CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Sustainable Communities Environmental Assessment Errata

5001 Wilshire Project

Case Number: ENV-2021-3327-SCEA
DIR-2021-3324-CLQ, DIR-2021-3326-TOC-SPR-VHCA, VTT-83358

Project Location: 5001 Wilshire Boulevard; 671 – 677 South Highland Avenue; and 668 South Citrus Avenue, Los Angeles, California, 90036

Community Plan Area: Wilshire

Council District: 5 – Koretz

Project Description: 5001 Wilshire Project (the "Project") encompasses a Project area of 73,397 square feet (1.68 acres) within four lots, inclusive of the requested merger of Carling Way (the "Project Site"). Pacific Springs, LLC (the "Applicant") proposes the demolition of the existing two-story commercial building and surface parking lots to develop an eight-story mixed-use building with 242 residential units and 10,900 square feet of commercial space fronting Wilshire Boulevard. The Project will encompass a total floor area of 260,000 square feet resulting in a Floor Area Ratio (FAR) of 3.54:1, and will have a maximum building height of 105 feet. In addition, the northern lots of the Project Site and Carling Way will be redeveloped into a 16,822 square-foot greenbelt that will be utilized as a publicly-accessible common open space. In total, the Project will provide 26,350 square feet of open space which includes the greenbelt, a courtyard, roof deck, private balconies, and amenity rooms. The Project would provide 323 parking spaces, with 293 residential parking spaces located within two subterranean levels and one above-grade level, as well as 30 commercial parking spaces located on the ground floor. Vehicle access would be provided via two two-way driveways on South Citrus Avenue. In addition, the Project would provide 164 bicycle spaces with 21 short term spaces located along the perimeter of the Project Site and within the commercial parking garage, and 136 long term residential spaces and 7 long term commercial spaces located within separate enclosed bicycle storage areas on the ground level.

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August 2022

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Appendix

I. Introduction

The City of Los Angeles (City) has prepared these Errata to the Sustainable Communities Environmental Assessment (SCEA), Case No. ENV-2021-3327-SCEA, for the 5001 Wilshire Project (the Project). The SCEA was prepared pursuant to Section 21155.2 of the Public Resources Code and was circulated on April 14, 2022, for a review period of 30 days ending on May 13, 2022, in accordance with CEQA.

These Errata provide minor clarifications and revisions to the information in the SCEA as a result of public comments and minor Los Angeles City Planning staff edits. Minor clarifications and revisions include clarifying and revising information relevant to the Project Description, and text clarifications and revisions to discussions related to construction impacts related to Air Quality, Hazards and Hazardous Materials, and Noise. These modifications explain and refine the information in the SCEA, and provide supplemental information to the City's decision makers and the public. These modifications do not alter the findings or conclusions of the SCEA.

CEQA Guidelines Section 15088.5(a) identifies the circumstances that would require the City to recirculate the environmental document when significant new information is added after public notice is given for availability for review, but before the document is adopted. New information is not considered "significant" unless the environmental document is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project's proponents have declined to implement.

CEQA Guideline Sections 15088.5(b) and (e) provide additional guidelines which state that recirculation is not required where the new information added merely clarifies, amplifies, or makes insignificant modifications in an adequate environmental document, provided that the decision to not recirculate is supported by substantial evidence in the administrative record. The additions and clarifications identified below do not represent significant new information, as defined in CEQA Guidelines Section 15088.5(a). Moreover, these minor revisions and clarifications do not result in the presentation of new substantial adverse environmental effects and do not affect the conclusions of the SCEA. Therefore, for these reasons, recirculation of the SCEA for additional review is not required, consistent with CEQA Guidelines Section 15088.5(b).

II. Minor Revisions and Clarifications

Some minor technical revisions and clarifications have been made to the SCEA in response to public comments and minor Los Angeles City Planning staff edits. This section provides the location, section number, title, and page number from the SCEA, and shows the complete sentence(s) where the change was made. Text added to the SCEA is shown in underline format, and deleted text is shown in ~~strikethrough~~. Individual typographical corrections are not specifically indicated in this section.

II.1 Introduction

Page I-1 is revised as follows:

> The purpose of this Sustainable Communities Environmental Assessment (SCEA) is to evaluate the environmental effects of the proposed ~~Wilshire/Highland~~5001 Wilshire Project (the "Project") in accordance with the California Environmental Quality Act (CEQA). In addition, the SCEA evaluates the Project's consistency with the Southern California Association of Government's (SCAG's) Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) adopted in September 2020, and incorporates the feasible mitigation measures, performance standards, and/or criteria from the Connect SoCal RTP/SCS Environmental Impact Report (EIR) and the Wilshire Community Plan Transportation Improvement and Mitigation Program (TIMP) into the proposed project.

Page I-2 is revised as follows:

> Pacific Springs, LLC (Applicant), proposes the development of the ~~Wilshire-Highland Mixed-Use~~5001 Wilshire Project (the "Project") on an approximately 73,397 square foot (sf) (1.68 acre) site (Project Site) located within the Wilshire Community Plan (Community Plan) Area in the City of Los Angeles (City). The Project Site is located at 5001 Wilshire Boulevard, 671-677 South Highland Avenue, and 668 South Citrus Avenue, Lots 34, 35, FR 36 and 37 of Tract No. 5049, Assessor Parcel Numbers (APN) (5507-019-012, -014, and -029).

These revisions address a correction made to the Project title. These revisions do not constitute new significant information, and do not change the analysis or conclusions in the SCEA pursuant to CEQA Guidelines Section 15088.5.

II.1 Project Description

Page II-1 is revised as follows:

Pacific Springs, LLC (Applicant), proposes the development of the ~~Wilshire-Highland Mixed-Use~~5001 Wilshire Project (the "Project") on an approximately 73,397 square-foot (1.68 acre) site (Project Site) located within the Wilshire Community Plan (Community Plan) Area in the City of Los Angeles (City). The Project Site is located at 5001 Wilshire Boulevard, 671-677 South Highland Avenue, and 668 South Citrus Avenue, Lots 34, 35, FR 36 and 37 of Tract No. 5049, Assessor Parcel Numbers (APN) (5507-019-012, -014, and -029).

The Project Site is located in a predominately residential and commercial area bounded by Wilshire Boulevard to the south, South Highland Avenue to the east, and South Citrus Avenue to the west. Carling Way, located between APN 5507-019-29 on the south and APNs 5507-019-012 and -014 to the north, currently connects South Citrus and South Highland Avenues. A two-story, approximately 36,000 square-foot commercial mall and associated surface parking currently occupies the southern portions of the site; the two northerly parcels are currently in use as a surface parking lot (each parcel providing parking for different uses). The Project would demolish the existing structures, and both surface parking lots to accommodate construction of the proposed project.

The ~~proposed p~~Project would develop an eight-story, mixed-use building consisting of approximately 10,900 square feet of ground-floor commercial space and 242 residential ~~condominium~~ dwelling units. The Project would rise to a maximum building height of approximately 105 feet and would include a total square footage of approximately ~~282,050~~ 260,000 square feet, with a Floor Area Ratio (FAR) of ~~3.84~~3.54 to 1. The residential component would be comprised of a unit mix of ~~66~~63 studio, ~~113~~119 one-bedroom, and ~~62~~60 two-bedroom~~, and 1 three-bedroom~~ units. A total of 10 percent of the proposed residential units would be designated as restricted affordable housing for Extremely Low Income households.

The Project would provide up to ~~354~~323 parking spaces with ~~324~~293 residential parking spaces located within two subterranean levels and one above-grade level, ~~the Project's three subterranean levels~~ and 30 commercial parking spaces located on the ground floor. In addition, the Project would provide 164 bicycle spaces with 21 short term spaces located along the perimeter of the ~~p~~Project ~~s~~Site and within the commercial parking garage

and 143 long term spaces located within ~~an~~ enclosed bike storage area<u>s</u> on the ground level.

These revisions address minor modifications made to the Project building design, and serve to clarify the description of the Project. These revisions do not constitute new significant information, and do not change the analysis or conclusions in the SCEA pursuant to CEQA Guidelines Section 15088.5.

Page II-5 is revised as follows:

The Project would demolish the existing two-story commercial building and surface parking lots and construct an eight-story (approximately 105 feet) mixed-use building consisting of up to 242 dwelling units (10% restricted to Extremely Low Income households) and approximately 10,900 square feet of ground floor commercial uses over <u>two subterranean levels of</u> parking, additional parking would be provided on the ground floor (commercial) and one above-grade level (residential). Overall, the project would include a maximum floor area of approximately ~~282,050~~<u>260,000</u> square feet with a FAR of ~~3.84~~<u>3.54</u> to 1. Additionally, Carling Way, a public street located between the two northerly and two southerly parcels of the ~~p~~<u>P</u>roject ~~s~~<u>S</u>ite, would be merged to the site via a Vesting Tentative Tract Map request. A portion of Carling Way and the two northerly parcels will be redeveloped into a green belt and utilized as publicly accessible common open space. Vehicular circulation to the Project would be along two major streets, Wilshire Boulevard and South Highland Avenue. Vehicle access to on-site residential and commercial parking would be provided via two separate driveways off South Citrus Avenue. Pedestrians would access the ground floor commercial retail spaces via Wilshire Boulevard.

The Project would provide ~~354~~<u>323</u> automobile parking spaces (~~324~~<u>293</u> residential and 30 commercial) on-site within the ground floor parking area (commercial parking)<u>,</u> ~~and three subterranean levels~~ <u>two subterranean levels and one above-grade level</u> (residential parking). The Project would also provide 164 bicycle parking spaces (150 spaces for residential uses and 14 spaces for commercial uses) along the perimeter of the project site, within the commercial parking area, and within ~~an~~ enclosed bike storage area<u>s</u>.

These revisions address minor modifications made to the Project building design related to the reduction of subterranean parking levels from three to two, the addition of an above grade parking level and updates to the unit mix, and serve to clarify the description of the Project as it is currently

configured. These revisions do not constitute new significant information, and do not change the analysis or conclusions in the SCEA pursuant to CEQA Guidelines Section 15088.5.

Page II-9 is revised as follows:

Table II-2
Project Summary

Lot Area	73,397 square feet (1.68 acres)
Total Permitted Floor Area	316,914 SF
Proposed Residential Floor Area	~~270,650~~248,600 SF
Nonresidential Floor Area	11,400 SF
Total Proposed Floor Area	~~282,050~~260,000 SF
Floor Area Ratio (FAR)	~~3.84~~3.54 to 1
Zoning / Land Uses	C4-2D, [Q]C2-1/[Q]C2-1-HPOZ
Commercial (office ~~&~~ retail)	10,900 SF
Residential	242 units total
Studio	~~66~~63 units
One-Bedroom	~~113~~119 units
Two-Bedroom	~~62~~60 units
~~Three-Bedroom~~	~~1 unit~~
Total Required Open Space	~~25,825~~25,700 SF
Green Belt/Open Space[1]	5,600 sf
Roof Deck	2,000 SF
Courtyard	10,800 SF
Private Balconies	5,250 SF[2]
Indoor Amenities	2,700 SF
Total Open Space	26,350 SF
New Trees	61

Source: TCA Architects, ~~March~~June 2022

These revisions address updates made to the Project building design, and serve to clarify the Project as it is currently configured. These revisions do not constitute new significant information, and do not change the analysis or conclusions in the SCEA pursuant to CEQA Guidelines Section 15088.5.

Page II-10 is revised as follows:

The Applicant proposes approximately 26,350 square feet of open space in the form of ~~a~~

1 The total area of the provided greenbelt (publicly accessible privately owned open space) is approximately 16,822 SF. Only 5,600 SF of that area will be applied toward the Open Space requirement.

2 The total area of the Project balconies (private open space) is approximately 14,001 SF, however only 5,250 SF of that area will be applied toward the Open Space requirement, per LAMC 12.21.G.2(b)(2)(i), which only allows 50 SF per qualified balcony to count toward private open space.

2,000 square feet of roof deck, ~~an~~ approximately 5,600 square feet of greenbelt[3], and a 10,800 square ~~feet~~foot courtyard at the podium level. A maximum of 25 percent (6,456 square feet) of the open space can be indoor ~~or outdoor~~, and the Applicant proposes 2,700 square feet of indoor amenities. The Applicant also proposes 5,250 square feet of private balconies.

Access and Circulation

The Applicant proposes a pedestrian connection between the proposed greenbelt and the existing publicly accessible open space across South Citrus Avenue, Mansfield Avenue Park, through a permit with the Bureau of Engineering (BOE). The Applicant also proposes to maintain the currently existing restrictions on north-south vehicle traffic on South Citrus Avenue through the use of collapsible bollards and signage and fully close the Caring Way alley, which will be incorporated into the prosed greenbelt. Vehicle turnarounds, consistent with the minimum dimensions outlined in Exhibit "E" of the City of Los Angeles *Mobility Plan 2035*, would be provided for both north and south vehicle traffic.

Please refer to **Figure II-34, South Citrus Avenue Closure Exhibit**.

The proposed street closures are one of four scenarios studied in the Transportation Assessment (Refer to Appendix H of the SCEA), and are subject to final approval by the Los Angeles Department of Transportation (LADOT) Wilshire District Office, the BOE, the Bureau of Street Services, and the Los Angeles Fire Department. If the determination that the street closures are feasible, then the Applicant would be responsible for all costs associated with the design and installation of the improvements through the B-Permit process of the BOE.

In addition, the Applicant shall be responsible for the cost and implementation of any traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements and enhancements described above. All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permits and completed prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the Applicant, provided that, in each case, the Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT. Prior to setting the bond amount, BOE

3 The total area of the provided greenbelt (publicly accessible privately owned open space) is approximately 16,822 sf. Only 5,600 sf of that area will be applied toward the Open Space requirement.

shall require that the Applicant's engineer or contractor email LADOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project.

These improvements are voluntary and are not required for mitigation. Therefore, if found infeasible they will not be installed. An alternative improvement is not required.

Parking

The Project proposes ~~354~~323 automobile parking spaces within the ground floor parking area, ~~and three~~ two levels of subterranean parking, and one above-grade level. The following outlines the applicable parking standards/policies for the Project's commercial and residential uses. **Table II-3** summarizes the required and proposed parking for the Project.

Residential

LAMC Section 12.21A.4(a) requires at least one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms. The Project proposes ~~66~~63 studio units, ~~113~~119 one-bedroom units, and ~~62~~60 two-bedroom units~~ and one three-bedroom unit~~, which would result in an overall residential parking requirement of 362 parking spaces.

The Project qualifies for a parking reduction in accordance with base incentives in the Transit Oriented Communities Guidelines (TOC Guidelines), which reduces the minimum residential parking requirement to 0.5 vehicle parking spaces per unit.

These revisions address updates made to the Project building design, and serve to clarify the Project as it is currently configured, and as included the analysis in the Transportation Assessment (Appendix H of the SCEA) related to the closure of South Citrus Avenue. These revisions do not constitute new significant information, and do not change the analysis or conclusions in the SCEA pursuant to CEQA Guidelines Section 15088.5.

Page II-11 is revised as follows:

The Project includes 242 units, which equates to ~~151~~121 required residential parking spaces.

The Project will provide ~~324~~293 residential parking spaces, which is the equivalent of ~~1.34~~1.21 parking spaces per dwelling unit. The residential parking will be provided on two levels of subterranean parking, and one above-grade level.~~ in a three-story subterranean parking structure~~.

Commercial

The Project would consist of 10,900 square feet of commercial space, which would require 42 non-residential parking spaces. Pursuant to the TOC Guidelines for Tier 3 eligible projects, the Project can request up to a 30% non-residential parking reduction. Utilization of the parking reduction, will require a minimum of 30 non-residential parking spaces. The Project proposes 30 non-residential parking spaces at grade-level.

Table II-3
Vehicle Parking Summary

Required Residential (LAMC)	**Per Unit**	**Units**	**Spaces**
< 3 habitable rooms	1	~~66~~63	~~66~~63
3 habitable rooms	1.5	~~113~~119	~~170~~178.5
> 3 habitable rooms	2	~~63~~60	~~126~~120
Total			362

Required Residential (Under TOC Tier 3)	**Per Unit**	**Units**	**Spaces**
Residential (per unit)	0.5	242	***121***

Required Commercial	**Ratio**	**SF**	**Spaces**
Retail	1 per 250 sf	10,000	40
Office	1 per 500 sf	900	2
With TOC Reduction (30%)			***30***

Combined Total	**151**

Proposed	**Spaces**	**10% Installed EV**	**20% Future EV**
Commercial (Ground Floor)	**30**	3	6
Standard	25		
Compact	3		
ADA	2	1	
Residential ~~(Subterranean)~~	**~~324~~293**	29	59
Standard	~~308~~236		
Compact	~~9~~32		
Tandem	29		
ADA	~~7~~5		
Total	**~~354~~323**		

Source: Craig Lawson & Associates, ~~May 2021~~June 2022

Bicycle Parking

Pursuant to LAMC Section 12.21 A.16 the Project would be required to provide a minimum of 164 bicycle parking spaces. The Project would be required to supply seven short-term and seven long term bicycle parking spaces for commercial uses, for a total of 14 bicycle parking spaces. The proposed residential units would require 14 short-term bicycle

parking spaces and 136 long-term bicycle parking. The Project would meet these requirements and would provide 164 bicycle parking spaces (150 spaces for residential uses and 14 spaces for commercial uses). ~~four spaces 14 commercial uses).~~

These revisions address updates made to the Project building design, related to the reduction of subterranean parking levels from three to two, the addition of one above grade parking level, and updates to the unit mix which changed the required parking calculations, and serve to clarify the description of the Project as it is currently configured. These revisions do not constitute new significant information, and do not change the analysis or conclusions in the SCEA pursuant to CEQA Guidelines Section 15088.5.

The following figures in the Project Description have been revised to reflect updates related to the current design of the Project:

Figure II-5 Site First Floor Plan – this figure reflects minor updates made to the unit mix and their location, and updates to the bicycle parking and storage locations.

Figure II-6 Second Floor Plan – this figure reflects minor updates made to the unit mix, storage area locations and the addition of residential parking spaces on this above-grade level.

Figure II-7 Third Floor Plan - this figure reflects minor updates made to the unit mix and their location, and updates to the indoor amenities and their location.

Figure II-8 Fourth Floor Plan - this figure reflects minor updates made to the unit mix and their location, and updates to the indoor amenities and their location.

Figure II-9 Typical (Fifth - Eighth) Floor Plan - this figure reflects minor updates made to the unit mix and their location.

Figure II-10 Basement I Floor Plan - this figure reflects minor updates made to the arrangement of the residential parking stalls.

Figure II-12 Basement 2 Floor Plan - this figure reflects minor updates made to the arrangement of the residential parking stalls, and the elimination of the third basement level.

Figure II-13 Concept Rendering - View from Wilshire and Highland - this figure reflects minor updates made to the building exterior and demonstrates that the updates made to

the subterranean and above-grade parking do not cause any changes to the building's exterior.

Figure II-14 Concept Rendering - View at Highland - this figure reflects minor updates made to the building exterior and demonstrates that the updates made to the subterranean and above-grade parking do not cause any changes to the building's exterior.

Figure II-15 Concept Rendering - View from Northwest - this figure reflects minor updates made to the building exterior and demonstrates that the updates made to the subterranean and above-grade parking do not cause any changes to the building's exterior.

Figure II-16 Concept Rendering - View at Citrus - this figure reflects minor updates made to the building exterior and demonstrates that the updates made to the subterranean and above-grade parking do not cause any changes to the building's exterior.

Figure II-17 Concept Rendering - View of North Portal – this figure reflects minor updates made to the building exterior as a result of the updates made to the unit mix and their location.

Figure II-18 South Elevation - this figure reflects minor updates made to the building exterior and demonstrates that the updates made to the subterranean and above-grade parking do not cause any changes to the building's exterior.

Figure II-19 West Elevation - this figure reflects minor updates made to the building exterior and demonstrates that the updates made to the subterranean and above-grade parking do not cause any changes to the building's exterior.

