95
tblSolidWaste	SolidWasteGenerationRate	139.93	165.78
tblVehicleTrips	ST_TR	7.16	4.36
tblVehicleTrips	ST_TR	2.37	96.39
tblVehicleTrips	ST_TR	20.87	21.25
tblVehicleTrips	ST_TR	94.36	58.41
tblVehicleTrips	ST_TR	42.04	27.90
tblVehicleTrips	ST_TR	177.59	67.47
tblVehicleTrips	SU_TR	6.07	4.36
tblVehicleTrips	SU_TR	0.98	96.39
tblVehicleTrips	SU_TR	26.73	21.25
tblVehicleTrips	SU_TR	72.16	58.41
tblVehicleTrips	SU_TR	20.43	27.90
tblVehicleTrips	SU_TR	166.44	67.47
tblVehicleTrips	WD_TR	6.59	4.36
tblVehicleTrips	WD_TR	11.01	96.39
tblVehicleTrips	WD_TR	32.93	21.25
tblVehicleTrips	WD_TR	89.95	58.41
tblVehicleTrips	WD_TR	44.32	27.90
tblVehicleTrips	WD_TR	102.24	67.47
tblWater	IndoorWaterUseRate	16,223,352.38	8,344,210.00
tblWater	IndoorWaterUseRate	904,664.78	118,128.00

tblWater	IndoorWaterUseRate	479,059.47	187,603.00
tblWater	IndoorWaterUseRate	6,735,413.08	2,923,560.00
tblWater	IndoorWaterUseRate	3,788,809.47	1,185,365.00
tblWater	IndoorWaterUseRate	3,058,284.41	899,644.00
tblWater	OutdoorWaterUseRate	10,227,765.63	5,260,435.00
tblWater	OutdoorWaterUseRate	0.00	2,856,125.00
tblWater	OutdoorWaterUseRate	554,471.96	72,402.00
tblWater	OutdoorWaterUseRate	293,617.09	114,982.00
tblWater	OutdoorWaterUseRate	429,919.98	186,605.00
tblWater	OutdoorWaterUseRate	2,322,173.55	726,505.00
tblWater	OutdoorWaterUseRate	94,586.12	27,821.00
tblWoodstoves	NumberCatalytic	12.45	0.00
tblWoodstoves	NumberNoncatalytic	12.45	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

## 2.0 Emissions Summary

### 2.2 Overall Operational Unmitigated Operational

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Area	3.0754	0.0303	2.5998	1.4000e-004	0.0141	0.0323	0.0414	0.0141	0.0323	0.0414	0.0000	4.2061	4.2061	4.2400e-003	0.0000	4.2952
Energy	0.0467	0.4196	0.3200	2.5500e-003	0.0323	0.0323	0.0323	0.0323	0.0323	0.0323	0.0000	3,864.0632	3,864.0632	0.0942	0.0261	3,874.1418
Mobile	3.3237	7.9638	32.3937	0.0700	4.7091	0.1033	4.8124	1.2601	0.0951	1.3552	0.0000	5,409.5979	5,409.5979	0.2198	0.0000	5,414.2143
Waste						0.0000	0.0000	0.0000	0.0000	0.0000	186.4208	0.0000	186.4208	11.0172	0.0000	417.7811
Water						0.0000	0.0000	0.0000	0.0000	0.0000	4.3332	147.1114	151.4446	0.4488	0.0113	164.3629

Total	6.4457	8.4136	35.3135	0.0727	4.7091	0.1497	4.8588	1.2601	0.1415	1.4016	190.7540	9,424.978	9,615.7326	11.7842	0.0374	9,874.795
											5					2

### Mitigated Operational

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Area	3.0754	0.0303	2.5998	1.4000e-004		0.0141	0.0141	0.0141	0.0141	0.0141	0.0000	4.2061	4.2061	4.2400e-003	0.0000	4.2952
Energy	0.0448	0.4028	0.3084	2.4400e-003		0.0310	0.0310	0.0310	0.0310	0.0310	0.0000	3,629.681	3,629.681	0.0884	0.0247	3,639.185
Mobile	3.3237	7.9638	32.3937	0.0700	4.7091	0.1033	4.8124	1.2601	0.0951	1.3552	0.0000	5,409.597	5,409.597	0.2198	0.0000	5,414.214
Waste						0.0000	0.0000	0.0000	0.0000	0.0000	186.4208	0.0000	186.4208	11.0172	0.0000	417.7811
Water						0.0000	0.0000	0.0000	0.0000	0.0000	2.8166	112.3683	115.1849	0.2921	7.4100e-003	123.6176
Total	6.4439	8.3969	35.3019	0.0726	4.7091	0.1484	4.8575	1.2601	0.1402	1.4003	189.2374	9,155.853	9,345.0908	11.6218	0.0321	9,599.093
											4					6