Figure II-20 North Elevation - this figure reflects minor updates made to the building exterior and demonstrates that the updates made to the subterranean and above-grade parking do not cause any changes to the building's exterior.

Figure II-21 East Elevation - this figure reflects minor updates made to the building exterior and demonstrates that the updates made to the subterranean and above-grade parking do not cause any changes to the building's exterior.

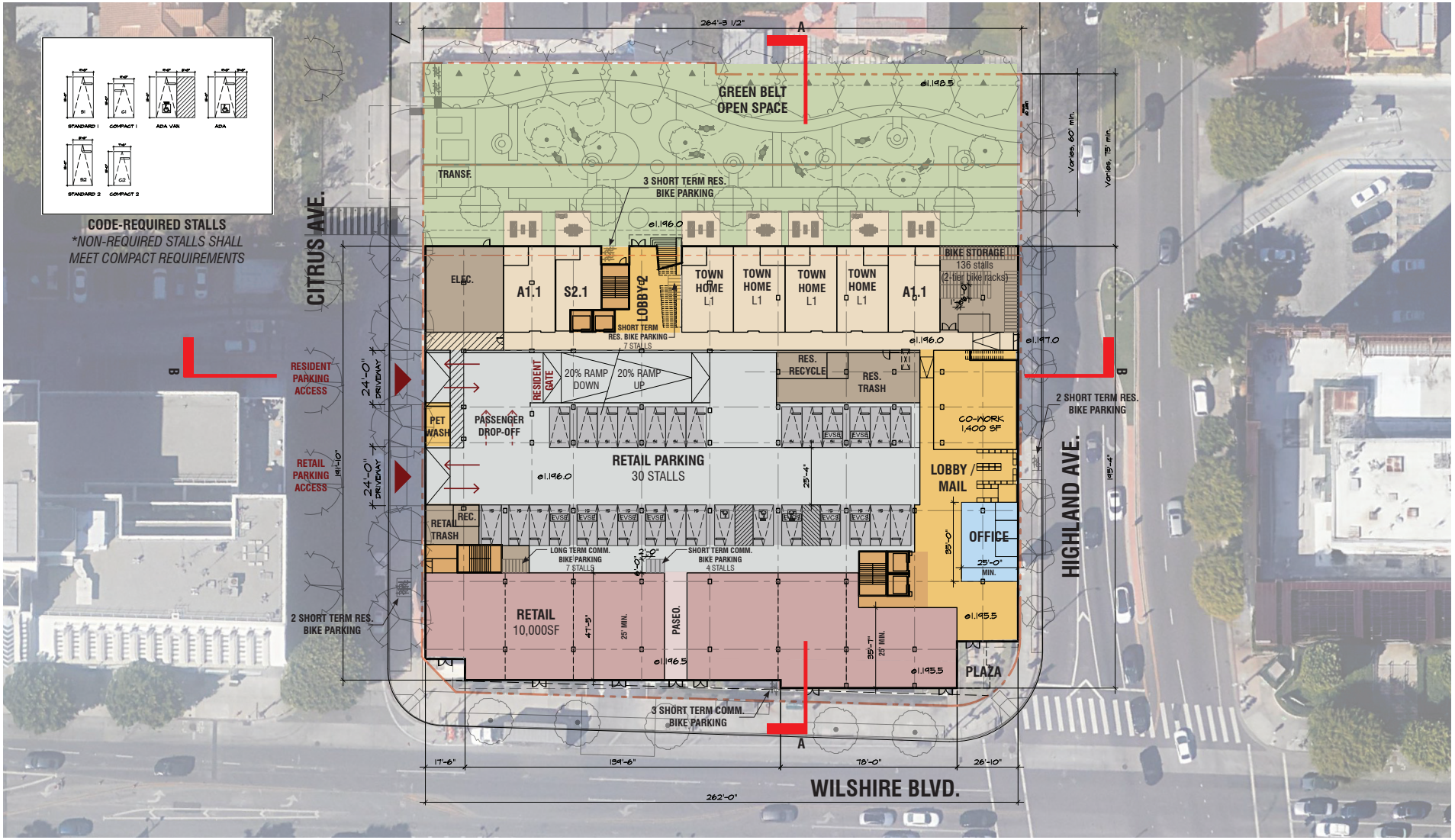
Figure II-22 Site Section A - this figure reflects the updates made to the building levels as a result of the elimination of the third subterranean parking level and the addition of the above-grade parking level.

Figure II-23 Site Section B - this figure reflects the updates made to the building levels as a result of the elimination of the third subterranean parking level and the addition of the above-grade parking level, which also results in the reconfiguration of some storage areas and co-working areas.

Figure II-24 Conceptual Right of Way Plan - this figure reflects the updates made to the configuration of the ground level (commercial) parking.

Figure II-25 Conceptual Greenbelt Plan - this figure reflects the updates made to the design concept (a substitution of plant material) of the greenbelt.

As annotated above, these revised figures clarify the current design of the Project related to the reduction of subterranean parking levels from three to two, the addition of one above grade parking level, updates to the unit mix, and updates to the open space design concept. These revisions do not constitute new significant information, and do not change the analysis or conclusions in the SCEA pursuant to CEQA Guidelines Section 15088.5.



SITE PLAN REVIEW REVISION 2
JUNE 27, 2022

0' 20' 40' 80'

SOURCE: TCA Architects, June 2022

FIGURE II-5

Site / First Floor Plan

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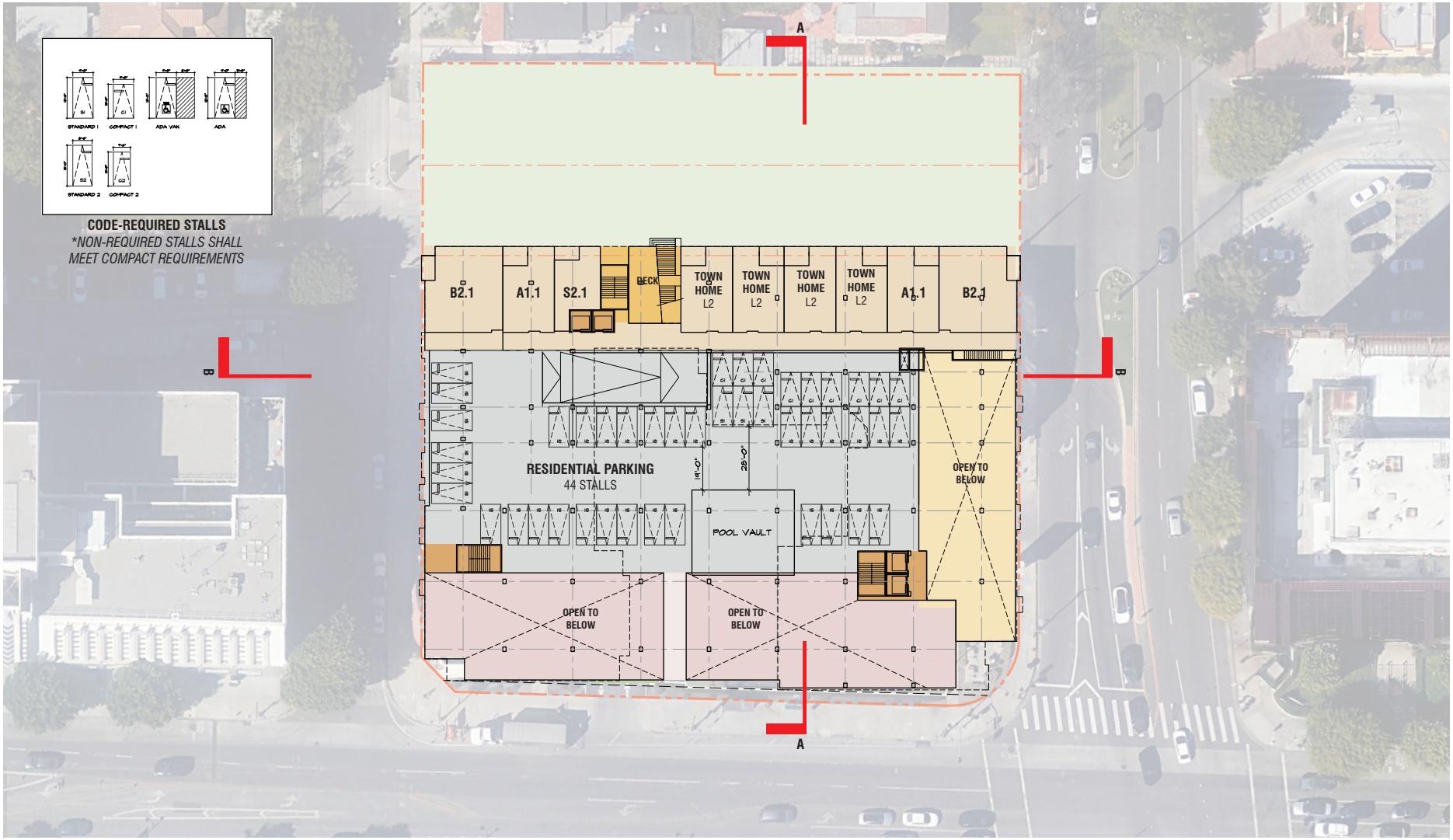

SOURCE: TCA Architects, June 2022

FIGURE II-6

Second Floor Plan

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SOURCE: TCA Architects, June 2022

FIGURE II-7

Third Floor Plan

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SOURCE: TCA Architects, June 2022

FIGURE **II-8**

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Fourth Floor Plan

SOURCE: TCA Architects, June 2022

FIGURE **II-9**

IMPACT SCIENCES

Typical (Fifth - Eighth) Floor Plan

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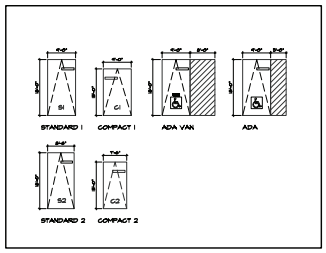
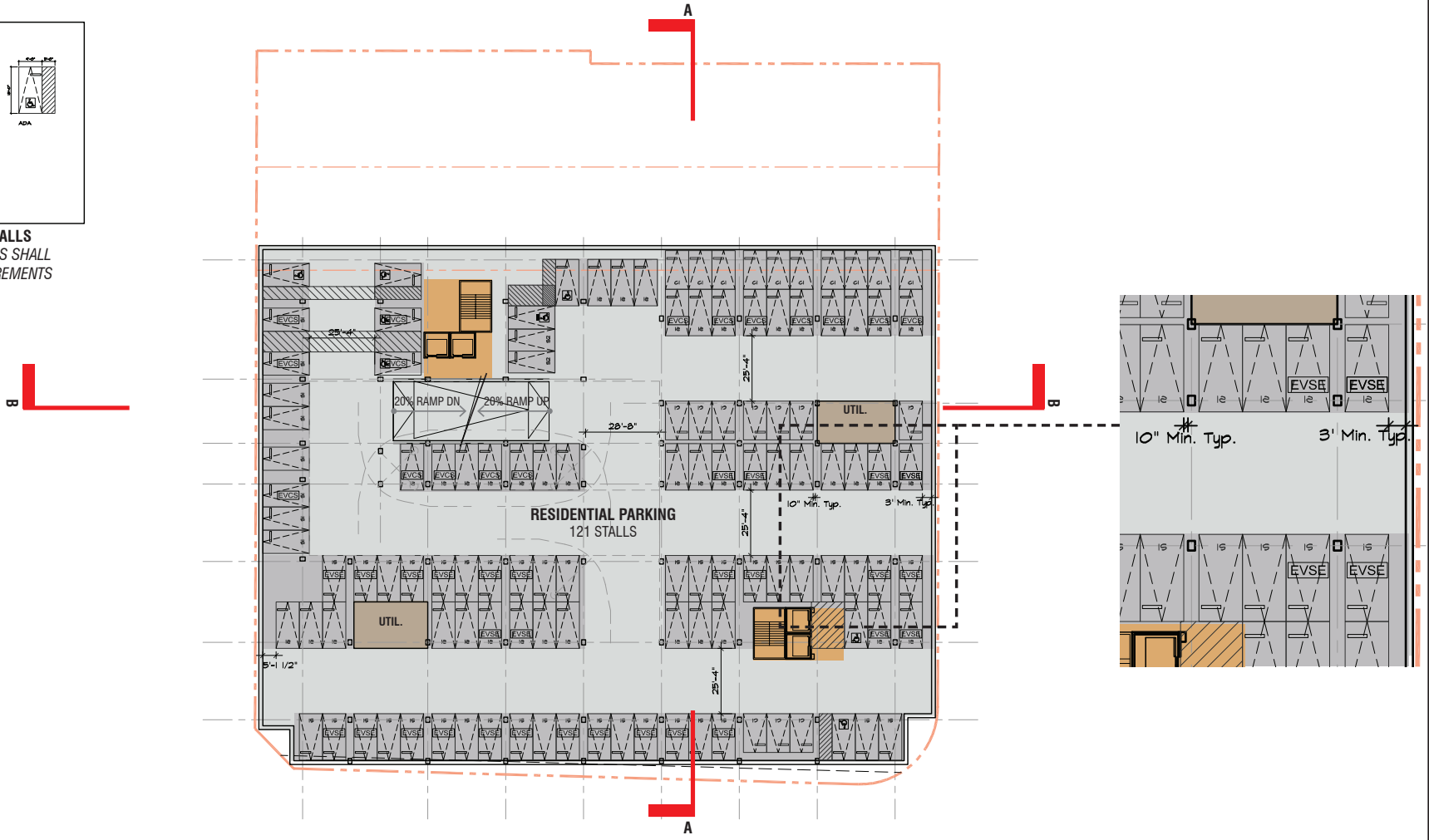


CODE-REQUIRED STALLS
**NON-REQUIRED STALLS SHALL MEET COMPACT REQUIREMENTS*



SITE PLAN REVIEW REVISION 2
JUNE 27, 2022

0' 20' 40' 80'

SOURCE: TCA Architects, June 2022

FIGURE **II-11**

Basement 1 Floor Plan

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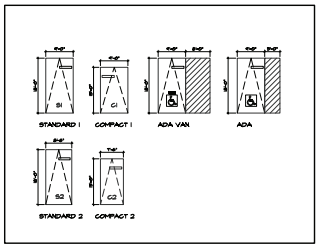
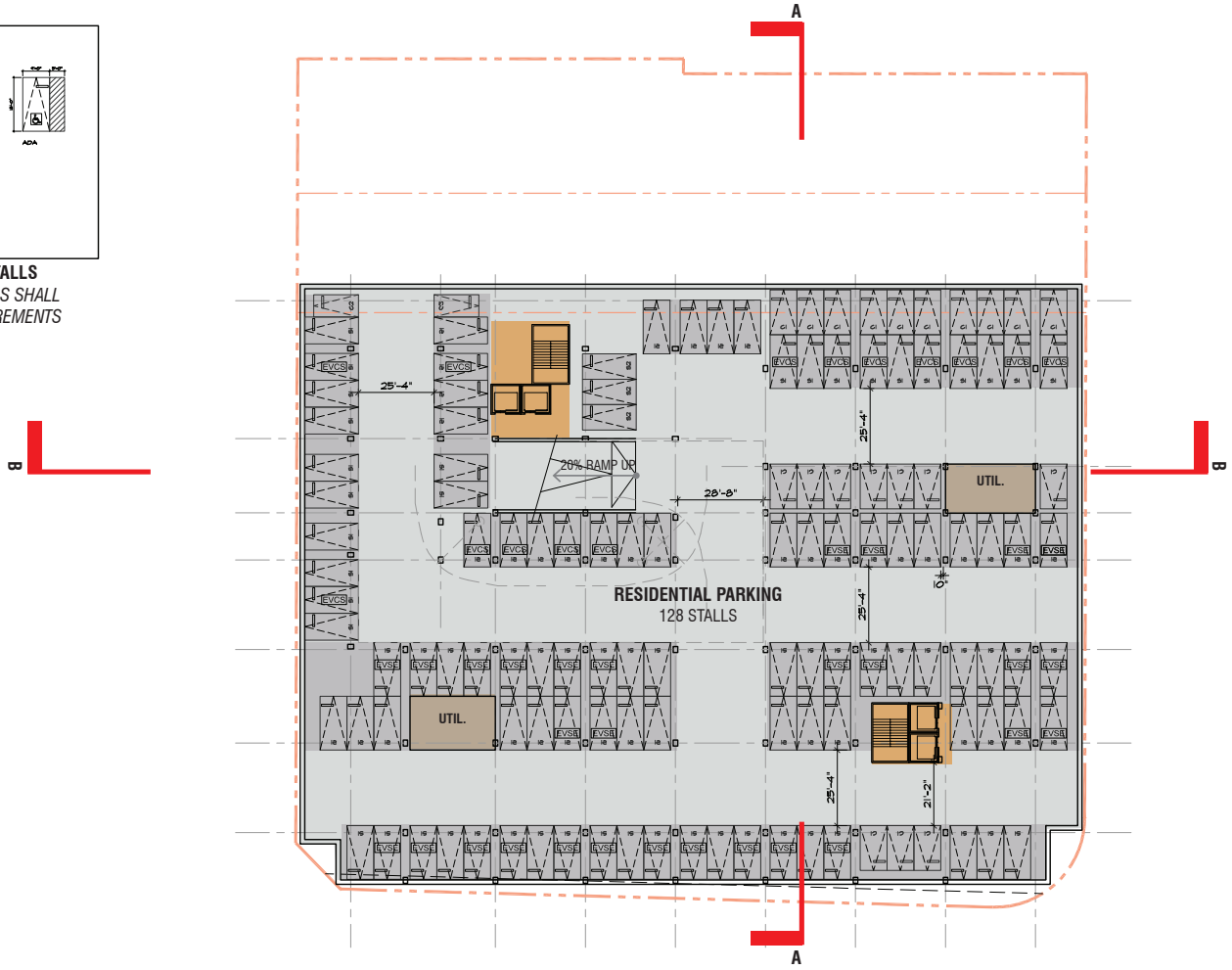


CODE-REQUIRED STALLS
**NON-REQUIRED STALLS SHALL MEET COMPACT REQUIREMENTS*



SITE PLAN REVIEW REVISION 2
JUNE 27, 2022

0' 20' 40' 80'

SOURCE: TCA Architects, June 2022

FIGURE II-12

IMPACT SCIENCES

Basement 2 Floor Plan

1345.001•07/22

SOURCE: TCA Architects, June 2022

FIGURE **II-13**

IMPACT SCIENCES

Concept Rendering - View from Wilshire and Highland

SOURCE: TCA Architects, June 2022

FIGURE **II-14**

IMPACT SCIENCES

Concept Rendering - View at Highland

1345.001•07/22

SOURCE: TCA Architects, June 2022

FIGURE **II-15**

IMPACT SCIENCES

Concept Rendering - View from Northwest

1345.001•07/22

SOURCE: TCA Architects, June 2022

FIGURE **II-16**

IMPACT SCIENCES

Concept Rendering - View at Citrus

1345.001•07/22

SOURCE: TCA Architects, June 2022

FIGURE II-17

Concept Rendering - View of North Portal

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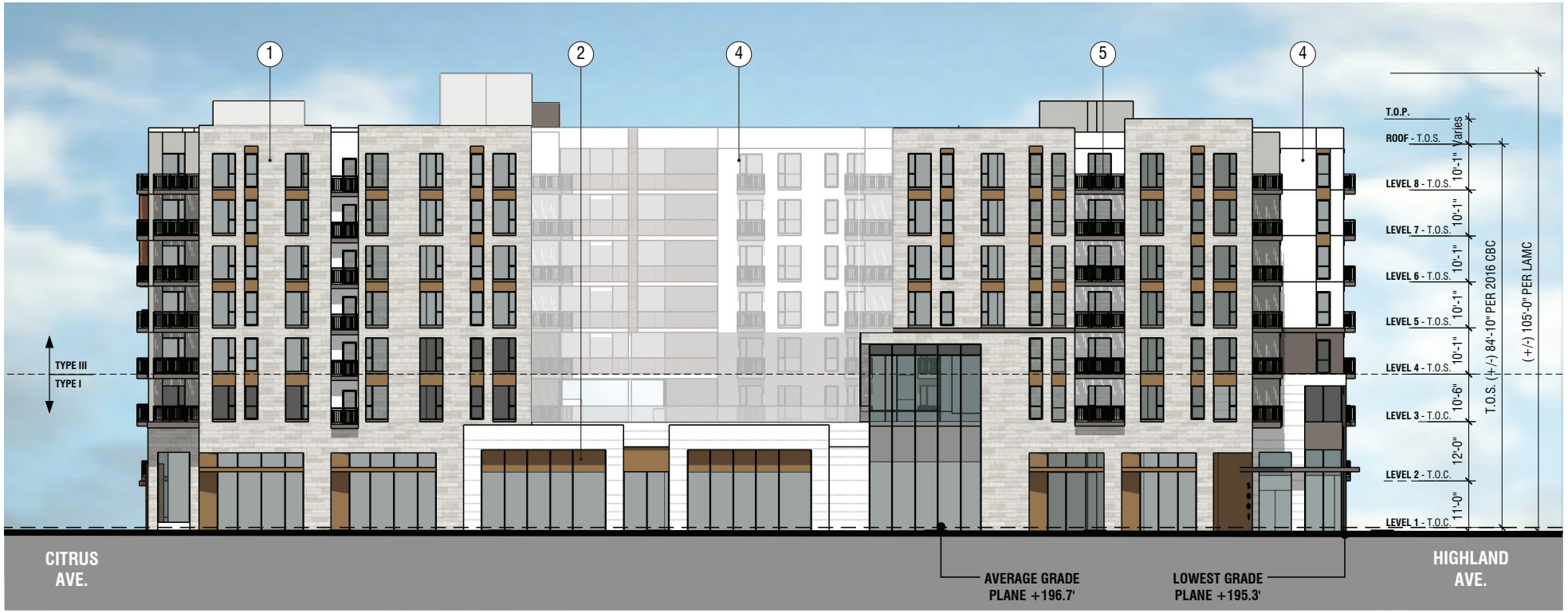

SITE PLAN REVIEW REVISION 2
JUNE 27, 2022

0' 15' 30' 60'

LEGEND

1. VENEER TILE
2. METAL CLADDING
3. CEMENTITIOUS SIDING
4. PLASTER FINISH
5. METAL RAILING

SOURCE: TCA Architects, June 2022

FIGURE **II-18**

South Elevation

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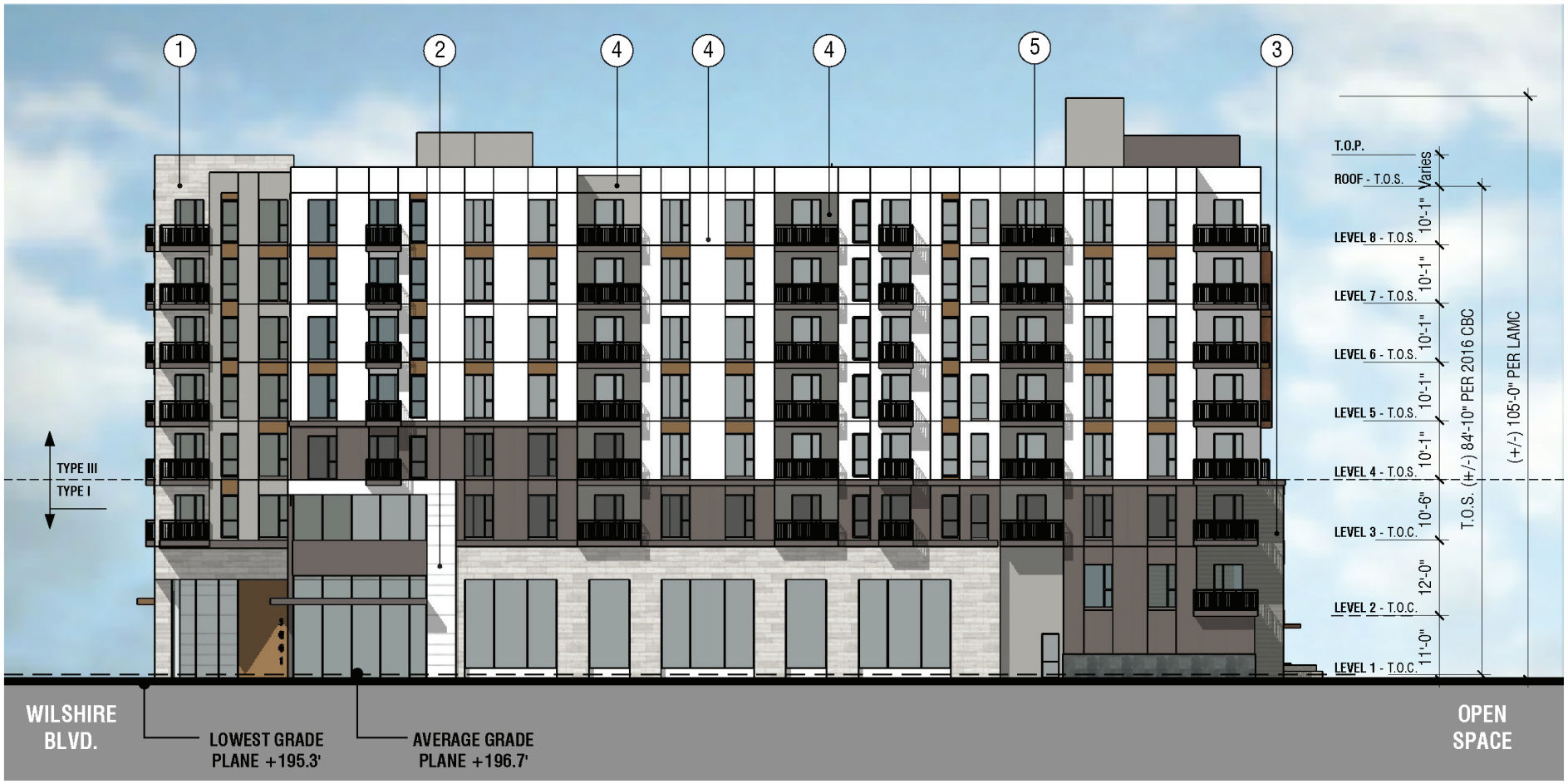

LEGEND

1. VENEER TILE
2. METAL CLADDING
3. CEMENTITIOUS SIDING
4. PLASTER FINISH
5. METAL RAILING

SITE PLAN REVIEW REVISION 2
JUNE 27, 2022

0' 15' 30' 60'

SOURCE: TCA Architects, June 2022

FIGURE II-19

West Elevation

IMPACT SCIENCES

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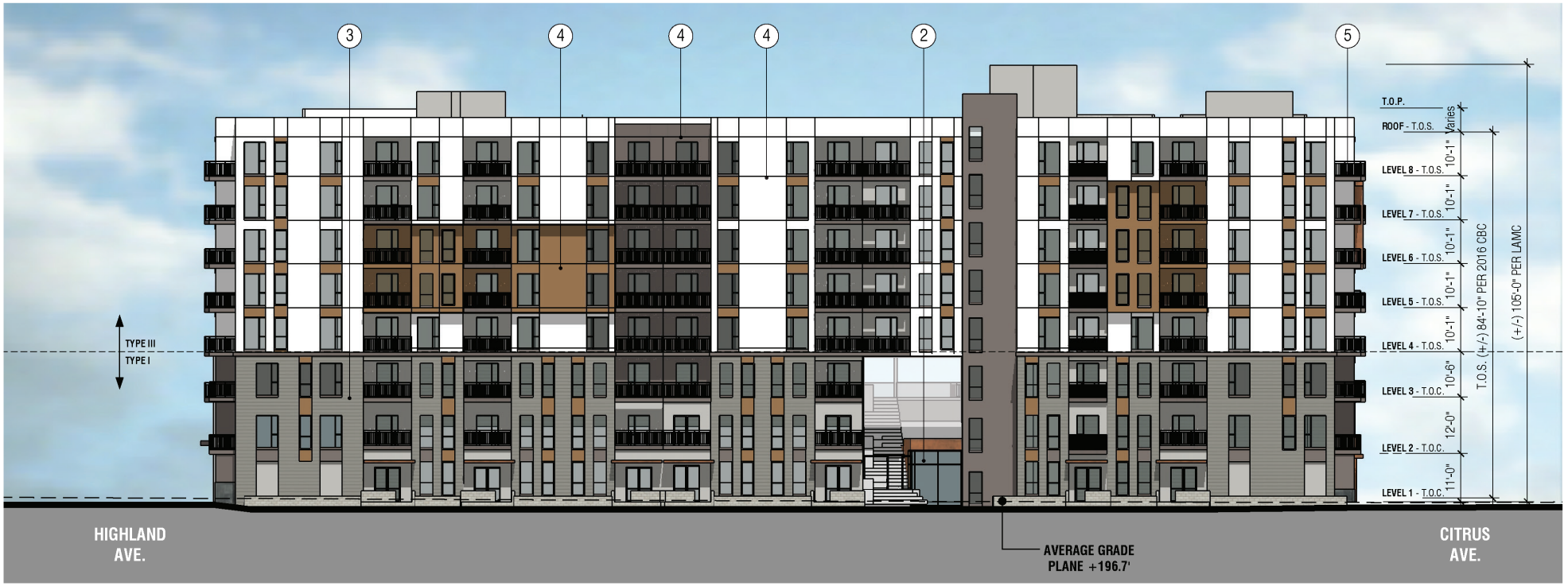


LEGEND

1. VENEER TILE
2. METAL CLADDING
3. CEMENTITIOUS SIDING
4. PLASTER FINISH
5. METAL RAILING

SITE PLAN REVIEW REVISION 2
JUNE 27, 2022

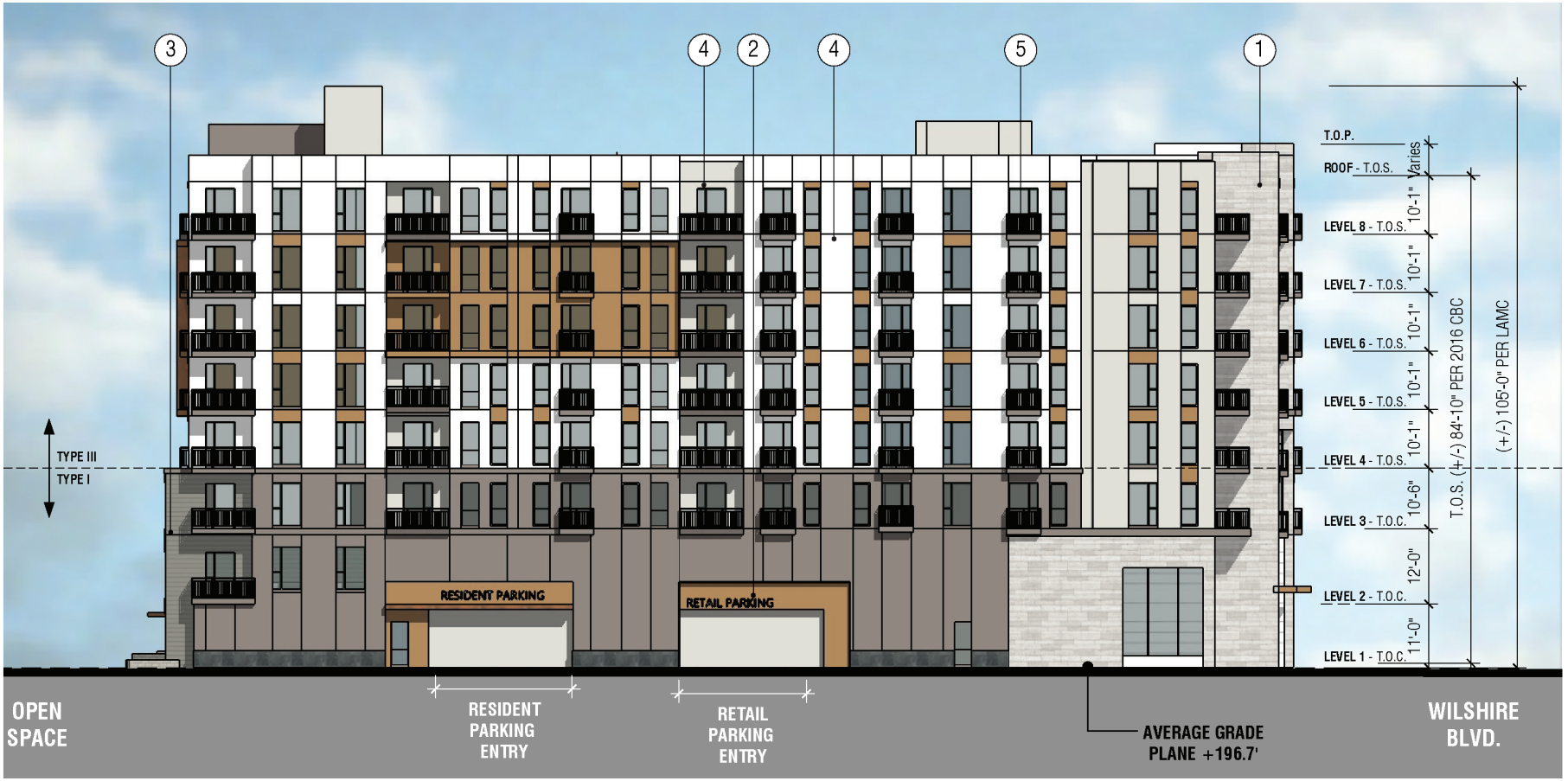
0' 15' 30' 60'

SOURCE: TCA Architects, June 2022

FIGURE **II-20**

IMPACT SCIENCES

North Elevation



LEGEND

1. VENEER TILE
2. METAL CLADDING
3. CEMENTITIOUS SIDING
4. PLASTER FINISH
5. METAL RAILING

SITE PLAN REVIEW REVISION 2
JUNE 27, 2022

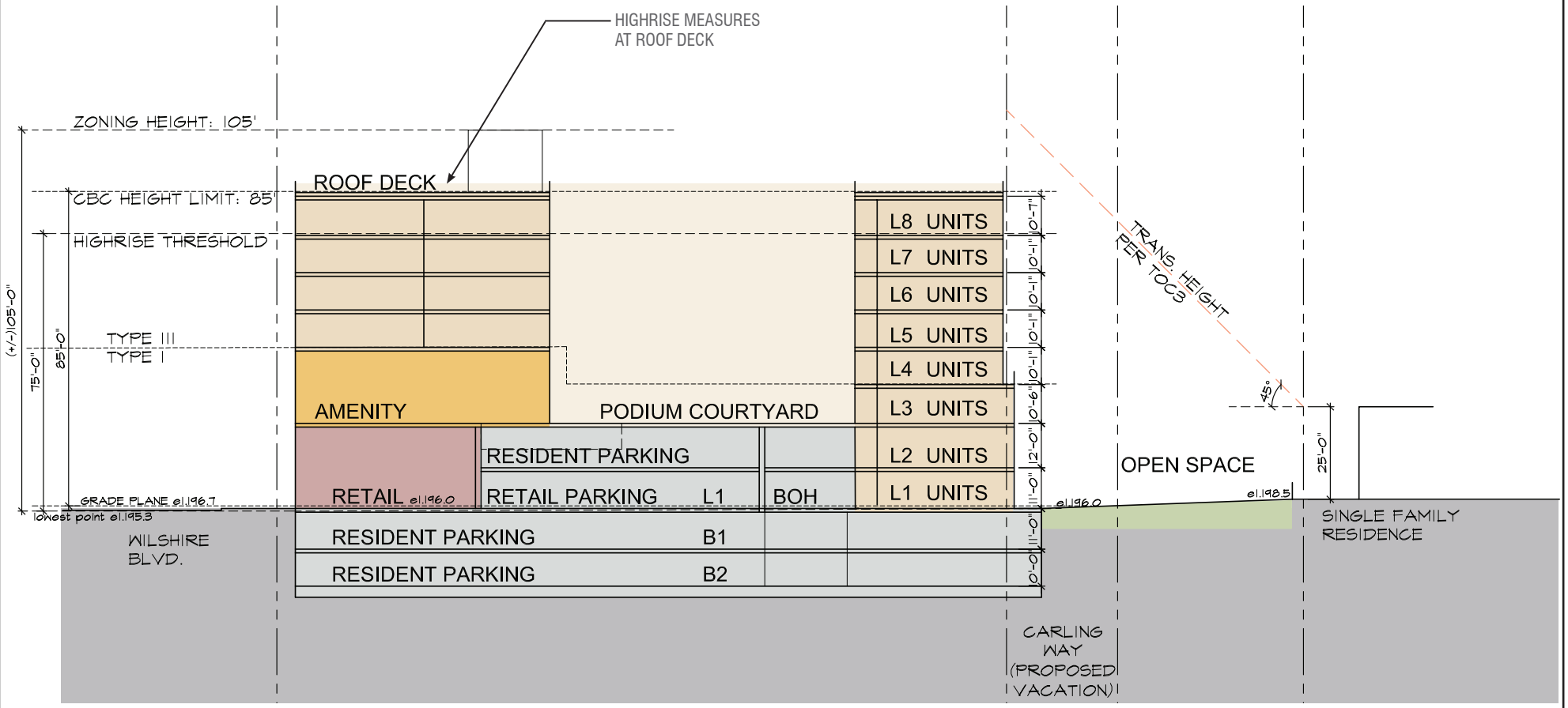
0' 15' 30' 60'

SOURCE: TCA Architects, June 2022

FIGURE **II-21**

IMPACT SCIENCES

East Elevation



SITE PLAN REVIEW REVISION 2
JUNE 27, 2022

0' 15' 30' 60'

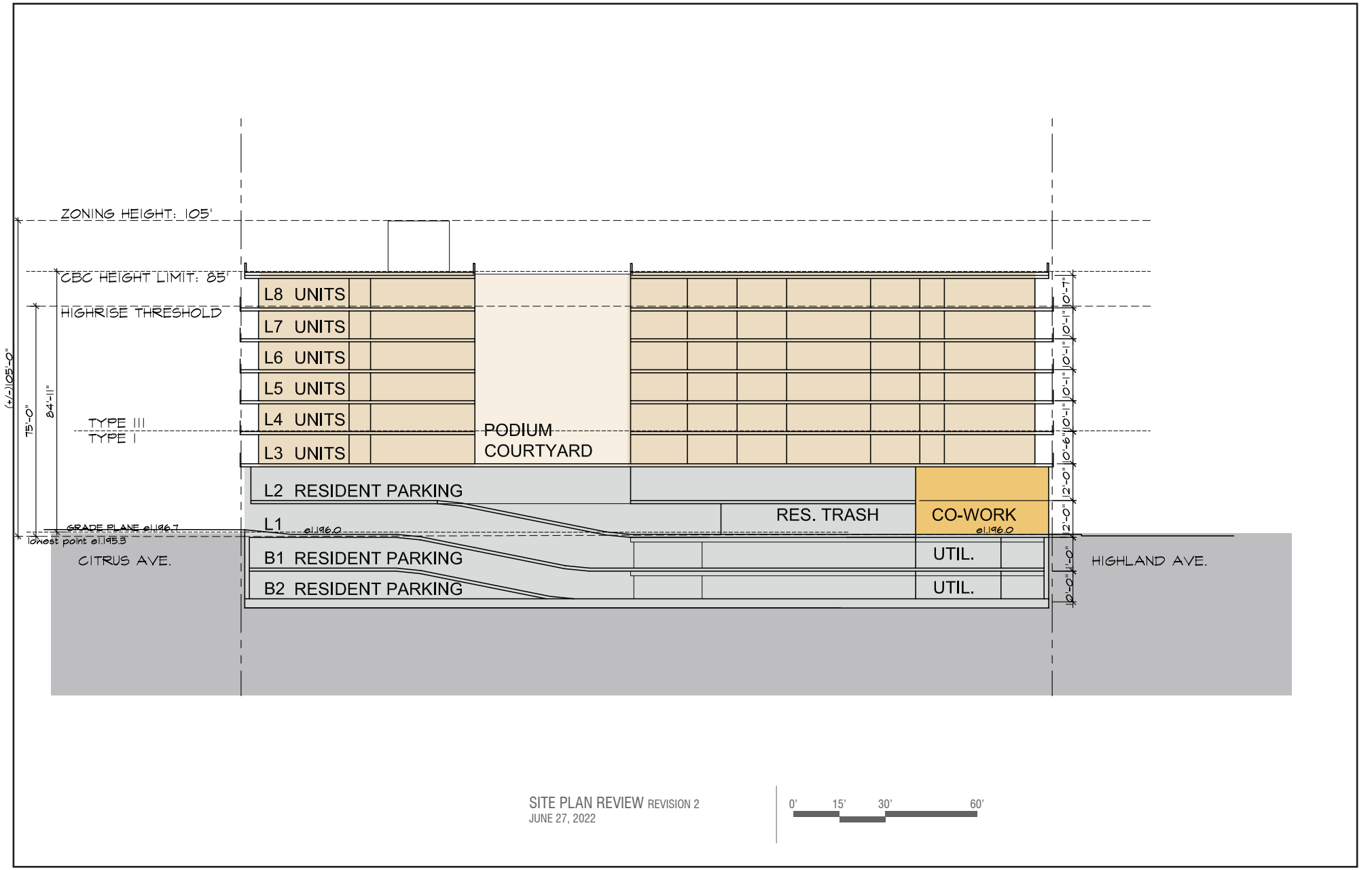
SOURCE: TCA Architects, June 2022

FIGURE **II-22**

IMPACT SCIENCES

Site Section A

1345.001•07/22



SITE PLAN REVIEW REVISION 2
JUNE 27, 2022

0' 15' 30' 60'