Percent Reduction	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
0.03		0.20	0.03	0.15	0.00	0.87	0.03	0.00	0.92	0.09	0.80	2.86	2.81	1.38	14.22	2.79

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mitigated	3.3237	7.9638	32.3937	0.0700	4.7091	0.1033	4.8124	1.2601	0.0951	1.3552	0.0000	5,409.597	5,409.597	0.2198	0.0000	5,414.214
Unmitigated	3.3237	7.9638	32.3937	0.0700	4.7091	0.1033	4.8124	1.2601	0.0951	1.3552	0.0000	5,409.597	5,409.597	0.2198	0.0000	5,414.21

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Apartments High Rise	1,085.64	1,085.64	1085.64	3,709,797	3,709,797
Enclosed Parking with Elevator	0.00	0.00	0.00	1,580,530	1,580,530
General Office Building	490.63	490.63	490.63	368,136	368,136
Health Club	172.13	172.13	172.13	1,845,194	1,845,194
Quality Restaurant	1,296.12	1,296.12	1296.12	2,715,165	2,715,165
Strip Mall	1,427.09	1,427.09	1427.09	2,208,703	2,208,703
Supermarket	1,673.93	1,673.93	1673.93		
User Defined Recreational	0.00	0.00	0.00		
<b>Total</b>	<b>6,145.52</b>	<b>6,145.52</b>	<b>6,145.52</b>	<b>12,427,524</b>	<b>12,427,524</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-NW	H-S or C-C	H-O or C-NW	H-S or C-C	H-W or C-NW	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	H-S or C-C	H-W or C-NW	H-S or C-C	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	19.20	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	0.00	0.00	0.00	0.00	0	0	0						
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	48.00	33.00	48.00	19.00	77	19	4						
Health Club	16.60	8.40	6.90	16.90	64.10	19.00	64.10	16.90	64.10	19.00	52	39	9						
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	69.00	12.00	69.00	19.00	38	18	44						
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	64.40	16.60	64.40	19.00	45	40	15						
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	74.50	6.50	74.50	19.00	34	30	36						
User Defined Recreational	16.60	8.40	6.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0						

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513125	0.060112	0.180262	0.139218	0.042100	0.006630	0.016061	0.030999	0.001941	0.002506	0.004348	0.000594	0.002104

### 5.0 Energy Detail

#### 4.4 Fleet Mix

Historical Energy Use: N

January 23, 2014



Kurt Karperos  
Chief, Air Quality Planning & Science Division  
**CALIFORNIA AIR RESOURCES BOARD**  
1001 "I" Street  
Sacramento, CA 95814

Terry Roberts  
Southern California Planning Liaison  
**CALIFORNIA AIR RESOURCES BOARD**  
9528 Telstar  
El Monte, CA 91731

**Re: PROCEDURE FOR EVALUATING CONSTRUCTION GREENHOUSE GAS EMISSIONS UNDER THE "JOBS AND ECONOMIC IMPROVEMENT THROUGH ENVIRONMENTAL LEADERSHIP ACT"**

Dear Mr. Karperos and Ms. Roberts:

On behalf of the Project Applicant, AG-SCH 8150 Sunset Boulevard Owner, L.P., PCR has prepared a greenhouse gas (GHG) emissions assessment for the 8150 Sunset Boulevard Mixed Use Project (the "Project"), to demonstrate that the Project meets the requirements of the Jobs and Economic Improvement Through Environmental Leadership Act ("the Act"). We greatly appreciate the time and consideration Ms. Roberts and others at the Air Resources Board (ARB) have granted us regarding this important Project.