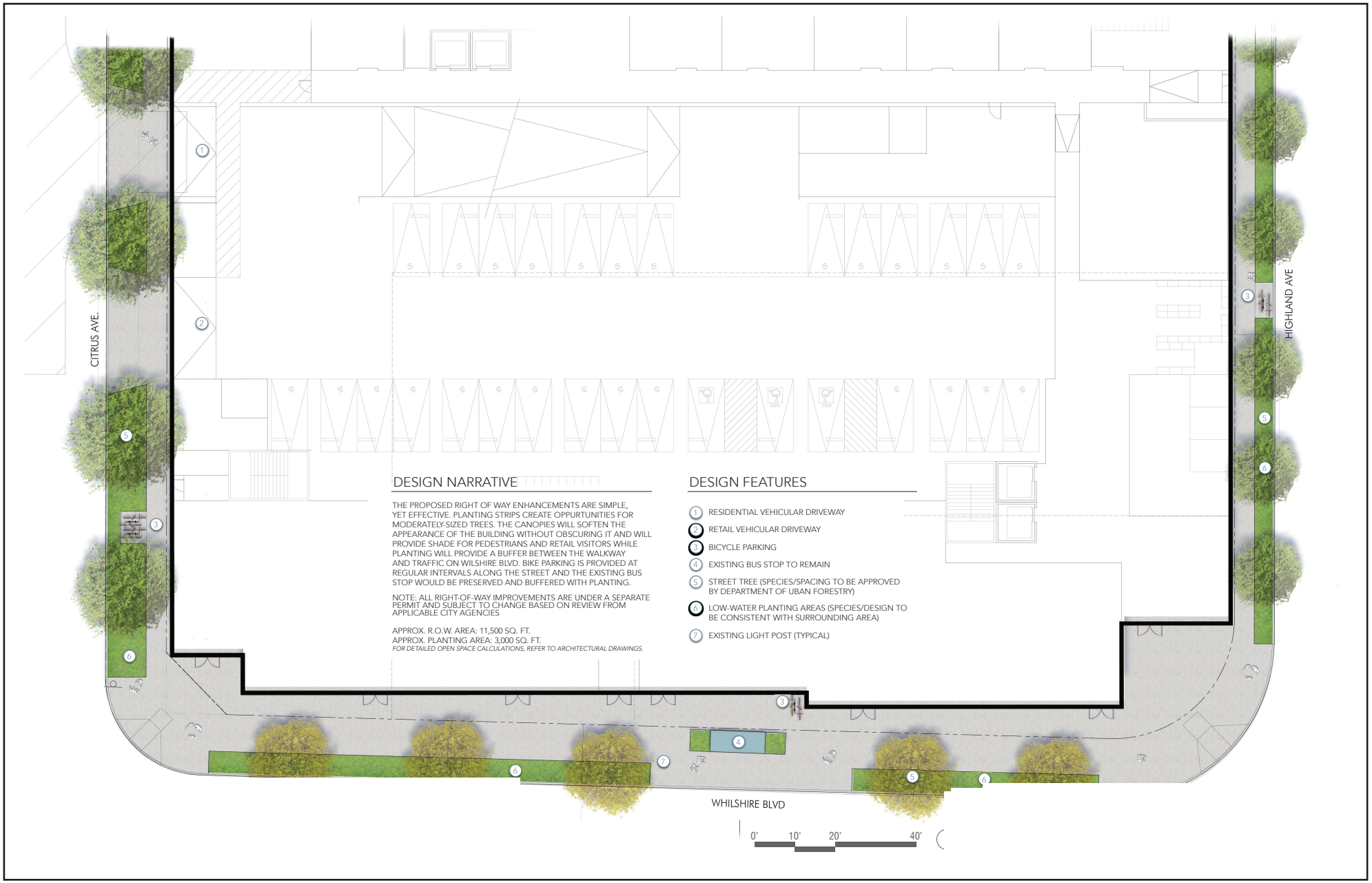
SOURCE: TCA Architects, June 2022

FIGURE **II-23**

IMPACT SCIENCES

Site Section B

1345.001•07/22

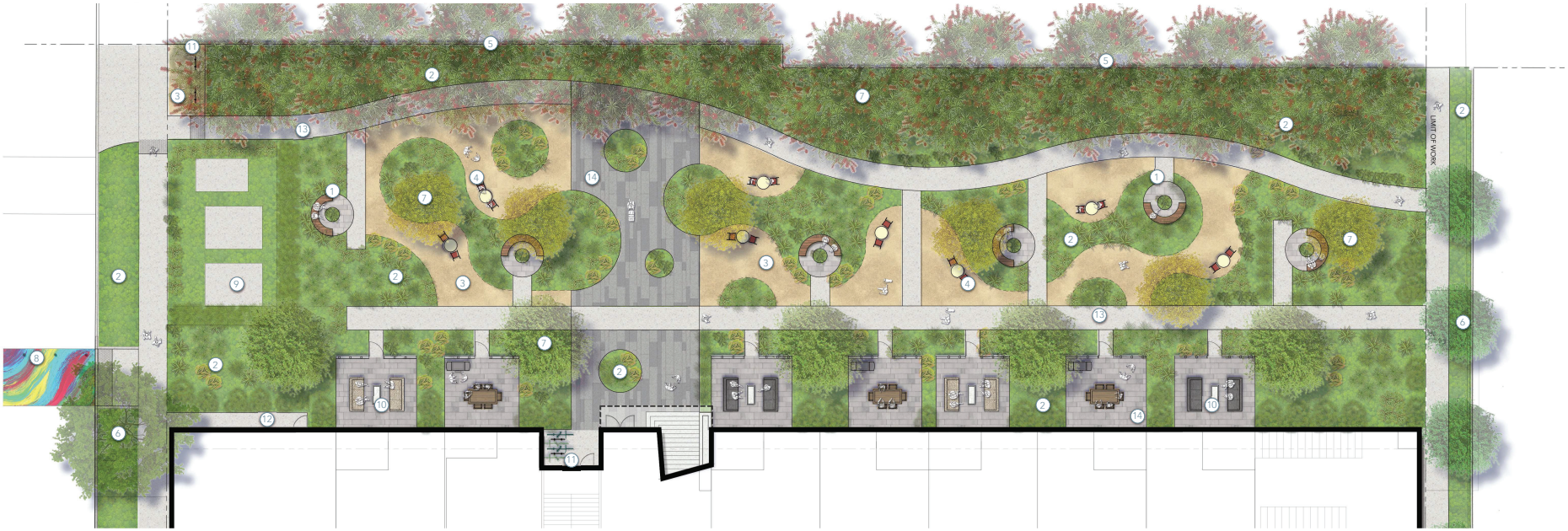


SOURCE: TCA Architects, June 2022

FIGURE **II-24**

IMPACT SCIENCES

Conceptual Right of Way Plan



DESIGN NARRATIVE

BORROWING FROM THE ARCHITECTURAL THEME OF MERGING URBAN AND ORGANIC DESIGN ELEMENTS, THE PROPOSED PARK SPACE HAS A CONTEMPORARY AESTHETIC BALANCED WITH A MEANDERING GARDEN EXPERIENCE. THE PLANTING DESIGN IS INSPIRED BY THE REGIONAL CONTEXT - THE ROLLING HILLS OF LOS ANGELES. THE DESIGN ALSO REFERENCES THE ECLECTIC VARIETY OF GARDEN STYLES THAT CAN BE FOUND IN THE ADJACENT HISTORIC NEIGHBORHOOD.

USING SIMPLE SEATING NODES AS THE PRIMARY DESIGN ELEMENT FOR THIS PARK, RESIDENTS AND NEIGHBORS ARE INVITED TO ENJOY QUITE RESPITE FROM THE SURROUNDING URBAN AREA. MOVABLE FURNITURE AIDS IN THE ACTIVATION OF THE SPACE AND SENDS THE MESSAGE THAT THIS PARK IS BEING CARED FOR.

PRIVATE PATIOS LINE THE GROUND FLOOR OF THE BUILDING AND A GRAND STAIRCASE LEADS UP TO THE POOL DECK - BOTH FURTHER REINFORCING THE CONNECTION BETWEEN THE BUILDING AND THE PARK. THE CROSSWALK AT THE WEST REINFORCES THE CONNECTION TO THE GREENBELT THAT CONTINUES ON THE OTHER SIDE OF CITRUS AVENUE.

APPROX. PARK AREA (NORTH OF PRIVATE PATIOS): 17000 SQ. FT.
APPROX. PLANTING AREA (D.G. & MULCHED): 12,500
FOR DETAILED OPEN SPACE CALCULATIONS, REFER TO ARCHITECTURAL DRAWINGS.

DESIGN FEATURES

1 SEATING PODS FOR GATHERING OR WORKING OUTDOORS

2 LOW-WATER PLANTING AREAS (SPECIES/DESIGN TO BE CONSISTENT WITH SURROUNDING AREA)

3 DECOMPOSED GRANITE PATHWAYS

4 FLEXIBLE BISTRO SEATING

6 STREET TREE (SPECIES/SPACING TO BE APPROVED BY DEPARTMENT OF UBAN FORESTRY)

7 PARK TREE (REFER TO TREE PALETTE FOR POTENTIAL SPECIES)

8 NEW PEDESTRIAN CROSSWALK WITH REMOVABLE BOLLARDS

9 TRANSFORMERS AND SWITCH WITH ADJACENT STAGING AREA

10 PRIVATE PATIOS WITH GATED ENTRY

11 BIKE PARKING

12 MAINTENANCE ACCESS TO ELECTRICAL ROOM

13 CONCRETE SIDEWALK

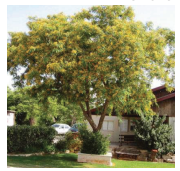
14 CONCRETE PAVERS

TREE PALETTE

PLATANUS RACEMOSA

PODOCARPUS GRACILIOR

ACACIA STENOPHYLLA



TIPUANA TIPU

PALO VERDE

SITE PLAN REVIEW REVISION 2
JUNE 27, 2022

0' 10' 20' 40'

SOURCE: TCA Architects, June 2022

FIGURE II-25

Conceptual Greenbelt Plan

IMPACT SCIENCES

The following figures are deleted as the conditions that they depicted no longer accurately reflect the current building design:

~~Figure II-28 – Rendering Greenbelt Perspective and~~

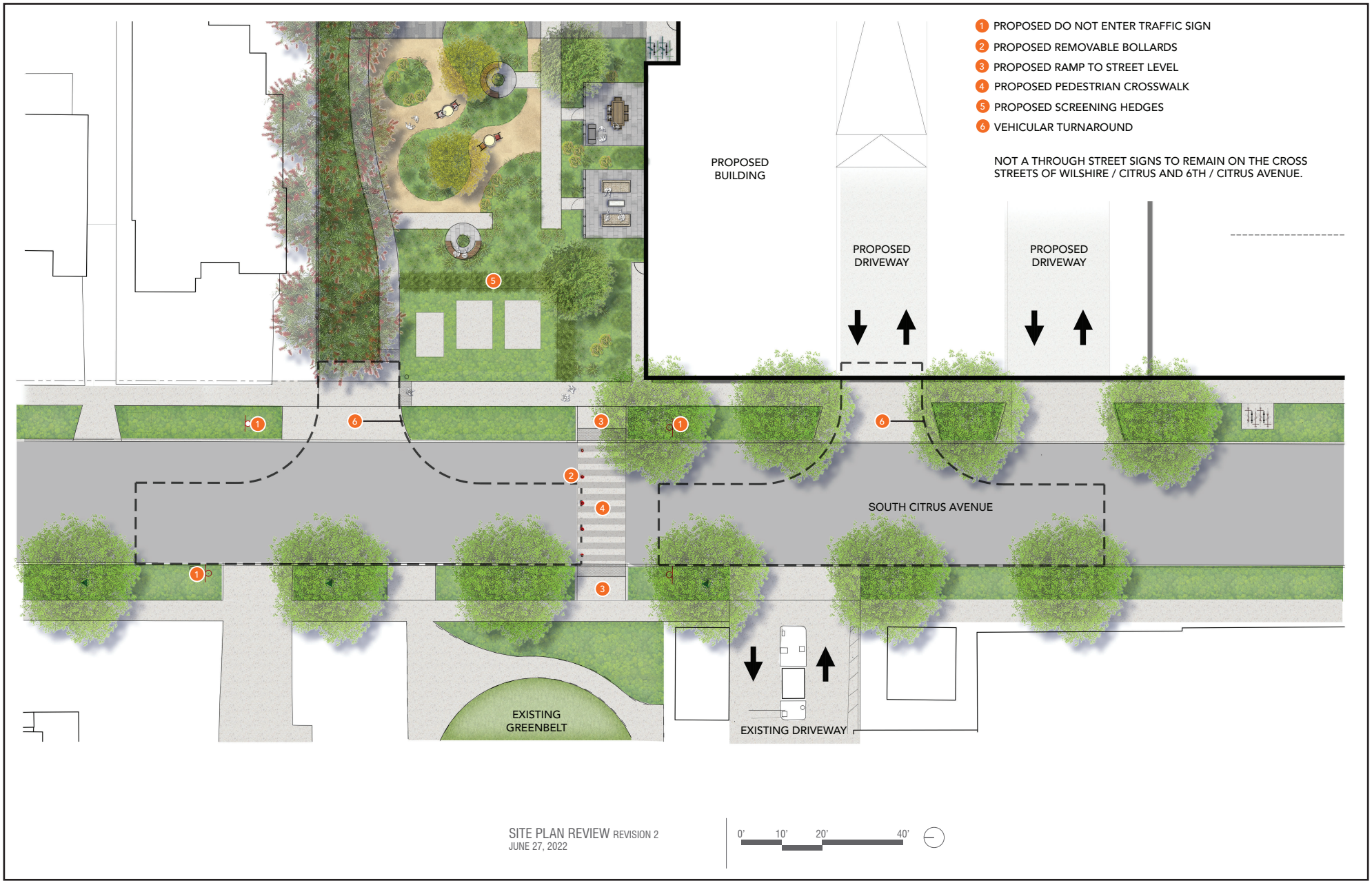
~~Figure 29 Rendering – North Portal Greenbelt Perspective~~

These revisions are related to minor updates that were made to the conceptual design of the greenbelt causing these figures to no longer be relevant, and do not constitute new significant information, and do not change the analysis or conclusions in the SCEA pursuant to CEQA Guidelines Section 15088.5.

The following figure is added:

Figure II-34 – South Citrus Avenue Closure Exhibit

This figure was added to clarify the proposed design of the street crossing and illustrate the placement of signage and bollards on South Citrus Avenue; as included the analysis in the Transportation Assessment (Appendix H of the SCEA); this addition does not constitute new significant information, and does not change the analysis or conclusions in the SCEA pursuant to CEQA Guidelines Section 15088.5.



SOURCE: TCA Architects, June 2022

FIGURE II-34

South Citrus Avenue Closure Exhibit

IMPACT SCIENCES

1345.001•07/22

II.2 SCEA Environmental Analysis

A. Construction Air Quality

Pages IV-37 and IV-38 of the SCEA have been revised as shown below. These revisions are related to minor corrections of the localized significance thresholds that were applied for on-site construction emissions. These revisions do not constitute new significant information as they reflect a change in the methodology used per SCAQMD guidance, and do not change the significance conclusions in the SCEA pursuant to CEQA Guidelines Section 15088.5; construction air quality impacts would remain less than significant without mitigation.

Page IV-37 is revised as follows:

> As detailed above, the SRA for the LST is the Central LA County area (SRA 1) since this area includes the ~~proposed~~ pProject Site. LSTs apply to CO, NO_2, PM10, and PM2.5. The SCAMQD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. The ~~proposed~~ pProject Site is approximately 1.685-acres, therefore, the LSTs for a 1.685-acre site were calculated and applied per SCAQMD linear regression methodology. ~~threshold for two acres was used for the construction LST analysis.~~

Page IV-38 is revised as follows:

Table IV.3-8
Localized Significance of Construction Emissions – Maximum Pounds per Day

Construction Year	NO_x	CO	PM10	PM2.5
2022	27.35	22.74	6.18	1.95
2023	8.42	7.68	0.37	0.34
2024	14.83	18.24	0.68	0.63
LST Screening Threshold	**~~108~~93.91**	**~~1,048~~911.99**	**~~8~~6.99**	**~~5~~4.16**
Exceed?	***No***	***No***	***No***	***No***

Source: Impact Science, CalEEMod modeling, 2021. See Appendix B, Attachment A.
Note: Building Construction, Paving, and Architectural Coating phases will all overlap in 2024. The on-site maximum daily emissions during each phase were added together to provide the most conservative assessment of possible emissions on the ~~proposed~~ pProject Site.

B. Hazards and Hazardous Materials

In response to comments received related to potentially contaminated soils and methane hazards (see Comment Letter No. O-1 HP HOA, and Comment Letter No. O-2 Lozeau Drury), page IV-84 of the SCEA has been revised as shown below. These revisions expand on the description of site

conditions provided in the SCEA which are from the Phase II ESA included as Appendix F to the SCEA, these descriptions do not constitute new significant information; and do not change the analysis or the significance conclusions in the SCEA pursuant to CEQA Guidelines Section 15088.5; impacts related to Hazards and Hazardous Materials would remain less than significant without mitigation.

Page IV-84 is revised as follows:

> *b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?)*

Less Than Significant Impact. The Limited Phase I Environmental Site Assessment (Phase I ESA, included in Appendix F of the SCEA) determined that there was a historic gasoline station that operated at the site from approximately the 1940's through the 1960's and the dispensers were located along the southwestern portion of the property parallel to Wilshire Boulevard. It was also determined from the City Directories that a historic dry cleaner operated on the site from approximately 1990 through at least 2015, but is no longer present.

Soil boring locations were selected as part of the Phase II Limited Site Assessment Activities (Phase II ESA, included in Appendix F of the SCEA) to target these identified areas of potential environmental concern at the Project Site. A total of seven borings were made, and samples were taken at depths of 2, 5, 10, 15, and 20 feet; of these borings a total of eight samples exceeded Tier 1 Environmental Screening Levels (ESLs) for soil as published by the San Francisco Bay Regional Water Quality Control Board, i.e, borings B1-2', B4-5', B4-10', B4-20', B5-2', B7-5', B7-10' and B7-15'. No additional assessment activities were recommended by the Phase II ESA.

According to EnviroStor, there are no cleanup sites (either Federal Superfund, State Response, voluntary, school evaluation, school investigation, military evaluation, tiered permit, or corrective action), permitted sites (either operating, post-closure, or non-operating), LUFT (leaking underground fuel tanks) or SLICS (Spills, Leaks, Investigation, and Cleanup) on, in or under the Project Site.[4]

[4] California Department of Toxic Substances Control. Envirostor. Available online at: https://www.envirostor.dtsc.ca.gov/public/

According to GeoTracker, there are no LUST sites, other cleanup sites, land disposal sites, military sites waste discharge requirement (WDR) sites, permitted UST facilities, monitoring wells, or California Department of Toxic Substance Control cleanup sites or hazardous materials permits on, in or under the Project Site.[5]

As recommended by the Phase II ESA, soils that are excavated during the Project redevelopment activities in the areas that exceed the regional screening level (RSL) values would be segregated and stockpiled separately for disposal along with any other soils exhibiting discoloration or noticeable odors in accordance with the regulatory requirement of SCAQMD Rule 1166 and a Contaminated Soil Excavation Permit.[6]

The area is also identified as being in a potential methane zone as a result of its close proximity to nearby oilfields and the La Brea Tar Pits which is a known area of methane concern from these petroleum sources. In addition, the Project Site is in an area identified as a methane zone by LADBS.

Methane (CH_4) is a naturally occurring, odorless, colorless, and extremely flammable gas with a wide distribution in nature. It is the major constituent of natural gas that is used as a fuel, and is an important source of hydrogen and a wide variety of other organic compounds. It is often found in conjunction with petroleum deposits. No long-term health effects are known to occur from exposure to methane. However, at very high concentration, methane can act as an asphyxiate by reducing the relative concentration of oxygen in the air that is inhaled (similar to carbon monoxide). The primary danger posed by methane build-up is the risk of fire or explosion.

Methane in the atmosphere has both natural and anthropogenic (i.e., caused by humans) sources. Its atmospheric concentration is less than carbon dioxide (CO_2) and its lifetime in the atmosphere is brief (10-12 years) when compared to other gases. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropogenic sources include fossil-fuel combustion and biomass burning.

5 California State Water Resources Control Board. GeoTracker. Available online at: https://geotracker.waterboards.ca.gov/

6 https://www.geoforward.com/contaminated-soil-excavation-aqmd-rule-1166/

Methane has the potential to migrate into buildings through physical pathways that include cracks in concrete foundations, unsealed conduits or utility trenches, and other small openings common in building construction. Methane gas can also reach the surface through natural geologic features which may facilitate vertical, lateral or oblique migrations.

Worker exposure to methane is regulated by the federal Occupational Safety and Health Administration (OSHA) under CFR § 1910.146. This section regulates worker exposure to a 'hazardous atmosphere' within a confined space where the presence of flammable gas vapor or mist is in excess of 10 percent of the lower explosive limit.

Chapter IX, Article 1, Division 71, § 91.7103 of the Los Angeles Municipal Code (LAMC), also known as the Los Angeles Methane Seepage Regulations, identifies Methane Hazard Zones and Methane Buffer Zones. The Project Site is located within a Methane Hazard Zone, as designated by LADBS. Due to the potential environmental risk associated with Methane Hazard Zones, properties within a Methane Hazard Zone require methane testing and the preparation of a report outlining the design of a system to alleviate potential methane hazards upon (re)development.

Chapter IX, Article 1, Division 71, § 91.7104 of the Los Angeles Municipal Code (LAMC), sets out the requirements for site testing of subsurface geological formations to be conducted in accordance with the Methane Mitigation Standards outlined in Chapter IX, Article 1, Division 71, § 91.7104.2. The site testing shall be conducted under the supervision of a licensed Architect or registered Engineer or Geologist and shall be performed by a testing agency approved by the Department.

In compliance with Division 71 of the Los Angeles Building Code the future structure of the Project will also be required to have an LADBS approved methane mitigation system.

With implementation of the required SCAQMD rules and permitting requirements, OSHA regulations, and Los Angeles Building Code requirements (including, but limited to, §s 91.7101, 91.7102, 91.7103, and 91.7104 of the LAMC), Project impacts associated with potentially contaminated soils and methane hazards would be less than significant.

~~A search using the California Department of Toxic Substances Control's Envirostor indicated that there are no open cases within the Project Site. The Environmental Site Assessment Reports conducted by Waterstone Environmental, Inc. did not indicate that there are any underground storage tanks on the Project Site.~~ Furthermore, the project

does not involve hazardous materials. Therefore, there is no significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, which could release hazardous materials.

C. Construction Noise

In response to comments received on the construction noise analysis contained in the SCEA (see Comment Letter No. O-3 NTEC), pages IV-113 through IV-116 of the SCEA have been revised as shown below. These revisions are related to estimated unmitigated and mitigated construction noise levels and clarification of mitigation measures necessary to ensure impacts would remain less than significant. These revisions include additional descriptions of methodology which does not constitute new significant information; and does not change the significance conclusions in the SCEA pursuant to CEQA Guidelines Section 15088.5; impacts related to construction noise would remain less than significant with mitigation.

Page IV-113 is revised as follows:

Construction Impacts

Temporary On-Site Construction Activity Noise

During all construction phases, noise-generating activities could occur at the Project Site between the hours of 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with Section 41.40(a) of the LAMC. On-site activities could include the use of heavy equipment such as excavators and loaders, as well as smaller equipment such as saws, hammers, and pneumatic tools. Off-site secondary noises could be generated by sources such as construction worker vehicles, vendor deliveries, and haul trucks.

Noises from demolition and grading activities are typically the foremost concern when evaluating a project's construction noise impacts, as these activities often require the use of heavy-duty, diesel-powered earthmoving equipment. The types of heavy equipment required for these activities may include excavators, bulldozers, front-end loaders, graders, backhoes, and scrapers.

For this Project, construction noise levels were estimated using the FHWA Roadway Construction Noise Model (RCNM) based on the Project's anticipated construction equipment identified in the Project's Air Quality and Greenhouse Gas Technical Study provided as Appendix B to the SCEA. ~~demolition and grading noise impacts were modeled~~

~~using the noise reference levels of excavators and front-end loaders, as these vehicles would be utilized extensively to demolish and grade for the Project. Excavators can produce average peak noise levels of 81 dBA at a reference distance of 50 feet; front-end loaders, 79 dBA. Compounding their noise impacts is the fact that these vehicles commonly operate in tandem. Excavators remove soils and demolished materials, and front-end loaders transport this matter to on-site stockpiles or haul trucks for off-site export. As a result, excavators and front-end loaders have the greatest potential to cause sustained and significant noise impacts at nearby receptors. The impacts of other construction equipment and vehicles would be neither as loud nor as extensive over the duration of the Project's demolition, grading, and other phases. Therefore, this analysis examines a worst-case scenario; the noise impacts of all other construction equipment and phases would not exceed the impacts analyzed here. The projected noise impact from excavators and front-end loaders~~ The Project's peak estimated unmitigated construction noise levels are shown in **Table IV.13-4, Construction Noise Impacts at Off-Site Sensitive Receptors – Unmitigated** and summarized below.

Table IV.13-4
Construction Noise Impacts at Off-Site Sensitive Receptors - Unmitigated

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	~~New Ambient Noise Level (dBA L_{eq})~~	~~Increase (dBA L_{eq})~~Above LAMC 75 dBA Limit?	~~Potentially Significant?~~
Location #1 – Residences at 665 S. Highland Ave	~~73.0~~95.0	68.7	~~74.4~~	~~5.7~~Yes	~~Yes~~
Location #2 – Residences at 664 S. Citrus Ave	~~73.0~~95.0	56.7	~~73.1~~	~~16.4~~Yes	~~Yes~~
Location #3 – Residences at 716 S. Citrus Ave	~~59.0~~80.3	59.6	~~62.3~~	~~2.7~~Yes	~~No~~
Location #4 – John Burroughs Middle School	~~50.0~~74.3	59.9	~~60.3~~	~~0.4~~No	~~No~~
Location #5 – Mansfield Ave. Park – 698 S. Mansfield Ave.	94.3	56.7		Yes	

Source: Impact Sciences, ~~2021~~2022. See Attachment A to this Errata for RCNM calculations.

Construction noise impacts would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 A-weighted decibels (dBA) at a distance of 50 feet from the noise source. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques

during the operation of the equipment. Although the estimated unmitigated construction-related noise levels associated with the Project could exceed the noise standard of 75 dBA at 50 feet from the noise source as outlined in LAMC Section 112.05, the Project would implement all technically feasible reduction measures in compliance with the standards set forth in LAMC Section 112.05. Specifically, the use of barriers such as plywood structures, flexible sound control curtains, or intervening construction trailers could reduce line-of-sight noise levels by approximately 10 dbA.[7] As such, implementation of **Mitigation Measure NOI-1** would reduce construction noise levels by approximately 10 dBA. Additionally, **Mitigation Measure NOI-2**, which requires the use of improved mufflers and silencers would achieve an approximately 10 dBA reduction.[8] When implemented together, **Mitigation Measures NOI-1 and NOI-2** would reduce construction noise levels by approximately 20 dBA. The Project would also implement additional techniques to reduce construction noise levels as required by the LAMC. For example, construction activities would be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. Further, noise and groundborne vibration construction activities whose specific location on the site are flexible (e.g., operation of compressors or generators, cement mixing, and general truck idling) will be conducted as far as possible from the nearest noise- and vibration-sensitive land uses. However, given the fluid dynamics of a construction site, this analysis conservatively does not take any quantified reduction associated with these techniques. See **Table IV.13-5, Construction Impacts at Off-Site Sensitive Receptors (with Mitigation)**, below which illustrates the effectiveness of **Mitigation Measures NOI-1 and NOI-2**. Given the nature of the Project's multi-level construction activities adjacent to sensitive uses and the dynamics inherent with urban construction, the noise limits established in the LAMC would, at certain times, not be applicable due to technical infeasibility. Nevertheless, with the implementation of **Mitigation Measures NOI-1 and NOI-2**, construction noise levels would be reduced in a manner consistent with the LAMC, and impacts would be less than significant.

7 Based on a review of Table 4 of the FHWA Noise Barrier Design Handbook (July 14, 2011), the design feasibility of a sound barrier that reduces noise by 5 dBA is considered "simple" and a reduction of up to 10 dBA as "attainable." And, reductions of 15 and 20 dBA are considered "very difficult" and "nearly impossible," respectively.

8 Based on information from the United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971. Per Table V, Noise Control For Construction Equipment therein, use of improved mufflers/silencers would achieve approximately 10 dBA reduction.

Mitigation Measures:

MM NOI-1: Barriers, such as plywood structures or flexible sound control curtains shall be erected along the perimeter of the construction site, and around stationary equipment as feasible (i.e., generators, air compressors, etc.) to minimize the amount of noise during construction on nearby noise-sensitive uses. Specifically, a sound barrier shall be located along the northern, western, and eastern property lines of the Project Site. Perimeter barriers shall be at least eight (8) feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 20 dB(A), such as ½ inch plywood.[9] Noise monitoring shall be conducted during construction to ensure compliance with the noise limitations established in the LAMC.

MM NOI-2: Noise-generating equipment operated at the Project Site shall be equipped with noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures capable of reducing construction equipment noise by 10 dBA. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.[10] Noise monitoring shall be conducted during construction to ensure compliance with the noise limitations established in the LAMC.

~~These estimated construction noise levels would exceed the City's significance threshold of 5 dBA. The LAMC Section 112.05 limits construction noise to 75 decibels at 50 feet of distance when you are within 500 feet of a residential zone. During project construction the project will comply with LAMC 112.05 which will ensure noise levels do not exceed 75 decibels at 50 feet of distance. However, the project would still increase noise levels above the City's 5dBA threshold. As such,~~ **~~Mitigation Measure NOI-1 and NOI-2~~** ~~are necessary to reduce construction noise to a below the 5 dBA threshold and to a level of less than significant.~~

~~Mitigation Measure NOI-2~~ ~~would require the use of sound barriers capable of achieving attenuation of at least 15 dBA along the Project's northern and western boundaries. The~~

9 Based on the FHWA Noise Barrier Design Handbook, Table 3, Approximate sound transmission loss values for common materials, February 2000, updated August 24, 2017.

10 See United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971. Per Table V, Noise Control For Construction Equipment therein, use of improved mufflers/silencers would achieve approximately 10 dBA reduction.

analysis assumes a "worst case" condition where the construction equipment is located at the property line nearest to the sensitive receptors. In this condition, the noise would need to be reduced by 15 dBA. However, in practice, construction equipment will be in different places during different phases of the construction and actual sound levels will vary. For each doubling of distance construction equipment is located away from the property line to a receptor (i.e. going from a distance of 15 to 30 feet), noise attenuates by 6 dBA. Therefore, actual noise levels would be lower as the construction equipment moves further from the property line. Nonetheless, the **Mitigation Measure NOI-2** still requires a performance standard of 15 dBA reduction in noise at 15 feet of distance from the sensitive receptor to ensure noise levels do not exceed 5 dBA above measured ambient noise levels.

Mitigation Measures:

MM-NOI-1: During the construction phase along the northern property line, the project shall employ construction control measures to reduce increases in ambient noise at the closest receptors by a minimum of 1 decibel Leq. Examples of employable measures include use of mufflers, sound barriers and reducing activity levels of construction of equipment. This specification shall be included on all construction documents to ensure compliance.

MM-NOI-2: During the construction phase along the northern property line, the project shall employ construction control measures to reduce increases in ambient noise at the closest receptors by a minimum of 12 decibels Leq. Examples of employable measures include use of mufflers, sound barriers and reducing activity levels of construction of equipment. This specification shall be included on all construction documents to ensure compliance.

As shown in **Table IV.13-5, Construction Impacts at Off-Site Sensitive Receptors (with Mitigation)**, implementation of Mitigation Measures NOI-1 and NOI-2 would reduce noise exposure of sensitive receptors to below the 5 dBA threshold. As a result, construction noise impacts would be considered less than significant with mitigation.

Table IV.13-5
Construction Noise Impacts at Off-Site Sensitive Receptors (with Mitigation)

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	~~New Ambient Noise Level (dBA L_{eq})~~	~~Increase (dBA L_{eq})~~ Above LAMC 75 dBA Limit?	~~Potentially Significant ?~~
Location #1 – Residences at 665 S. Highland Ave	~~58.0~~75.0	68.7	~~69.1~~	~~0.4~~No	~~No~~
Location #2 – Residences at 664 S. Citrus Ave	~~58.0~~75.0	56.7	~~60.4~~	~~3.7~~No	~~No~~
Location #3 – Residences at 716 S. Citrus Ave	~~56.0~~60.3	59.6	~~61.2~~	~~1.6~~No	~~No~~
Location #4 – John Burroughs Middle School	~~47.0~~54.3	59.9	~~60.1~~	~~0.2~~No	~~No~~
Location #5 – Mansfield Ave. Park – 698 S. Mansfield Ave.	74.3	56.7		No	

Source: Impact Sciences, ~~2021~~2022.

III. Conclusion

Based on the analysis presented above, the updates and modifications made to the Project outlined in these in this Errata do not result in any of the conditions set forth in Section 15088.5 of the CEQA Guidelines requiring recirculation of the SCEA. The City has determined the minor revisions and modifications to the SCEA included in this Errata do not change any of the analysis, findings or conclusions of the SCEA. The information contained in this Errata merely clarifies, amplifies, or makes insignificant changes to the information that has already been presented in the SCEA. The modifications to the SCEA are not significant because the SCEA is not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project. As demonstrated by the analysis herein, these minor additions and clarifications do not represent significant new information as defined in CEQA Guidelines Section 15088.5(a). Moreover, there would be no new significant impacts for the Project as a result of the updates and modifications made to the Project identified in this Errata. Therefore, recirculation of the SCEA for additional review is not required, consistent with CEQA Guidelines Section 15088.5(b).

ERRATA APPENDIX A

Updated Noise Information

Attachment A

Updated Construction Noise Calculations

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/23/2022
Case Description: Demolition

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Receptor 1	Residential	68.7	68.7	68.7

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	50	0
Concrete Saw	No	20		89.6	50	0
Concrete Saw	No	20		89.6	50	0
Excavator	No	40		80.7	15	0
Dozer	No	40		81.7	15	0
Front End Loader	No	40		79.1	15	0

		Results Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Concrete Saw		89.6	82.6	N/A	N/A	N/A	N/A	N/A
Concrete Saw		89.6	82.6	N/A	N/A	N/A	N/A	N/A
Concrete Saw		89.6	82.6	N/A	N/A	N/A	N/A	N/A
Excavator		91.2	87.2	N/A	N/A	N/A	N/A	N/A
Dozer		92.1	88.1	N/A	N/A	N/A	N/A	N/A
Front End Loader		89.6	85.6	N/A	N/A	N/A	N/A	N/A
	Total	92.1	93.2	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Receptor 2	Residential	56.7	56.7	56.7

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	50	0
Concrete Saw	No	20		89.6	50	0
Concrete Saw	No	20		89.6	50	0
Excavator	No	40		80.7	15	0

Dozer	No	40	81.7	15	0
Front End Loader	No	40	79.1	15	0

Results

	Calculated (dBA)		Noise Limits (dBA)				
			Day		Evening		Night
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A	N/A
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A	N/A
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A	N/A
Excavator	91.2	87.2	N/A	N/A	N/A	N/A	N/A
Dozer	92.1	88.1	N/A	N/A	N/A	N/A	N/A
Front End Loader	89.6	85.6	N/A	N/A	N/A	N/A	N/A
Total	92.1	93.2	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Receptor 3	Residential	59.6	59.6	59.6

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	250	0
Concrete Saw	No	20		89.6	250	0
Concrete Saw	No	20		89.6	250	0
Excavator	No	40		80.7	250	0
Dozer	No	40		81.7	250	0
Front End Loader	No	40		79.1	250	0

Results

	Calculated (dBA)		Noise Limits (dBA)				
			Day		Evening		Night
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Concrete Saw	75.6	68.6	N/A	N/A	N/A	N/A	N/A
Concrete Saw	75.6	68.6	N/A	N/A	N/A	N/A	N/A
Concrete Saw	75.6	68.6	N/A	N/A	N/A	N/A	N/A
Excavator	66.7	62.8	N/A	N/A	N/A	N/A	N/A
Dozer	67.7	63.7	N/A	N/A	N/A	N/A	N/A
Front End Loader	65.1	61.2	N/A	N/A	N/A	N/A	N/A
Total	75.6	74.4	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Receptor 4	Residential	59.9	59.9	59.9

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	500	0
Concrete Saw	No	20		89.6	500	0
Concrete Saw	No	20		89.6	500	0
Excavator	No	40		80.7	500	0
Dozer	No	40		81.7	500	0
Front End Loader	No	40		79.1	500	0

		Results					
		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening		Night
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Concrete Saw		69.6	62.6	N/A	N/A	N/A	N/A	N/A
Concrete Saw		69.6	62.6	N/A	N/A	N/A	N/A	N/A
Concrete Saw		69.6	62.6	N/A	N/A	N/A	N/A	N/A
Excavator		60.7	56.7	N/A	N/A	N/A	N/A	N/A
Dozer		61.7	57.7	N/A	N/A	N/A	N/A	N/A
Front End Loader		59.1	55.1	N/A	N/A	N/A	N/A	N/A
	Total	69.6	68.3	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Receptor 5	Residential	56.7	56.7	56.7

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	50	0
Concrete Saw	No	20		89.6	50	0
Concrete Saw	No	20		89.6	50	0
Excavator	No	40		80.7	50	0
Dozer	No	40		81.7	50	0
Front End Loader	No	40		79.1	50	0

	Results					
	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening		Night
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax

Concrete Saw		89.6	82.6	N/A	N/A	N/A	N/A	N/A
Concrete Saw		89.6	82.6	N/A	N/A	N/A	N/A	N/A
Concrete Saw		89.6	82.6	N/A	N/A	N/A	N/A	N/A
Excavator		80.7	76.7	N/A	N/A	N/A	N/A	N/A
Dozer		81.7	77.7	N/A	N/A	N/A	N/A	N/A
Front End Loader		79.1	75.1	N/A	N/A	N/A	N/A	N/A
	Total	89.6	88.3	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Report date: 6/23/2022
Case Description: Grading

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Receptor 1	Residential	68.7	68.7	68.7

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84		15	0
Tractor	No	40	84		15	0
Excavator	No	40		80.7	15	0
Front End Loader	No	40		79.1	15	0

Equipment		Results Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax
Tractor		94.5	90.5	N/A	N/A	N/A	N/A	N/A
Tractor		94.5	90.5	N/A	N/A	N/A	N/A	N/A
Excavator		91.2	87.2	N/A	N/A	N/A	N/A	N/A
Front End Loader		89.6	85.6	N/A	N/A	N/A	N/A	N/A
	Total	94.5	94.9	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Receptor 2	Residential	56.7	56.7	56.7

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84		15	0
Tractor	No	40	84		15	0
Excavator	No	40		80.7	15	0
Front End Loader	No	40		79.1	15	0

Results Calculated (dBA)	Noise Limits (dBA) Day	Evening	Night

Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Tractor		94.5	90.5	N/A	N/A	N/A	N/A	N/A
Tractor		94.5	90.5	N/A	N/A	N/A	N/A	N/A
Excavator		91.2	87.2	N/A	N/A	N/A	N/A	N/A
Front End Loader		89.6	85.6	N/A	N/A	N/A	N/A	N/A
	Total	94.5	94.9	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Receptor 3	Residential	59.6	59.6	59.6

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Tractor	No	40	84		250	0
Tractor	No	40	84		250	0
Excavator	No	40		80.7	250	0
Front End Loader	No	40		79.1	250	0

		Results				
		Calculated (dBA)		Noise Limits (dBA)		
				Day	Evening	Night
Equipment		*Lmax	Leq	Lmax	Leq	Lmax
Tractor		70	66	N/A	N/A	N/A
Tractor		70	66	N/A	N/A	N/A
Excavator		66.7	62.8	N/A	N/A	N/A
Front End Loader		65.1	61.2	N/A	N/A	N/A
	Total	70	70.5	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Receptor 4	Residential	59.9	59.9	59.9

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Tractor	No	40	84		500	0
Tractor	No	40	84		500	0
Excavator	No	40		80.7	500	0
Front End Loader	No	40		79.1	500	0

Results

		Calculated (dBA)		Noise Limits (dBA)				
				Day		Evening		Night
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Tractor		64	60	N/A	N/A	N/A	N/A	N/A
Tractor		64	60	N/A	N/A	N/A	N/A	N/A
Excavator		60.7	56.7	N/A	N/A	N/A	N/A	N/A
Front End Loader		59.1	55.1	N/A	N/A	N/A	N/A	N/A
	Total	64	64.5	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Receptor 5	Residential	56.7	56.7	56.7

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84		50	0
Tractor	No	40	84		50	0
Excavator	No	40		80.7	50	0
Front End Loader	No	40		79.1	50	0

Results

		Calculated (dBA)		Noise Limits (dBA)				
				Day		Evening		Night
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Tractor		84	80	N/A	N/A	N/A	N/A	N/A
Tractor		84	80	N/A	N/A	N/A	N/A	N/A
Excavator		80.7	76.7	N/A	N/A	N/A	N/A	N/A
Front End Loader		79.1	75.1	N/A	N/A	N/A	N/A	N/A
	Total	84	84.5	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/23/2022
Case Description: Building

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Receptor 1	Residential	68.7	68.7	68.7

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84		15	0
Tractor	No	40	84		15	0
Excavator	No	40		80.7	15	0
Crane	No	16		80.6	50	0
Crane	No	16		80.6	50	0
Vibratory Pile Driver	No	20		100.8	95	0

		Results Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Tractor		94.5	90.5	N/A	N/A	N/A	N/A	N/A
Tractor		94.5	90.5	N/A	N/A	N/A	N/A	N/A
Excavator		91.2	87.2	N/A	N/A	N/A	N/A	N/A
Crane		80.6	72.6	N/A	N/A	N/A	N/A	N/A
Crane		80.6	72.6	N/A	N/A	N/A	N/A	N/A
Vibratory Pile Driver		95.2	88.3	N/A	N/A	N/A	N/A	N/A
	Total	95.0	95.0	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Receptor 2	Residential	56.7	56.7	56.7

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84		15	0
Tractor	No	40	84		15	0
Excavator	No	40		80.7	15	0
Crane	No	16		80.6	50	0

Crane	No	16	80.6	50	0
Vibratory Pile Driver	No	20	100.8	95	0

Results

	Calculated (dBA)		Noise Limits (dBA)				
			Day		Evening		Night
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Tractor	94.5	90.5	N/A	N/A	N/A	N/A	N/A
Tractor	94.5	90.5	N/A	N/A	N/A	N/A	N/A
Excavator	91.2	87.2	N/A	N/A	N/A	N/A	N/A
Crane	80.6	72.6	N/A	N/A	N/A	N/A	N/A
Crane	80.6	72.6	N/A	N/A	N/A	N/A	N/A
Vibratory Pile Driver	95.2	88.3	N/A	N/A	N/A	N/A	N/A
Total	95.0	95.0	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Receptor 3	Residential	59.6	59.6	59.6

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84		250	0
Tractor	No	40	84		250	0
Excavator	No	40		80.7	250	0
Crane	No	16		80.6	250	0
Crane	No	16		80.6	250	0
Vibratory Pile Driver	No	20		100.8	250	0

Results

	Calculated (dBA)		Noise Limits (dBA)				
			Day		Evening		Night
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Tractor	70	66	N/A	N/A	N/A	N/A	N/A
Tractor	70	66	N/A	N/A	N/A	N/A	N/A
Excavator	66.7	62.8	N/A	N/A	N/A	N/A	N/A
Crane	66.6	58.6	N/A	N/A	N/A	N/A	N/A
Crane	66.6	58.6	N/A	N/A	N/A	N/A	N/A
Vibratory Pile Driver	86.8	79.9	N/A	N/A	N/A	N/A	N/A
Total	86.8	80.3	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Receptor 4	Residential	59.9	59.9	59.9

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84		500	0
Tractor	No	40	84		500	0
Excavator	No	40		80.7	500	0
Crane	No	16		80.6	500	0
Crane	No	16		80.6	500	0
Vibratory Pile Driver	No	20		100.8	500	0

		Results				
	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening		Night
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Tractor	64	60	N/A	N/A	N/A	N/A	N/A
Tractor	64	60	N/A	N/A	N/A	N/A	N/A
Excavator	60.7	56.7	N/A	N/A	N/A	N/A	N/A
Crane	60.6	52.6	N/A	N/A	N/A	N/A	N/A
Crane	60.6	52.6	N/A	N/A	N/A	N/A	N/A
Vibratory Pile Driver	80.8	73.8	N/A	N/A	N/A	N/A	N/A
Total	80.8	74.3	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #5 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Receptor 5	Residential	56.7	56.7	56.7

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84		50	0
Tractor	No	40	84		50	0
Excavator	No	40		80.7	50	0
Crane	No	16		80.6	50	0
Crane	No	16		80.6	50	0
Vibratory Pile Driver	No	20		100.8	50	0

		Results				
	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening		Night
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax

Tractor	84	80	N/A	N/A	N/A	N/A	N/A
Tractor	84	80	N/A	N/A	N/A	N/A	N/A
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A
Crane	80.6	72.6	N/A	N/A	N/A	N/A	N/A
Crane	80.6	72.6	N/A	N/A	N/A	N/A	N/A
Vibratory Pile Driver	100.8	93.8	N/A	N/A	N/A	N/A	N/A
Total	100.8	94.3	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Errata Appendix G

Reformatted Noise and Vibration Technical Report

1.0 INTRODUCTION

This study describes the existing noise and vibration environment of the proposed mixed-use development project at 5001 Wilshire Boulevard, 671-677 S. Highland Avenue, and 668 S. Citrus Avenue. This study evaluates potential impacts from construction and operation of this proposal. This report has been prepared by Impact Sciences, Inc., in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA).

1.1 Project Location

The Project site is located in a predominately residential and commercial area bounded by Wilshire Boulevard to the south, S. Highland Avenue to the east, and Citrus Avenue to the west. Carling Way, located between APN 5507-019-29 on the south and 5507-019-012 and -014 to the north, currently connects Citrus and Highland Avenues. A small commercial mall and associated surface parking currently occupies the southern portions of the site; the two northerly parcels are currently in use as a surface parking lot.

The Project Site is in a highly urbanized location surrounded by a mix of land use, including commercial, residential, office, and institutional uses. Immediately north of the Project Site are residential uses. Office uses are located east of the site across Highland Avenue. Across Wilshire Boulevard to the south are commercial uses, with more residential uses approximately 250 feet south of the project site. To the west across Citrus Avenue are office uses including the Consulate General of Spain and Argentine Consulate. Mansfield Avenue Park is also located to the west across Citrus Avenue.

1.2 Project Description

The Proposed Project would develop an 8-story, mixed-use building consisting of approximately 10,900 square feet (sf) of ground-floor commercial space and 242 apartments. The Project would be approximately 95 feet in height and would include a total square footage of approximately 282,050 sf, with a Floor Area Ratio (FAR) of 3.84:1. The residential component would include 66 studio units, 113 one-bedroom units, 56 two-bedroom units, and seven three-bedroom units. A total of ten percent of the proposed residential units (25 units) would be designated as restricted affordable housing for Extremely Low Income, or Very Low Income Households.

Up to 354 parking spaces (324 residential and 30 commercial parking spaces) would be provided in three subterranean levels. The Proposed Project would provide 164 bicycle spaces in (28 short term spaces and 136 long term spaces).

The Applicant also proposes to vacate Carling Way. A portion of the former right-of-way and the two northerly parcels would be redeveloped into a green belt and utilized as publicly accessible Common Open Space.

Project Characteristics

The Project would demolish the existing two-story commercial building and surface parking lots and construct an 8-story (approximately 95-foot tall) mixed-use project consisting of up to 242 dwelling units (10% restricted to Extremely Low Income households) and approximately 10,900 square feet of ground floor commercial uses over three levels of subterranean parking. Overall the project would include a maximum of approximately 282,050 square feet of floor area (FAR of 3.84 to 1). Additionally, Carling Way, a public street, is proposed to be vacated and merged to the site via a Tract Map request. Carling Way and the two northerly parcels will be redeveloped into a green belt and utilized as publicly accessible Common Open Space. Vehicular circulation to the Project would be along the two major streets of Wilshire Boulevard and S. Highland Avenue. Vehicle access to the parking would be provided via a full access driveway off Citrus Avenue specific to residents or retailers. Pedestrians would access the ground floor commercial retail spaces via Wilshire Boulevard.

The Project proposes to provide 354 automobile parking spaces on site within three levels of subterranean parking. The project would also provide 164 bicycle parking spaces (150 spaces for residential uses and 14 spaces for commercial uses).

Project Construction

The Project is anticipated to be constructed over a period of approximately 32 months, with completion anticipated in February of 2025. Grading activities would include cut with approximately 65,095 cubic yards being exported from the project site. Construction hours would occur in accordance with the LAMC requirements, which prohibit construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday.

2.0 ENVIRONMENTAL SETTING

2.1 Fundamentals of Noise and Vibration

Noise

Noise is usually defined as unwanted sound that is an undesirable byproduct of society's normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, and/or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies. For example, the human ear is less sensitive to low and high frequencies than medium frequencies, which more closely correspond with human speech. In response to the sensitivity of the human ear to different frequencies, the A-weighted noise level (or scale), which corresponds better with people's subjective judgment of sound levels, has been developed. This A-weighted sound level, referenced in units of dB(A), is measured on a logarithmic scale such that a doubling of sound energy results in a 3 dB(A) increase in noise level. Typically, changes in a community noise level of less than 3 dB(A) are not noticed by the human ear.[1] Changes from 3 to 5 dB(A) may be noticed by some individuals who are sensitive to changes in noise. A greater than 5 dB(A) increase is readily noticeable, while the human ear perceives a 10 dB(A) increase in sound level to be a doubling of sound.

On the A-weighted scale, the range of human hearing extends from approximately 3 to 140 dB(A). **Table 1, A-Weighted Decibel Scale**, provides examples of A-weighted noise levels from common sources. Noise sources occur in two forms: (1) point sources, such as stationary equipment or individual motor vehicles; and (2) line sources, such as a roadway with a large number of point sources (motor vehicles). Sound generated by a point source typically diminishes (attenuates) at a rate of 6 dB(A) for each doubling of distance from the source to the receptor at acoustically "hard" sites and 7.5 dB(A) at acoustically "soft" sites.[2] For example, if a noise source produces a noise level of 89 dB(A) at a reference distance of 50 feet, the noise level would be 83 dB(A) at a distance of 100 feet from the noise source, 77 dB(A) at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dB(A) over hard surfaces and 4.5 dB(A) over soft surfaces for each doubling of distance.

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1 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013.

2 Federal Highway Administration, *Highway Noise Fundamentals*, (1980) 97. Examples of "hard" or reflective sites include asphalt, concrete, and hard and sparsely vegetated soils. Examples of acoustically "soft" or absorptive sites include soft, sand, plowed farmland, grass, crops, heavy ground cover, etc.

Table 1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dB(A), Leq)
Threshold of Pain	140
Jet Takeoff at 100 Meters	125
Jackhammer at 15 Meters	95
Heavy Diesel Truck at 15 Meters	85
Conversation at 1 Meter	60
Soft Whisper at 2 Meters	35

Source: United States Occupational Safety & Health Administration, Noise and Hearing Conservation Technical Manual, 1999.

Sound levels also can be attenuated by man-made or natural barriers (e.g., sound walls, berms, ridges), as well as elevational differences. Noise is most audible when traveling by direct line-of-sight, an interrupted visual path between the noise source and noise receptor. Barriers, such as walls or buildings that break the line-of-sight between the source and the receiver, can greatly reduce noise levels from the source since sound can only reach the receiver by diffraction. Sound barriers can reduce sound levels by up to 20 dB(A) or more. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Solid walls and berms may reduce noise levels by 5 to 10 dB(A) depending on their height and distance relative to the noise source and the noise receptor.[3] Sound levels may also be attenuated 3 dB(A) by a first row of houses and 1.5 dB(A) for each additional row of houses.[4] The minimum noise attenuation provided by typical structures in California is provided in **Table 2, Building Noise Reduction Factors**.

3 Federal Highway Administration, *Highway Noise Mitigation*, (1980) 18.

4 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013.

Table 2
Building Noise Reduction Factors

Building Type	Window Condition	Noise Reduction Due to Exterior of the Structure (dB(A))
All	Open	10
Light Frame	Ordinary Sash (closed)	20
	Storm Windows	25
Masonry	Single Glazed	25
	Double Glazed	35

Source: Federal Highway Administration, Highway Traffic Noise: Analysis and Abatement Guidance. December 2011.

Sound Rating Scales

Various rating scales approximate the human subjective assessment to the "loudness" or "noisiness" of a sound. Noise metrics have been developed to account for additional parameters, such as duration and cumulative effect of multiple events. Noise metrics are categorized as single event metrics and cumulative metrics, as summarized below.

In order to simplify the measurement and computation of sound loudness levels, frequency weighted networks have obtained wide acceptance. The A-weighted scale, discussed above, has become the most prominent of these scales and is widely used in community noise analysis. Its advantages are that it has shown good correlation with community response and is easily measured. The metrics used in this analysis are all based upon the dB(A) scale.

Equivalent Noise Level

Equivalent Noise Level (Leq) is the sound level corresponding to a steady-state A-weighted sound level containing the same total energy as several single event noise exposure level events during a given sample period. Leq is the "acoustic energy" average noise level during the period of the sample. It is based on the observation that the potential for noise annoyance is dependent on the total acoustical energy content of the noise. The equivalent noise level is expressed in units of dB(A). Leq can be measured for any period, but is typically measured for 15 minutes, 1 hour, or 24 hours. Leq for a 1-hour period is used by the Federal Highway Administration (FHWA) for assessing highway noise impacts. Leq for 1 hour is referred to as the Hourly Noise Level (HNL) in the California Airport Noise Regulations and is used to develop Community

Noise Equivalent Level values for aircraft operations. Construction noise levels and ambient noise measurements in this section use the Leq scale.

Community Noise Equivalent Level

Community Noise Equivalent Level (CNEL) is a 24-hour, time-weighted energy average noise level based on the A-weighted decibel. It is a measure of the overall noise experienced during an entire day. The term "time-weighted" refers to the penalties attached to noise events occurring during certain sensitive periods. In the CNEL scale, 5 dB are added to measured noise levels occurring between the hours of 7 P.M. and 10 P.M. For measured noise levels occurring between the hours of 10 P.M. and 7 A.M., 10 dB are added. These decibel adjustments are an attempt to account for the higher sensitivity to noise in the evening and nighttime hours and the expected lower ambient noise levels during these periods. Existing and projected future traffic noise levels in this section use the CNEL scale.

Day-Night Average Noise Level

The day-night average sound level (Ldn) is another average noise level over a 24-hour period. Noise levels occurring between the hours of 10 P.M. and 7 A.M. are increased by 10 decibels (dB). This noise is weighted to take into account the decrease in community background noise of 10 dB(A) during this period. Noise levels measured using the Ldn scale are typically similar to CNEL measurements.

Adverse Effects of Noise Exposure

Noise is known to have several adverse effects on humans, which has led to laws and standards being set to protect public health and safety, and to ensure compatibility between land uses and activities. Adverse effects of noise on people include hearing loss, communication interference, sleep interference, physiological responses, and annoyance. Each of these potential noise impacts on people is briefly discussed in the following narrative.

Hearing Loss

Hearing loss is generally not a community noise concern, even near a major airport or a major freeway. The potential for noise-induced hearing loss is more commonly associated with occupational noise exposures in heavy industry, very noisy work environments with long-term exposure, or certain very loud recreational activities (e.g., target shooting and motorcycle or car racing). The Occupational Safety and Health Administration (OSHA) identifies a noise exposure limit of 90 dB(A) for 8 hours per day to protect from hearing loss (higher limits are allowed for shorter duration exposures). Noise levels in neighborhoods, even in very noisy neighborhoods, are not sufficiently loud enough to cause hearing loss.

Communication Interference

Communication interference is one of the primary concerns in environmental noise. Communication interference includes speech disturbance and intrusion with activities such as watching television. Noise can also interfere with communications such as within school classrooms. Normal conversational speech is in the range of 60 to 65 dB(A) and any noise in this range or louder may interfere with speech.

Sleep Interference

Noise can make it difficult to fall asleep, create momentary disturbances of natural sleep patterns by causing shifts from deep to lighter stages, and cause awakening. Noise may even cause awakening that a person may or may not be able to recall.

Physiological Responses

Physiological responses are those measurable effects of noise on people that are realized as changes in pulse rate, blood pressure, and other physical changes. Studies to determine whether exposure to high noise levels can adversely affect human health have concluded that, while a relationship between noise and health effects seems plausible, there is no empirical evidence of the relationship.

Annoyance

Annoyance is an individual characteristic and can vary widely from person to person. Noise that one person considers tolerable can be unbearable to another of equal hearing capability. The level of annoyance depends both on the characteristics of the noise (including loudness, frequency, time, and duration), and how much activity interference (such as speech interference and sleep interference) results from the noise. However, the level of annoyance is also a function of the attitude of the receiver. Personal sensitivity to noise varies widely. It has been estimated that 2% to 10% of the population is highly susceptible to annoyance from any noise not of their own making, while approximately 20% are unaffected by noise.[5] Attitudes may also be affected by the relationship between the person affected and the source of noise, and whether attempts have been made to abate the noise.