In preliminary discussions with ARB, staff indicated to us a specific methodology for treating construction period GHG emissions. However, we feel the specifics of the proposed Project warrant a different approach, and have completed the GHG demonstration study in accordance with this methodology. Formal submittal to ARB to commence official review in accordance with the Act will occur contemporaneously with transmittal of this letter to you. In order to expedite the ARB's review, we have prepared the attached Memorandum containing excerpts from the full study highlighting the basis by which we feel our proposed methodology is the most credible and applicable approach for treating construction period GHG emissions. As shown therein, the Project easily achieves the requirement of "no net increase" in GHG emissions.

We request that you consider the proposal at your earliest convenience. Do not hesitate to call myself at 626-204-6170, or Wendy Mitchell, of WM Consulting, Inc. at 818-995-8575, as questions or comments regarding this issue arise. We eagerly await your response.

Sincerely,  
**PCR SERVICES CORPORATION**

A handwritten signature in cursive script that reads "Heidi Rous".

Heidi Rous  
Vice President/Director



# Memorandum

**TO:** Kurt Karperos, Chief, Air Quality Planning & Science Division, CARB     **DATE:** January 23, 2014  
**CC:** Terry Roberts, Southern California Planning Liaison, CARB  
**FROM:** Heidi Rous, PCR Services Corporation  
          Alan Sako, PCR Services Corporation

**RE:** PROCEDURE FOR EVALUATING CONSTRUCTION GREENHOUSE GAS EMISSIONS UNDER THE "JOBS AND ECONOMIC IMPROVEMENT THROUGH ENVIRONMENTAL LEADERSHIP ACT" FOR THE 8150 SUNSET BOULEVARD MIXED-USE PROJECT

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## 1.0 INTRODUCTION

### 1.1 Purpose

AG-SCH 8150 Sunset Boulevard Owner, L.P., (the "Applicant") has retained PCR Services Corporation ("PCR") to conduct a comprehensive greenhouse gas (GHG) emissions assessment for the 8150 Sunset Boulevard Mixed Use Project (the "Project") and to demonstrate that the Project meets the requirements of the Jobs and Economic Improvement Through Environmental Leadership Act ("the Act") (Public Resources Code Section 21178 et seq.), also referred to as Assembly Bill (AB) 900. The Office of Planning and Research (OPR) has provided approved guidelines for submitting applications for streamlined environmental review pursuant to the Act. With respect to GHG emissions, a project must demonstrate to the California Air Resources Board (CARB) that it would not result in any net additional GHGs including GHG emissions from employee transportation in accordance with Public Resources Code Section 21183(c). The GHG emissions associated with construction of the Project are also to be considered in the analysis.

The Applicant and PCR participated in a teleconference with CARB staff (Terry Roberts, Joshua Cunningham, Johnathan Taylor, and Holger Sdun) on December 19, 2013. During the teleconference, CARB staff had advised the Applicant to evaluate the Project's construction GHG emissions by adding the total construction GHG emissions to the Project's initial operational year GHG emissions and compare that total to the baseline annual operational emissions. The Applicant and PCR believe that adding the total construction period GHG emissions to the initial operational year GHG emissions does not accurately reflect the Project's contemporaneous emissions and extremely overstates the Project's GHG emissions expected to occur during the initial operational year. Furthermore, based on the understanding of the Applicant and PCR, adding the Project's total construction period GHG emissions to the initial operational year GHG emissions is not consistent with the methodology used for the prior approved projects. Thus, the Applicant requests that CARB staff reconsider the methodology for evaluating construction GHG emissions that was offered by CARB staff during the December 19, 2013 teleconference. The *Greenhouse Gas Emissions Methodology and Documentation* study has been submitted and is currently under review by the ARB.

# Memorandum

**RE:** PROCEDURE FOR EVALUATING CONSTRUCTION GREENHOUSE GAS EMISSIONS UNDER THE “JOBS AND ECONOMIC IMPROVEMENT THROUGH ENVIRONMENTAL LEADERSHIP ACT” FOR THE 8150 SUNSET BOULEVARD MIXED-USE PROJECT



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Currently, there are three projects in California that have approved applications under the Act, having demonstrated no net additional GHG emissions to the satisfaction of CARB. The three projects are the: (1) Apple Campus 2 Project in Cupertino, California; (2) McCoy Solar Energy Project in Riverside County, California; and (3) Soitec Solar Energy Project in San Diego County, California. This paper provides a recommended procedure for evaluating the construction-related GHG emissions for the Project in a manner consistent with the approaches applied to the previously approved projects and that would meet the mandate of no net additional GHG emissions, as previously interpreted by CARB.

## 1.2 Site Location and Existing Use

The Applicant proposes to redevelop the 2.56-acre property located at 8150 Sunset Boulevard (the “Project Site”) in the Hollywood community of the City of Los Angeles (the “City”). The Project Site is currently occupied by two commercial buildings and associated parking. The two structures on the site were built in 1960 and in 1988 and contain 80,000 square feet of retail tenancy inclusive of the following uses: general retail, restaurants, ice cream parlor, walk-in bank facility, fitness center, storage facility, and dental office.

The main retail structure, completed in 1988, is a three-level concrete and light-gauge steel structure inclusive of a one-level, partial below-grade parking garage, three levels of above-grade retail uses and surface parking. The second structure is a two-story building constructed in 1960 that fronts Sunset Boulevard. In addition, there is a standard-sized billboard at the site that until recently was digital. All existing on-site structures, parking, signage, and landscaping would be removed from the site prior to construction of the Project. The Project Site is generally flat, with a topography that slopes down from the north to the south. Landscaping on the site is limited to a small number of ornamental trees.

The existing site is currently underutilized since the Applicant has allowed tenant contract leases to expire without the option for renewal pending redevelopment of the site. However, the site has historically operated at a fully occupied level and no discretionary approvals would be required if the Applicant were to renew leases to fully occupy the existing site. Thus, the existing site at 8150 Sunset Boulevard would result in a certain level of baseline GHG emissions if fully occupied. For the purposes of determining the net change in GHG emissions, the baseline annual operational GHG emissions would be based on the fully occupied existing site.

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## 1.3 Project Description

The Project would demolish and remove the two existing structures and associated infrastructure from the Project Site. Prior to the onset of construction activity, the existing uses will be vacated and all facilities will cease to operate. The Project would construct two buildings over a single podium structure. The North Building would include three levels (one subterranean) of entirely commercial uses. The South Building would include commercial uses on the first two levels, 12 levels of residential uses, and a rooftop restaurant/lounge on Level 16. The Project would include 111,339 square feet of commercial retail and restaurant uses within three lower levels (one subterranean) and one rooftop level, and 249 apartment units, including 28 affordable housing units, within the 12 upper levels representing 222,564 gross square feet of residential space. The Project would also provide a new 9,134-square-foot Corner Plaza at the northeast corner of the site, a 34,050-square-foot Central Plaza, public rooftop deck/garden areas along Sunset Boulevard, a private pool and pool deck area for residents, as well as other resident-only amenities totaling approximately 6,900 square feet. Parking for all proposed uses would be provided on-site via a seven-level Parking Structure housed within the podium structure that includes 849 total parking spaces. The Parking Structure would serve both the proposed residential and commercial uses. Given the space limitations of the Project Site, the entire site would be fully built out prior to occupancy. Thus, the Project would not result in simultaneous construction and operational GHG emissions from partial occupancy during construction. Short- and long-term bicycle parking totaling 985 spaces would also be provided on-site, including 428 spaces for residential uses and 557 spaces for commercial uses. The total development would include up to 333,903 square feet of commercial and residential space.

## 2.0 PROPOSED PROCEDURE FOR EVALUATING CONSTRUCTION GHG EMISSIONS

### 2.1 Proposed by the Applicant

Construction of the Project would result in one-time GHG emissions during the period of construction activity. Construction is expected to last approximately two years and emissions would be estimated for each year of construction. The Applicant proposed to evaluate whether construction would result in net additional construction GHG emissions by comparing each year of construction GHG emissions with the baseline operational GHG emissions for the fully occupied existing site. As the Project would demolish and removed the existing structures and associated infrastructure from the Project Site, the existing uses will be vacated prior to construction and all facilities would cease to operate. In addition, it is assumed that all new facilities are fully operational on the expected opening day, which is a conservative assumption. Therefore, Project construction emissions would not occur contemporaneously with either baseline operational emissions or Project operational emissions. Thus,

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the Applicant believed that the best approach to determine if Project construction results in net additional GHG emissions would be to compare the Project construction emissions on an annual basis with the baseline annual operational emissions for each year (i.e., year-by-year approach). Based on the currently anticipated construction schedule, the final three months of construction may occur in the same year as the initial operational year of the Project. The GHG emissions associated with the final months of construction would be added to the Project’s initial operational year GHG emissions and the total compared to the baseline annual operational emissions.