Vibration

Vibration consists of waves transmitted through solid material. Groundborne vibration propagates from a source through the ground to adjacent buildings by surface waves. Vibration may comprise a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how

5 Wayne County Airport Authority. *Background information on noise & its measurement, 2009*

rapidly it is oscillating and is measured in hertz (Hz). Most environmental vibrations consist of a composite, or "spectrum" of many frequencies, and are generally classified as broadband or random vibrations. The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than one Hz to a high of about 200 Hz. Vibration is often measured in terms of the peak particle velocity (PPV) in inches per second (in/sec) when considering impacts on buildings or other structures, as PPV represents the maximum instantaneous peak of vibration that can stress buildings. Because it is a representation of acute vibration, PPV is often used to measure the temporary impacts of short-term construction activities that could instantaneously damage built structures. Vibration is often also measured by the Root Mean Squared (RMS) because it best correlates with human perception and response. Specifically, RMS represents "smoothed" vibration levels over an extended period of time and is often used to gauge the long-term chronic impact of a project's operation on the adjacent environment. RMS amplitude is the average of a signal's squared amplitude. It is most commonly measured in decibel notation (VdB).

Vibration energy attenuates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. High frequency vibrations reduce much more rapidly than low frequencies, so that in the far-field from a source, the low frequencies tend to dominate. Soil properties also affect the propagation of vibration. When groundborne vibration interacts with a building, there is usually a ground-to-foundation coupling loss (i.e., the foundation of the structure does not move in sync with the ground vibration), but the vibration can also be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows or items on shelves, or the motion of building surfaces. At high levels, vibration can result in damage to structures.

Manmade groundborne vibration is generally limited to areas within a few hundred feet of certain types of construction activities, especially pile driving. Road vehicles rarely create enough groundborne vibration to be perceptible to humans unless the road surface is poorly maintained and there are potholes or bumps. If traffic induces perceptible vibration in buildings, such as window rattling or shaking of small loose items (typically caused by heavy trucks in passing), then it is most likely an effect of low-frequency airborne noise or ground characteristics. Human annoyance by vibration is related to the number and duration of events. The more events or the greater the duration, the more annoying it will be to humans.

Construction vibration damage criteria are assessed based on structural category (e.g. reinforced-concrete, steel, or timber). FTA guidelines consider 0.2 inch/sec PPV to be the significant impact level for non-engineered timber and masonry buildings. Structures or buildings constructed of reinforced concrete, steel, or timber have a vibration damage criterion of 0.5 inch/sec PPV pursuant to FTA guidelines.[6] The FTA

6 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual. September* 2018.

Guidelines include a table showing the vibration damage criteria based on structural category and is presented below in **Table 3, Construction Vibration Damage Criteria.**

Table 3
Construction Vibration Damage Criteria

Building/Structural Category	PPV, in/sec
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual. September 2018.

2.2 Noise Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. Noise-sensitive receptors surrounding the project site include residential dwellings to the north, adjacent to the project site; more residential units to the northeast across Highland Avenue; John Burroughs Middle School to the east approximately 500 feet from the project site; residential uses approximately 250 feet south of the project site; Mansfield Avenue Park to the west across Citrus Avenue; and more residential uses to the northwest across Citrus Avenue.

2.3 Existing Conditions

A noise monitoring survey was completed to establish existing noise levels in the vicinity of the project site. Transportation noise is the main source of noise in urban environments, largely from the operation of internal combustion engines and frictional contact between vehicles and ground and air.[7] It should be noted that due to the ongoing Coronavirus pandemic, traffic conditions are likely lower than usual.

7 World Health Organization, https://www.who.int/docstore/peh/noise/Comnoise-2.pdf accessed July 2, 2020.

Therefore, noise measurements that were conducted in February 2021 are likely lower than pre-pandemic conditions and therefore conservative measurements for the existing noise environment. **Figure 1, Noise Monitoring Locations** maps the noise measurement locations relative to the project site. The existing average daily noise levels are presented in **Table 4, Ambient Sound-Level Readings.**

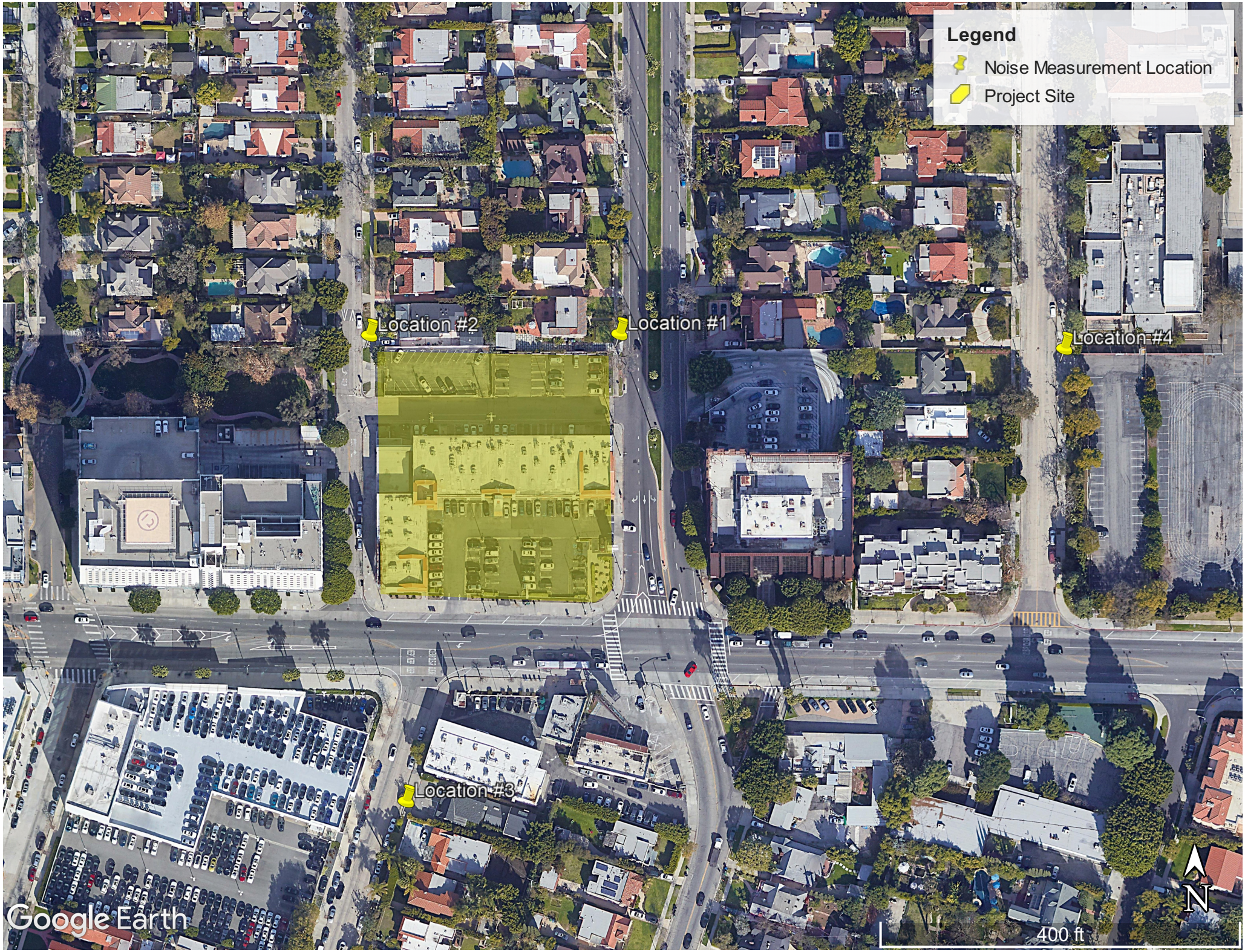
Table 4
Ambient Sound-Level Readings

Modeled Noise Measurement Location #	Street Address	dBA Leq
Location #1	665 S. Highland Ave (Residence)	68.7
Location #2	664 S. Citrus Ave (Residence)	56.7
Location #3	716 S. Citrus Ave (Residence)	59.6
Location #4	600 S. Mc Cadden Place (John Burroughs Middle School)	59.9

Source: Impact Sciences, Inc., February 2021

The only sources of groundborne vibration in the project site vicinity are heavy-duty vehicles (e.g., refuse trucks, delivery trucks, and school buses) traveling on local roadways. Trucks and buses typically generate groundborne vibration velocity levels of around 63 VdB, and these levels could reach 72 VdB where trucks and buses pass over bumps in the road.[8] In terms of PPV levels, a heavy-duty vehicle traveling at a distance of 50 feet can result in a vibration level of approximately 0.001 inch per second.

8 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013.


Legend
Noise Measurement Location
Project Site
Location #1
Location #2
Location #3
Location #4
Google Earth
400 ft
N

3.0 REGULATORY FRAMEWORK

3.1 State Regulations

Title 24, California Code of Regulations

The California Noise Insulation Standards of 1988 (California Code of Regulations Title 24, Section 3501 et seq.) require that interior noise levels from the exterior sources not exceed 45 dBA Ldn/community noise equivalent level (CNEL)[9] in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses and other dwellings, except detached single-family dwellings) with doors and windows closed. Where exterior noise levels exceed 60 dBA CNEL/Ldn, an acoustical analysis is required to show that the building construction achieves an interior noise level of 45 dBA CNEL/Ldn or less.

3.2 Local Plans and Policies

City of Los Angeles Municipal Code

The LAMC provides two types of noise standards that are relevant to this analysis: 1) construction noise standards, and 2) general noise ordinance standards. The construction noise standards apply only to construction activities, while the general noise ordinance standards apply to noise generated by land use activities.

Construction Noise Standards

The City of Los Angeles Municipal Code (LAMC) has established noise regulations for both short-term construction activities and long-term operation of a project. The LAMC regulates noise from any powered equipment or powered hand tool in a residential zone (or within 500 feet) at a distance of 50 feet between 7:00 AM and 10:00 PM to the following:

- 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

- 75 dBA for powered equipment of 20 horse-power or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

9 Measurements are based on Ldn or CNEL.

- 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools.[10]

These noise limits do not apply where compliance is deemed technically infeasible. Specifically, such activities are allowed when it is demonstrated that compliance is not possible "despite the use of mufflers, shields, sound barriers, and/or other noise reduction device or techniques during the operation of the equipment."[11]

Section 41.40 of the LAMC also prohibits construction activity from occurring between 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM on Saturday.[12] This is intended to protect persons occupying sleeping quarters in any hotel, apartment, or other place of residence. Construction noise intruding onto property zoned for manufacturing or industrial uses is exempt from these standards.

General Noise Ordinance

LAMC Chapter XI, "Noise Regulation," regulates noise from non-transportation noise sources such as commercial or industrial operations, mechanical equipment or residential activities. Although these regulations do not apply to vehicles operating on public rights-of-way, the regulations do apply to noise generated by vehicles on private property, such as truck operations at commercial or industrial facilities. The exact noise standards vary depending on the type of noise source, but the allowable noise levels are generally determined relative to the existing ambient noise levels at the affected location. LAMC Section 111.01 (a) defines the ambient noise as "the composite of noise from all sources near and far in a given environment, exclusive of occasional and transient intrusive noise sources and of the particular noise source or sources to be measured. Ambient noise shall be averaged over a period of at least 15 minutes."

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line.

LAMC Section 112.02 (a) would prevent project HVAC systems and other mechanical equipment from elevating noise levels at neighboring residences by more than 5 dBA.

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10 City of Los Angeles, Municipal Code Chapter XI-Noise Regulation (Section 112.05), 1986.

11 Ibid.

12 City of Los Angeles, Municipal Code Chapter IV-Public Welfare (Section 41.40), 1984.

L.A. CEQA Thresholds Guide

In 2006, the City released the L.A. CEQA Thresholds Guide to provide further guidance for the determination of significant construction and operational noise impacts. According to the Guide, a Project would, under normal circumstances, have a significant impact if:

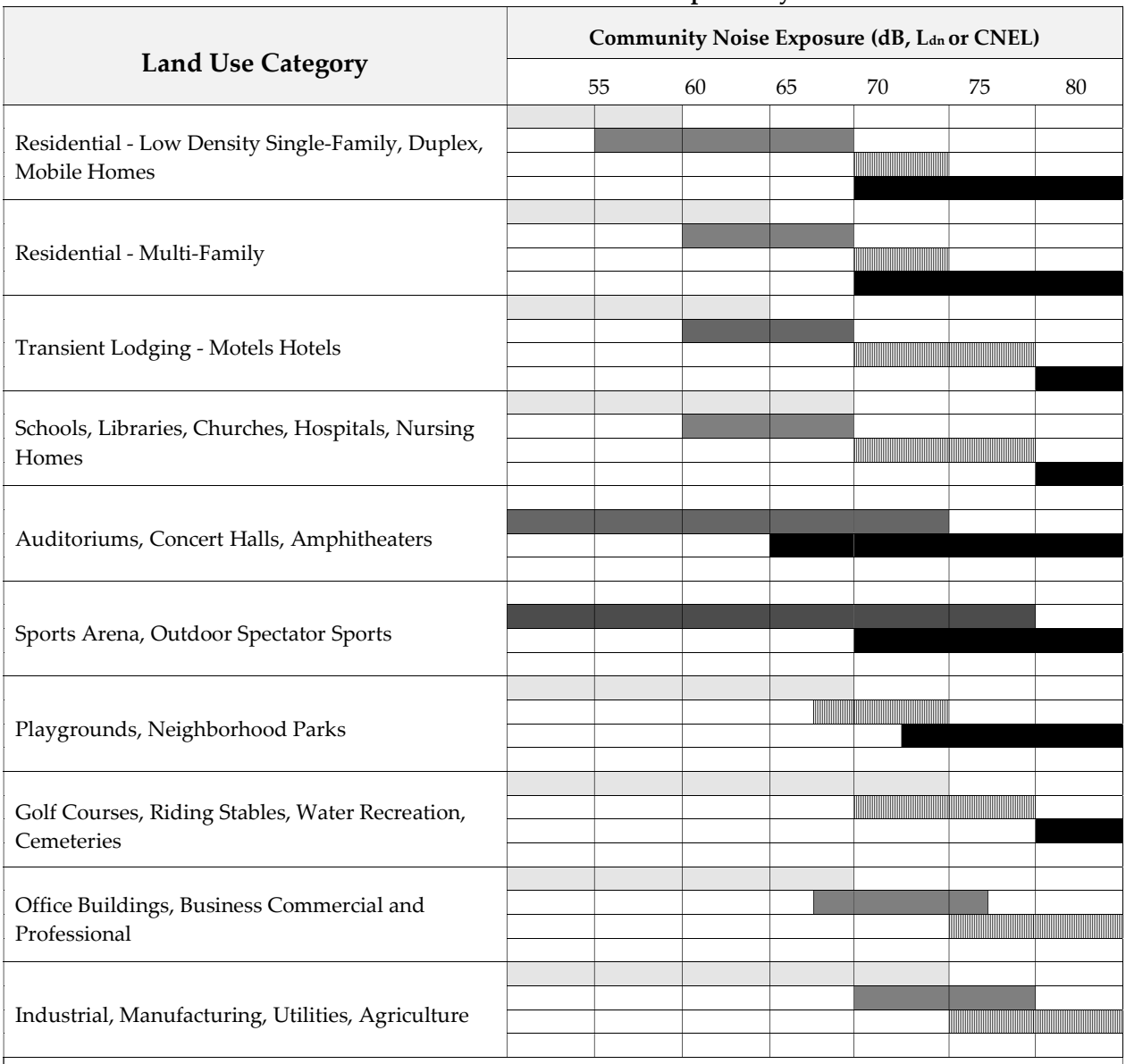
- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

For a project's operational impacts:

- The ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category…
- Any 5 dBA or greater noise increase.

These "normally unacceptable" and "clearly unacceptable" categories refer to those outlined by the State's noise and land-use compatibility chart, shown in **Table 5** below.

Table 5
State of California Noise/Land Use Compatibility Matrix



Source: California Office of Planning and Research, General Plan Guidelines - Noise Element Guidelines (Appendix C), 2003.

4.0 NOISE ANALYSIS

4.1 Thresholds of Significance

The impacts of the proposed project related to noise would be considered significant if they would exceed any of the following Standards of Significance, in accordance with Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generation of excessive groundborne vibration or groundborne noise levels;
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

4.2 Methodology

Noise levels associated with project-related construction activities were calculated using the FHWA Roadway Construction Noise Model (RCNM) and evaluated with existing ambient noise levels to determine new ambient noise levels with construction activities. The California Emissions Estimator Model (CalEEMod) construction equipment assumptions were used to develop a construction equipment list used for RCNM inputs. Noise levels were compared to the City's noise ordinance which includes provisions regarding construction noise levels.

Traffic noise in the project area was estimated using average daily traffic information obtained for the project to get a percentage of increase to traffic volumes. Studies have shown that a 3 dB(A) increase in sound level pressure is barely detectable by the human ear. A 3 dB(A) increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant.[13]

13 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Protocol.* September 2013.

4.3 Impact Analysis

Impact NOI-1 **Would the proposed project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? *(Less than Significant with Mitigation).***

Construction Impacts

Temporary On-Site Construction Activity Noise

During all construction phases, noise-generating activities could occur at the Project site between the hours of 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with Section 41.40(a) of the LAMC. On-site activities could include the use of heavy equipment such as excavators and loaders, as well as smaller equipment such as saws, hammers, and pneumatic tools. Off-site secondary noises could be generated by sources such as construction worker vehicles, vendor deliveries, and haul trucks.

Noises from demolition and grading activities are typically the foremost concern when evaluating a project's construction noise impacts, as these activities often require the use of heavy-duty, diesel-powered earthmoving equipment. The types of heavy equipment required for these activities may include excavators, bulldozers, front-end loaders, graders, backhoes, and scrapers.

For this Project, demolition and grading noise impacts were modeled using the noise reference levels of excavators and front-end loaders, as these vehicles would be utilized extensively to demolish and grade for the Project. Excavators can produce average peak noise levels of 81 dBA at a reference distance of 50 feet; front-end loaders, 79 dBA. Compounding their noise impacts is the fact that these vehicles commonly operate in tandem. Excavators remove soils and demolished materials, and front-end loaders transport this matter to on-site stockpiles or haul trucks for off-site export. As a result, excavators and front-end loaders have the greatest potential to cause sustained and significant noise impacts at nearby receptors. The impacts of other construction equipment and vehicles would be neither as loud nor as extensive over the duration of the Project's demolition, grading, and other phases. Therefore, this analysis examines a worst-case-scenario; the noise impacts of all other construction equipment and phases would not exceed the impacts analyzed here. The projected noise impact from excavators and front-end loaders are shown in **Table 6, Construction Noise Impacts at Off-Site Sensitive Receptors – Unmitigated** and summarized below.

Table 6
Construction Noise Impacts at Off-Site Sensitive Receptors (without Mitigation)

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase(dBA L_{eq})	Potentially Significant?
Location #1 – Residences at 665 S. Highland Ave	73.0	68.7	74.4	5.7	Yes
Location #2 – Residences at 664 S. Citrus Ave	73.0	56.7	73.1	16.4	Yes
Location #3 – Residences at 716 S. Citrus Ave	59.0	59.6	62.3	2.7	No
Location #4 – John Burroughs Middle School	50.0	59.9	60.3	0.4	No

Source: Impact Sciences, 2021.

These estimated construction noise levels would exceed the City's significance threshold of 5 dBA. However, **Mitigation Measure NOI-1** would require the use of mufflers or other suitable noise reduction devices and **Mitigation Measure NOI-2** would require the use of sound barriers capable of achieving attenuation of at least 15 dBA along the Project's northern and western boundaries.

Mitigation Measures:

MM-NOI-1: All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA.

MM-NOI-2: Temporary sound barriers capable of achieving a sound attenuation of at least 15 dBA shall be erected along the Project's northern and western boundaries to obstruct line of sight noise travel from the Project site to residences directly north of the Project site and residences along Citrus Avenue.

As shown in **Table 7, Construction Impacts at Off-Site Sensitive Receptors (with Mitigation)**, implementation of **Mitigation Measures NOI-1** and **NOI-2** would reduce noise exposure of sensitive receptors to below the 5 dBA threshold. As a result, construction noise impacts would be considered less than significant with mitigation.

Table 7
Construction Noise Impacts at Off-Site Sensitive Receptors (with Mitigation)

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase(dBA L_{eq})	Potentially Significant?
Location #1 – Residences at 665 S. Highland Ave	58.0	68.7	69.1	0.4	No
Location #2 – Residences at 664 S. Citrus Ave	58.0	56.7	60.4	3.7	No
Location #3 – Residences at 716 S. Citrus Ave	56.0	59.6	61.2	1.6	No
Location #4 – John Burroughs Middle School	47.0	59.9	60.1	0.2	No

Source: Impact Sciences, 2021.

Temporary Off-Site Construction Activity Noise

Construction haul trucks would generate noise off-site during site demolition and would peak during grading. This would include removal of materials from the project site, base materials, and demolished materials. While this vehicle activity would increase ambient noise levels along the haul route, ambient noise levels would not be expected to significantly increase ambient noise levels by 3 dBA or greater at any noise sensitive land use. Studies have shown that a 3 dBA increase in sound level pressure is barely detectable by the human ear. A 3 dBA increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant.[14] While this vehicle activity would marginally increase ambient noise levels along the haul route, it would not be expected to significantly increase ambient noise levels by 5 dBA or greater at any noise sensitive land uses. According to the L.A. CEQA Thresholds Guide, a 3 dBA increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant.

The proposed haul truck route would have arriving trucks exit the I-10 freeway and head north on Crenshaw Boulevard then turn west onto Wilshire to arrive at the project site. Exiting trucks would head west on Wilshire then south on La Brea to the I-10 freeway.

Average daily traffic (ADT) counts from the City of Los Angeles Department of Transportation were used to estimate the existing traffic at the intersection of Wilshire Boulevard and Highland Avenue. Traffic

14 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Protocol.* September 2013.

counts indicate average daily traffic at the intersection of Wilshire Boulevard and Highland Avenue are 42,203 daily vehicle trips.[15]

The grading phase for project construction would average approximately 142 haul truck trips per day. Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.[16] Therefore, 142 haul truck trips would account for approximately 2,712 PCE trips per day during the grading phase. This would account for approximately 6.43 percent of the average daily traffic that passes through the intersection of Wilshire Boulevard and Highland Avenue. Since it would take a doubling (i.e. a 100 percent increase) of roadway traffic volume to increase noise levels by 3 dBA, the addition of haul trucks from the project would not increase traffic to levels capable of producing 3 dBA ambient noise increases.

Though the addition of haul trucks would alter the fleet mix of the Project haul route, their minimal addition to local roadways would not nearly double those roads' traffic volumes, let along augment their traffic to levels capable of producing 5 dBA ambient noise increases. As a result, off-site construction noise impacts related to haul trips would be considered less than significant.

Operational Impacts

Permanent Operational Traffic Noise

As discussed above, a 3 dBA increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant. A 3 dBA noise level increase is the minimum noise level increase required for a human to perceive a change in ambient noise.

Traffic volumes in the project area were obtained from the Los Angeles Department of Transportation traffic count information.[17] Trip generation information for the proposed project was added to average daily traffic volumes for Wilshire Boulevard at the intersection of Highland Avenue to determine whether traffic increased enough to result in an audible noise level increase. The DOT Traffic Count shows that the

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15 City of Los Angeles Department of Transportation. December 2013. 24 Hours Traffic Volume: Highland Av N/O Wilshire Bl. Available at: https://navigatela.lacity.org/dot/traffic_data/automatic_counts/HIGHLAND.WILSHIRE.131217.N-AUTO.pdf, accessed March 24, 2021.

16 Caltrans, Technical Noise Supplement Table 3-3, 2013.

17 City of Los Angeles Department of Transportation. December 2013. 24 Hours Traffic Volume: Highland Av N/O Wilshire Bl. Available at: https://navigatela.lacity.org/dot/traffic_data/automatic_counts/HIGHLAND.WILSHIRE.131217.N-AUTO.pdf, accessed March 24, 2021.

intersection of Wilshire Boulevard and Highland Avenue has a daily traffic volume of approximately 42,203 vehicles.[18] The project's estimated 1,547 daily vehicle trips would account for approximately 3.67 percent of the average daily traffic volume at this intersection which lies immediately to the southeast of the project site. This volume is not nearly the doubling of traffic volume required for a 3 dBA increase in noise. This increase in traffic volumes compared to current traffic counts is not significant enough to cause an audible increase in traffic noise and impacts would be less than significant.

Permanent Operation Stationary Noise

Regulatory compliance with LAMC Sec.112.02 would ultimately ensure that noises from sources such as heating, air conditioning, and ventilation systems not increase ambient noise levels at neighboring occupied properties by more than 5 dBA. Given this regulation, ambient noise levels, and the relatively quiet operation of modern HVAC systems, these on-site noise sources would not be capable of causing the ambient noise levels of nearby uses to increase by 3 dBA CNEL to or within their respective L.A. CEQA Thresholds Guide's "normally unacceptable" or "clearly unacceptable" noise categories, or by 5 dBA or greater overall.

Parking noise typically generates noise levels of approximately 60 dBA at 50 feet. However, parking from the project would occur in a three-level underground structure. Noises from the Project's underground parking level would be inaudible, or at the very least considerably attenuated, at nearby receptors. These parking noises would not exceed the normally acceptable level of noise identified in **Table 5**. Therefore, parking noise would result in a less than significant impact.

Impact NOI-2 **Would the proposed project result in the generation of excessive groundborne vibration or groundborne noise levels? *(Less than Significant).***

The Federal Transit Administration provides ground-born vibration impact criteria with respect to building damage during construction activities. PPV, expressed in inches per second, is used to measure building vibration damage. Construction vibration damage criteria are assessed based on structural category (e.g. reinforced-concrete, steel, or timber). FTA guidelines consider 0.2 inch/sec PPV to be the significant impact level for non-engineered timber and masonry buildings. Structures or buildings constructed of reinforced concrete, steel, or timber have a vibration damage criterion of 0.5 inch/sec PPV pursuant to FTA guidelines.[19]

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18 Ibid.

19 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual. September* 2018.

Groundborne vibration generated by construction activities associated with the proposed project would affect sensitive uses located in close proximity to the project site. **Table 8, Vibration Levels at Off-Site Sensitive Uses from Project Construction** shows the estimated vibration velocities for nearby sensitive receptors.

Table 8
Vibration Levels at Off-Site Sensitive Uses from Project Construction

Sensitive Uses Off-Site	Distance to Project Site (ft.)	Receptor Significance Threshold PPV (in/sec)	Estimated PPV (in/sec)
Location #1 – Residences at 665 S. Highland Ave	15	0.2	0.191
Location #2 – Residences at 664 S. Citrus Ave	15	0.2	0.191
Location #3 – Residences at 716 S. Citrus Ave	250	0.2	0.003
Location #4 – John Burroughs Middle School	500	0.2	0.001

Source: Impact Sciences, 2021.

The vibration velocities predicted to occur at the nearest receptors located 15 feet from the nearest project site boundary would be 0.191 in/sec PPV. All receptors are considered to be a non-engineered timber or masonry building and would not experience a PPV groundborne vibration level that exceed the FTA 0.2 in/sec PPV threshold. Therefore, vibration impacts associated with building damage due to construction activities would result in a less than significant impact. No mitigation is required.

Impact NOI-3 **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise? *(No Impact).***

The project site is not in the vicinity of a private airstrip or airport land use plan. Likewise, the project site is not located within an airport land use plan or within two miles of a public airport or public use airport. As such, the project would not expose people residing or working in the project area to excessive airport-related noise levels. No impact would occur from the proposed project and no further analysis is required.

REFERENCES

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013.

City of Los Angeles Department of Transportation. December 2013. 24 Hours Traffic Volume: Highland Av N/O Wilshire Bl. Available at: https://navigatela.lacity.org/dot/traffic_data/automatic_counts/HIGHLAND.WILSHIRE.131217.N-AUTO.pdf, accessed March 24, 2021.

City of Los Angeles, Municipal Code Chapter XI-Noise Regulation (Section 112.05), 1986.

City of Los Angeles, Municipal Code Chapter IV-Public Welfare (Section 41.40), 1984.

City of Moreno Valley, Moreno Valley WalMart Noise Impact Analysis, Table 901. February 10, 2015

Federal Highway Administration, *Highway Noise Mitigation*, (1980) 18.

Federal Highway Administration, *Highway Noise Fundamentals*, (1980) 97.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual. September* 2018

Wayne County Airport Authority. *Background information on noise & its measurement, 2009*

World Health Organization, https://www.who.int/docstore/peh/noise/Comnoise-2.pdf

APPENDIX A

Noise and Vibration Technical Appendix

Measurement Report

Report Summary

Meter's File Name	LxT_Data.074.s	Computer's File Name	LxT_0005667-20210217 105144-LxT_Data.074.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2021-02-17 10:51:44	Duration	0:15:00.0
End Time	2021-02-17 11:06:44	Run Time	0:15:00.0
Pause Time	0:00:00.0		

Results

Overall Metrics

LA_{eq}	68.7 dB		
LAE	98.3 dB	SEA	--- dB
EA	749.5 µPa²h		
EA8	24.0 mPa²h		
EA40	119.9 mPa²h		
LZ_{peak}	114.0 dB	2021-02-17 10:59:10	
LAS_{max}	89.9 dB	2021-02-17 10:59:11	
LAS_{min}	52.6 dB	2021-02-17 11:06:32	
LA_{eq}	68.7 dB		
LC_{eq}	78.6 dB	LC_{eq} - LA_{eq}	9.8 dB
LAI_{eq}	71.2 dB	LAI_{eq} - LA_{eq}	2.4 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	1	0:00:04.10
LAS > 115.0 dB	0	0:00:00.0
LZpeak > 135.0 dB	0	0:00:00.0
LZpeak > 137.0 dB	0	0:00:00.0
LZpeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	68.7 dB		78.6 dB		--- dB	
$Ls_{(max)}$	89.9 dB	2021-02-17 10:59:11	--- dB		--- dB	
$LS_{(min)}$	52.6 dB	2021-02-17 11:06:32	--- dB		--- dB	
$L_{Peak(max)}$	--- dB		--- dB		114.0 dB	2021-02-17 10:59:10

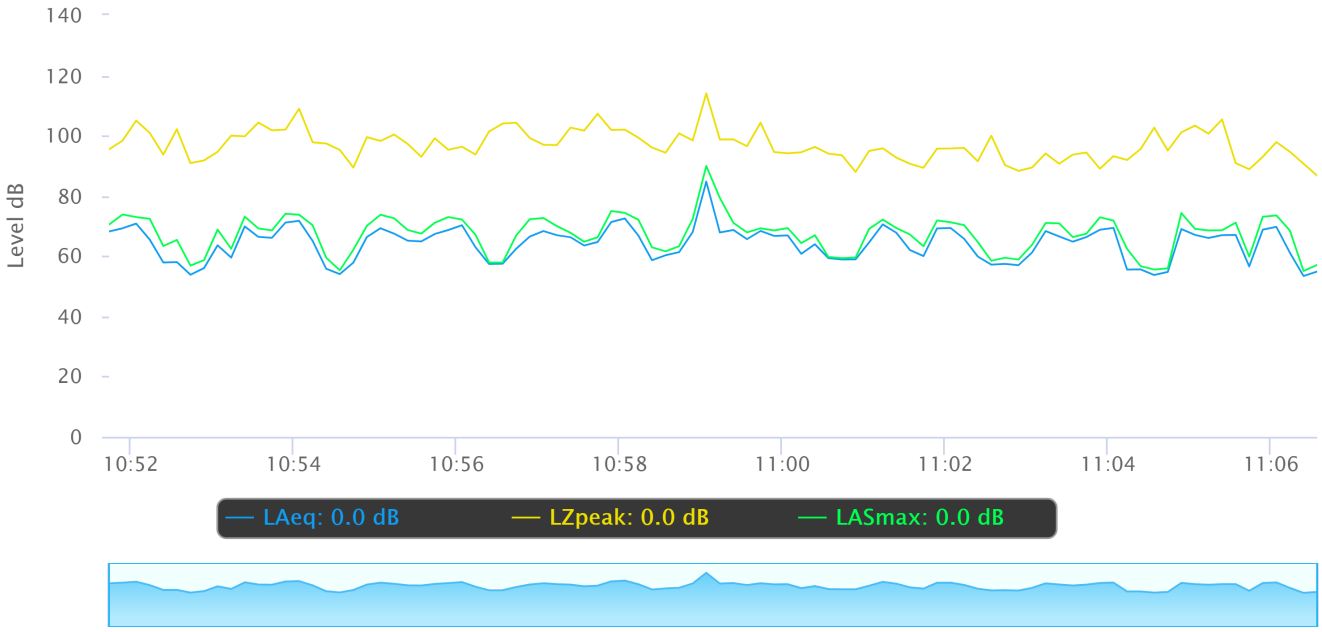
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	72.0 dB
LAS 10.0	70.5 dB
LAS 33.3	66.7 dB
LAS 50.0	64.4 dB
LAS 66.6	60.1 dB
LAS 90.0	55.5 dB

Time History



Measurement Report

Report Summary

Meter's File Name	LxT_Data.075.s	Computer's File Name	LxT_0005667-20210217 110841-LxT_Data.075.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2021-02-17 11:08:41	Duration	0:15:00.0
End Time	2021-02-17 11:23:41	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	56.7 dB		
LAE	86.3 dB	SEA	--- dB
EA	46.9 µPa²h		
EA8	1.5 mPa²h		
EA40	7.5 mPa²h		
LZ_{peak}	101.1 dB	2021-02-17 11:13:09	
LAS_{max}	67.6 dB	2021-02-17 11:13:09	
LAS_{min}	49.8 dB	2021-02-17 11:21:24	
LA_{eq}	56.7 dB		
LC_{eq}	67.7 dB	LC_{eq} - LA_{eq}	11.0 dB
LAI_{eq}	60.3 dB	LAI_{eq} - LA_{eq}	3.6 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LZpeak > 135.0 dB	0	0:00:00.0
LZpeak > 137.0 dB	0	0:00:00.0
LZpeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	56.7 dB		67.7 dB		--- dB	
$Ls_{(max)}$	67.6 dB	2021-02-17 11:13:09	--- dB		--- dB	
$LS_{(min)}$	49.8 dB	2021-02-17 11:21:24	--- dB		--- dB	
$L_{Peak(max)}$	--- dB		--- dB		101.1 dB	2021-02-17 11:13:09

Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	60.5 dB
LAS 10.0	59.3 dB
LAS 33.3	56.7 dB
LAS 50.0	55.7 dB
LAS 66.6	54.8 dB
LAS 90.0	53.3 dB

Measurement Report

Report Summary

Meter's File Name	LxT_Data.076.s	Computer's File Name	LxT_0005667-20210217 114326-LxT_Data.076.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2021-02-17 11:43:26	Duration	0:15:00.0
End Time	2021-02-17 11:58:26	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	59.6 dB		
LAE	89.2 dB	SEA	--- dB
EA	91.6 µPa²h		
EA8	2.9 mPa²h		
EA40	14.7 mPa²h		
LZ_{peak}	102.3 dB	2021-02-17 11:47:10	
LAS_{max}	72.4 dB	2021-02-17 11:52:44	
LAS_{min}	50.1 dB	2021-02-17 11:44:15	
LA_{eq}	59.6 dB		
LC_{eq}	69.1 dB	LC_{eq} - LA_{eq}	9.5 dB
LAI_{eq}	63.4 dB	LAI_{eq} - LA_{eq}	3.8 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LZpeak > 135.0 dB	0	0:00:00.0
LZpeak > 137.0 dB	0	0:00:00.0
LZpeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	59.6 dB		69.1 dB		--- dB	
$Ls_{(max)}$	72.4 dB	2021-02-17 11:52:44	--- dB		--- dB	
$LS_{(min)}$	50.1 dB	2021-02-17 11:44:15	--- dB		--- dB	
$L_{Peak(max)}$	--- dB		--- dB		102.3 dB	2021-02-17 11:47:10

Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	66.1 dB
LAS 10.0	62.6 dB
LAS 33.3	57.4 dB
LAS 50.0	56.1 dB
LAS 66.6	55.1 dB
LAS 90.0	53.1 dB

Measurement Report

Report Summary

Meter's File Name	LxT_Data.077.s	Computer's File Name	LxT_0005667-20210217 121649-LxT_Data.077.ldbin
Meter	LxT1 0005667		
Firmware	2.302		
User		Location	
Job Description			
Note			
Start Time	2021-02-17 12:16:49	Duration	0:15:00.0
End Time	2021-02-17 12:31:49	Run Time	0:15:00.0
		Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	59.9 dB		
LAE	89.4 dB	SEA	--- dB
EA	97.4 µPa²h		
EA8	3.1 mPa²h		
EA40	15.6 mPa²h		
LZ_{peak}	99.3 dB	2021-02-17 12:21:41	
LAS_{max}	70.8 dB	2021-02-17 12:31:46	
LAS_{min}	50.4 dB	2021-02-17 12:23:33	
LA_{eq}	59.9 dB		
LC_{eq}	68.7 dB	LC_{eq} - LA_{eq}	8.8 dB
LAI_{eq}	61.4 dB	LAI_{eq} - LA_{eq}	1.5 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LZpeak > 135.0 dB	0	0:00:00.0
LZpeak > 137.0 dB	0	0:00:00.0
LZpeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	59.9 dB		68.7 dB		--- dB	
$Ls_{(max)}$	70.8 dB	2021-02-17 12:31:46	--- dB		--- dB	
$LS_{(min)}$	50.4 dB	2021-02-17 12:23:33	--- dB		--- dB	
$L_{Peak(max)}$	--- dB		--- dB		99.3 dB	2021-02-17 12:21:41

Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	65.0 dB
LAS 10.0	63.3 dB
LAS 33.3	58.8 dB
LAS 50.0	57.6 dB
LAS 66.6	56.6 dB
LAS 90.0	54.2 dB

Wilshire-Highland Project Construction Noise - Mitigated

Reference Noise Distance 50

Reference Noise Level 79

Sensitive Receptor	Distance (feet)	Attenuation Factors	Maximum Construction Noise Level (RCNM)	Existing Ambient (dBA, Leq)	New Ambient (dBA, Leq)	Increase
Location #1 (665 S. Highland Ave)	15	21	58.0	68.7	69.1	0.4
Location #2 (664 S. Citrus Ave)	15	21	58.0	56.7	60.4	3.7
Location #3 (716 S. Citrus Ave)	250	9	56.0	59.6	61.2	1.6
Location #4 (John Burroughs Middle School)	500	12	47.0	59.9	60.1	0.2

A 6 dBA attenuation was given for hard ground surfuce, and 3 dBA reduction was given for the first row of buildings intervening between the construction site and sensitive receptors (1.5 dBA for subsequent intervening structures), as recommended by the Caltrans Technical Noise Supplement.

A 15 dBA attenuation was given for sound barrier shielding along the northern and western boundaries of the project to obstruct line of sight noise travel from the project site to residences immediately adjacent to the north and residences along Citrus Ave. A 3 dBA attenuation was given for the addition of mufflers.

Wilshire/Highland John Burroughs MS

Ref= Reference vibration level (PPV)

RefD= Reference distance for Reference vibration level (Feet)

Vibration PPV		
Ref=	0.089	Based on type of equipment
RefD=	25	
D=	500	Distance from equipment to sensitive receptor
Equip=	0.001	
Annoyance VdB		
Ref=	87	Based on type of equipment
RefD=	25	
D=	500	Distance from equipment to sensitive receptor
Equip=	48	

Peak demolition vibration based on utilizing a large bulldozer.

Source: FTA Tranist Noise and Vibration Impact Assessment, 2006.