## 2.2 Proposed by CARB

The Applicant and PCR participated in a teleconference with CARB staff on December 19, 2013. The procedure for evaluating construction GHG emissions proposed by CARB, as explained during the teleconference, disagreed with the initial Applicant-proposed procedure described above. CARB staff indicated that their preference was to add the total construction GHG emissions to the Project’s initial operational year GHG emissions and compare that total to the baseline annual operational emissions.

## 3.0 REVIEW OF PROCEDURES USED FOR PRIOR APPROVED PROJECTS

### 3.1 Apple Campus 2 Project

The Apple Campus 2 Project evaluated the 2011 full occupancy baseline GHG emissions and the net change from project construction and operation. CARB determined that construction emissions from the Apple Campus 2 Project could amount to an increase in emissions above the baseline operational emissions. CARB’s letter of determination states that “some operation of the current facilities will likely continue during the course of construction, and therefore, the annual operational and construction emissions during the construction phase could be greater than the baseline operational emissions...The GHG emissions from the construction activities will amount to an increase in emissions above and beyond the baseline operational emissions.”<sup>1</sup> In order to ensure no net additional GHG emissions due to construction, CARB recommended that Apple “participate in California’s Direct Access program to offset construction GHG emissions from the Apple Campus 2 project.”<sup>2</sup> CARB determined that “Apple’s participation in the Direct Access program is expected to contemporaneously offset Apple

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<sup>1</sup> California Air Resources Board, Executive Order LP-12-002, Relating to Determination of Any Net Additional Greenhouse Gas Emissions Pursuant to Public Resources Code section 21180, subd. (c) For Apple Campus 2 Project, Apple Inc., Attachment A, page 8, June 12, 2012.

<sup>2</sup> Ibid., page 9.

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Campus 2 construction emissions from 2013 through 2015 in Cupertino.”<sup>3</sup> It is noted that CARB approved a mitigation program that would contemporaneously offset construction GHG emissions only during those years in which construction of the project would occur (i.e., 2013 through 2015). For the Apple Campus 2 Project, construction emissions were not added to the project’s operational GHG emissions, which, according to CARB, would begin operation in 2016. Rather, the construction GHG emissions were considered separately and mitigated only during the construction period (i.e., 2013 through 2015).

## 3.2 Solar Energy Projects

The two solar energy projects evaluated GHG emissions by adding the total construction emissions with the total operational lifetime GHG emissions, which were both defined as the annual operational GHG emissions over 30 years. The two solar energy projects proposed to offset GHG emissions by securing carbon credits equal to the projects’ total lifetime GHG emissions (total construction emissions plus the total operational lifetime emissions). CARB determined that if both solar projects obtained the requisite carbon credits, the projects would result in no net additional GHG emissions.

## 4.0 RECOMMENDED PROCEDURE FOR THE PROPOSED 8150 SUNSET BOULEVARD MIXED-USE PROJECT IN RESPONSE TO CARB’S PROPOSAL

The Applicant and PCR have reviewed the prior projects that have been approved by CARB and have considered CARB’s proposal as communicated on the December 19, 2013 teleconference with respect to evaluating construction GHG emissions. The Applicant and PCR respectfully disagree with CARB’s proposal for evaluating construction GHG emissions for the Project as described above.

The Applicant believes that the best approach to determine if Project construction would result in net additional GHG emissions would be to compare the Project’s construction emissions on an annual basis with the baseline annual operational emissions for each year (i.e., year-by-year approach). Based on the currently anticipated construction schedule, the construction activity would be completed near the end of calendar year 2016 and the Project could be operational at the end of 2016 for approximately one month. The GHG emissions associated with operational activity at the end of calendar year 2016 would be added to the Project’s construction GHG emissions in 2016 and the total compared to the baseline annual operational emissions. This procedure would result in a reasonably accurate

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<sup>3</sup> Ibid., page 9.

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assessment of the Project's contemporaneous GHG emissions in a given year as compared to the baseline annual operational emissions.

Adding the Project's total construction period GHG emissions to the initial operational year GHG emissions is not consistent with the prior approved project, most notably the Apple Campus 2 Project, which shares similar fundamental characteristics with the Proposed Project and was not required to add total construction emissions to the initial operational year GHG emissions.

The Apple Campus 2 Project is a redevelopment of an existing site with existing land uses and existing operational GHG emissions. The Apple Campus 2 Project site is also underutilized, but would result in a certain level of baseline GHG emissions if fully occupied. Similarly, the existing site for the 8150 Sunset Boulevard Mixed-Use Project is a redevelopment of an existing site with existing land uses and existing operational GHG emissions. The existing site is also currently underutilized since the Applicant has allowed tenant contract leases to expire without the option for renewal pending redevelopment of the site. As was the case with the Apple Campus 2 Project, the existing site at 8150 Sunset Boulevard would result in a certain level of baseline annual operational GHG emissions if fully occupied. The two solar energy Projects are not similar in design or purpose to the 8150 Sunset Boulevard Mixed-Use Project and as such would not be appropriate models for evaluating no net additional GHG emissions under AB 900.

Furthermore, based on the understanding of the Applicant and PCR, adding the total construction period GHG emissions to the initial operational year GHG emissions does not accurately reflect the Project's contemporaneous emissions and extremely overstates the Project's GHG emissions expected to occur in a given year.

## 4.2 Preliminary Results of the Recommended Procedure

The Applicant and PCR have estimated preliminary construction GHG emissions of approximately 4,200 metric tons of carbon dioxide equivalents (MTCO<sub>2</sub>e) over the approximately two years of construction activity. The Project would demolish and remove the existing structures and associated infrastructure from the Project Site and the existing uses will be vacated prior to construction and all facilities would cease to operate. Thus, there would not be contemporaneous emissions from the operation of existing on-site uses. The Applicant and PCR have also estimated preliminary year 2013 baseline annual operational emissions for the fully occupied existing site of approximately 7,400 MTCO<sub>2</sub>e. With respect to Project operational GHG emissions, the Applicant and PCR have estimated

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preliminary Project operational emissions, assuming a 12 month initial operational year, of approximately 6,359 MTCO<sub>2</sub>e.

**Table 1**, *Evaluation of Net GHG Emissions for the Project – Applicant’s Proposed Procedure*, provides a summary of the determination of net additional GHG emissions, as per the Applicant’s Recommended Procedure (i.e., year-by-year approach). Based on these preliminary estimates, the Project would not result in net additional contemporaneous GHG emissions compared to the baseline annual operational emissions.

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**Table 1**

**Evaluation of Net GHG Emissions for the Project – Applicant’s Proposed Procedure**

GHG Emissions Source	Annual GHG Emissions <sup>a</sup> (MTCO <sub>2</sub> e/year)		
	2015	2016 <sup>c</sup>	2017 <sup>d</sup>
Baseline Annual Operations <sup>b</sup>	7,407	7,407	7,407
Construction	1,631	2,346	–
Electricity	–	266	3,193
Electricity (100% Green Power/RECs)	–	(266)	(3,193)
Natural Gas	–	37	446
Mobile	–	451	5,414
Waste	–	35	418
Water and Wastewater	–	10	124
Area and Stationary	–	<1	4
<b>Total (with Greenpower/RECs)</b>	<b>1,631</b>	<b>2,880</b>	<b>6,406</b>
<b>Net Change</b>	<b>(5,776)</b>	<b>(4,528)</b>	<b>(1,001)</b>
<b>Exceeds Baseline?</b>	<b>No</b>	<b>No</b>	<b>No</b>

<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations.

<sup>b</sup> As of December 30, 2013, 5,761 square feet of the existing 80,000 square feet is unoccupied due to expired lease agreements or because the Applicant bought out the lease in order to facilitate the proposed development. The Applicant may sign new lease agreements or extend existing lease agreements at any time for the full 80,000 square feet retail space without the need for discretionary approvals.

<sup>c</sup> Based on the expected construction schedule, the Project would be operational during the last month of year 2016. Therefore, estimated operational emissions associated with approximately one month of operational activity are included for year 2016.

<sup>d</sup> Year 2017 is expected to be the first full year of Project operations.

Source: PCR Services Corporation, 2013.

**Exhibit 7: Applicant's Acknowledgement and Agreement with the City of Los Angeles as lead agency for the Project**

**MASTER LAND USE PERMIT APPLICATION**  
LOS ANGELES CITY PLANNING DEPARTMENT

*Planning Staff Use Only*

ENV No.	Existing Zone <b>C2-1D</b>	District Map <b>147B173, 147B177</b>
APC <b>Central</b>	Community Plan <b>Hollywood</b>	Council District <b>4</b>
Census Tract <b>1942.00</b>	APN <b>5554007014</b> <b>5554007015</b>	Case Filed with [DSC Staff] <b>Stankin</b>
		Date <b>8/19/13</b>

THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT

CASE NO. **CPC 2013-2551-CUB-2V-DB-SPR**

APPLICATION TYPE Affordable Housing Incentives, Site Plan Review, Conditional Use Beverage, Zone Variance  
*(zone change, variance, conditional use, tract/parcel map, specific plan exception, etc.)*

**1. PROJECT LOCATION AND SIZE**

Street Address of Project 8150 Sunset Boulevard Zip Code 90046  
 Legal Description: Lot 1 Block \_\_\_\_\_ Tract 31173  
 Lot Dimensions Irregular Lot Area (sq. ft.) 111,339 Total Project Size (sq. ft.) 333,872

**2. PROJECT DESCRIPTION**

Describe what is to be done: Demolish existing commercial buildings and construct a mixed-use commercial/residential development with approximately 111,000 sf of commercial uses (approximately 25,000 sf organic grocery store, 51,000 sf of retail uses, 22,000 sf of restaurant uses, 8,000 sf of fitness uses, and 5,000 sf of bank uses) and 249 dwelling units with approximately 222,564 sf of floor area.

Present Use: Shopping center. Proposed Use: Mixed-use residential/commercial development.

Plan Check No. (if available) \_\_\_\_\_ Date Filed: \_\_\_\_\_

Check all that apply:

<input checked="" type="checkbox"/> New Construction	<input checked="" type="checkbox"/> Change of Use	<input type="checkbox"/> Alterations	<input checked="" type="checkbox"/> Demolition
<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Residential	<input type="checkbox"/> Tier 1 LA Green Code

Additions to the building:

<input type="checkbox"/> Rear	<input type="checkbox"/> Front	<input type="checkbox"/> Height	<input type="checkbox"/> Side Yard
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No. of residential units: Existing 0 To be demolished 0 Adding 249 Total 249

**3. ACTION(S) REQUESTED**

Describe the requested entitlement which either authorizes actions OR grants a variance:

Code Section from which relief is requested: 12.22-A.25(f)(4)(ii) Code Section which authorizes relief: 12.22-A.25

An off-menu Incentive to permit a 3:1 floor area ratio for a Housing Development Project located within approximately 1,560 feet of a Transit Stop, in lieu of the 1,500 foot distance specified in LAMC §12.22-A.25(f)(4)(ii).

Code Section from which relief is requested: 12.21-A.5(c) Code Section which authorizes relief: 12.22-A.25

An off-menu Incentive to allow an increase in the number of compact parking spaces that may be provided for commercial uses from 40% to 60% and to allow parking for residential uses in excess of one standard parking stall for 146 residential units to be provided as compact spaces instead of one standard parking space for each unit (or 249 spaces), with the rest provided as compact spaces, in-lieu of the requirements set forth in LAMC §12.21-A.5(c) with attendant parking for both commercial and residential parking.

Code Section from which relief is requested: 12.16-A.2 and 12.14-A.1(b)(3) Code Section which authorizes relief: 12.22-A.25

An off-menu Incentive to permit a 0' to 16' 4" south side yard for residential parking above the second above-ground level, in lieu of the 16-foot side yard otherwise required by Section 12.16-C.2.

Code Section from which relief is requested: 12.21-A.4(a) Code Section which authorizes relief: 12.22-A.25

Parking Option 1 for a mixed-use Housing Development Project.

Code Section from which relief is requested: \_\_\_\_\_ Code Section which authorizes relief: 16.05

Site Plan Review for a development project which creates 50 or more dwelling units.

List related or pending case numbers relating to this site

**3. ACTION(S) REQUESTED**

Describe the requested entitlement which either authorizes actions OR grants a variance:

Code Section from which relief is requested: 12.16 Code Section which authorizes relief: 12.24-W.1

Conditional Use Permit for the on-site sale of a full line of alcoholic beverages in connection with four restaurants, and the off-site sale of a full line of alcoholic beverages in connection with an organic grocery store.

Code Section from which relief is requested: 12.16-A.2 and 12.14-A.1(b)(3) Code Section which authorizes relief: 12.27

Variance to allow outdoor dining above the first floor in the C4 zone, as not otherwise permitted by LAMC §12.16-A.2 and 12.14-A.1(b)(3); and to allow a fitness studio in the C4 zone as not otherwise permitted by LAMC §12.16-A.2.

Code Section from which relief is requested: \_\_\_\_\_ Code Section which authorizes relief: 12.22-A.25

\_\_\_\_\_  
\_\_\_\_\_

List related or pending case numbers relating to this site

\_\_\_\_\_

**4. OWNER/APPLICANT INFORMATION**

Applicant's name Tyler Siegel Company AG SCH 8150 Sunset Boulevard Owner, LP  
 Address: P.O. Box 10506 Telephone: (310) 285-7081 Fax: ( ) \_\_\_\_\_  
Beverly Hills, CA Zip: 90213 E-mail: tsiegel@townscapepartners.com

Property owner's name (if different from applicant) \_\_\_\_\_  
 Address: \_\_\_\_\_ Telephone: ( ) \_\_\_\_\_ Fax: ( ) \_\_\_\_\_  
 \_\_\_\_\_ Zip: \_\_\_\_\_ E-mail: \_\_\_\_\_

Contact person for project information Jeff Haber/Edgar Khalatian/  
Michael Nytzen Company Paul Hastings LLP  
 Address: 515 S. Flower Street, 25th Floor Telephone: (213) 683-6000 Fax: (213) 627-0705  
Los Angeles, CA Zip: 90071 E-mail: jeffreyhaber@paulhastings.com  
edgarkhalatian@paulhastings.com  
michaelnytzen@paulhastings.com

**5. APPLICANT'S AFFIDAVIT**

Under penalty of perjury the following declarations are made:

- a. The undersigned is the owner or lessee if entire site is leased, or authorized agent of the owner with power of attorney or officers of a corporation (submit proof). (NOTE: for zone changes lessee may not sign).
- b. The information presented is true and correct to the best of my knowledge.
- c. In exchange for the City's processing of this Application, the undersigned Applicant agrees to defend, indemnify and hold harmless the City, its agents, officers or employees, against any legal claim, action, or proceeding against the City or its agents, officers, or employees, to attack, set aside, void or annul any approval given as a result of this Application.

Signature: *[Handwritten Signature]* Print: TYLER SIEGEL

ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Los Angeles

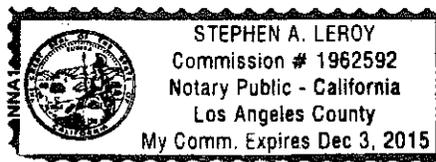
On 7-16-2013 before me, *[Signature]* STEPHEN LEROY  
(Insert Name of Notary Public and Title)

personally appeared TYLER SIEGEL, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal

*[Signature]* (Seal)  
 Signature



**6. ADDITIONAL INFORMATION/FINDINGS**

In order for the City to render a determination on your application, additional information may be required. Consult the appropriate Special Instructions handout. Provide on an attached sheet(s) this additional information using the handout as a guide.

NOTE: All applicants are eligible to request a one time, one-year only freeze on fees charged by various City departments in connection with your project. It is advisable only when this application is deemed complete or upon payment of Building and Safety plan check fees. Please ask staff for details or an application.

*Planning Staff Use Only*

Base Fee	<u>30,476.25</u>	Reviewed and Accepted by	Date
Receipt No.	<u>12807</u>	[Project Planner]	
		Deemed Complete by	Date
		[Project Planner]	