EXHIBIT C1

MITIGATED NEGATIVE DECLARATION
CPC-2013-3262-ZC-HD-PUB-ZV-ZAA-SPR

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY	**COUNCIL DISTRICT**
City of Los Angeles	CD 13 - MITCH O'FARRELL
PROJECT TITLE	**CASE NO.**
ENV-2013-3263-MND	CPC-2013-3262-ZC-HD-PUB-ZV-ZAA-SPR

PROJECT LOCATION
5970 W SANTA MONICA BLVD

PROJECT DESCRIPTION
The proposed project is the construction of two (2) new mausoleum/crypt structures at the Hollywood Forever Cemetery, located along Santa Monica Boulevard between Gower Street and Van Ness Avenue in Hollywood. The applicant requests approval through the public benefit process to begin construction of a 10-15 year Master Plan. The smaller of the two structures will have a height of approximately 18 feet 9 inches and the larger of the two structures will have a height of approximately 97 feet 6 inches. The two proposed structures have a total floor area of approximately 90,200 square feet. The development of the structures will be phased over a 10-15 year period, beginning with the addition of the 18 feet 9 inches outdoor mausoleum/wall crypt structure to the east side of an existing building near the Van Ness side of the property. Also proposed is a rooftop chapel on the 97' 6" structure and a surface parking lot. No new crematory facilities are proposed as part of this project. Grading will include 11,000 cubic yards of dirt and import/export will include 15,500 cubic yards of dirt. Ten palm trees will be removed.

Hollywood Forever Cemetery was founded in 1899 and has been listed on the National Register of Historic Places since 1999. The Project Site is periodically used as a location for film production, outdoor concerts, movie screenings, cultural/artistic events and an annual Day of the Dead Festival. However, the Project does not intend to modify, expand, or permit any activities associated with these existing special events. No existing facilities will be disturbed as a result of the new development. The entitlement requests include: An Alternative Compliance Approval for a Public Benefit Project to permit a mausoleum with the following alternatives from the performance standards of Section 14.00 A 1 : (a) a mausoleum building located zero feet from the property line in lieu of the minimum 300 foot distance from any adjoining street or A or R zoned property or residential use; (b) to permit a zero foot front yard along the Gower Street frontage in lieu of the minimum 25 foot front yard setback required by Section 12.0 C 1 of the Municipal Code; and (c) to permit a zero foot setback at various locations along the periphery of the property in lieu of the minimum 10-foot landscape buffer required by Section 14.00 A I(5) of the Municipal Code; a Zone/Height District change from A1-1XL to A1-2D to permit maximum height of 97 feet 6 inches in lieu of the maximum 30 feet permitted by Height District 1XL; a Variance to permit a project providing 107 parking spaces in lieu of 182 required; a Zoning Administrator's Adjustment (ZAA) to permit zero foot front and side yards in lieu of the minimum 25 foot yard otherwise required; and Site Plan Review (SPR) for a development with 50,000 square feet or more of non-residential building area.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Hollywood Forever Cemetery 6000 W. Santa Monica Blvd. Los Angeles, CA. 90038
Jon Pecoraro
Hollywood Forever Cemetery, Inc.
6000 W. Santa Monica Blvd.
Los Angeles, CA 90038

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-make may adopt the mitigated negative declariation, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
DEBBIE LAWRENCE	Senior City Planner	(213) 978-1163

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	Debbie Lawrence	JUNE 8, 2016

I-50. Aesthetics (Surface Parking)

- Environmental impacts may result from project implementation due to excessive ambient heat gain resulting from the new open-spaced parking lot. However, these impacts will be mitigated to a less than significant level by the following measures:
- A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces.
- The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. An automatic irrigation plan shall be approved by the Department of City Planning.
- Palm trees shall not be considered in meeting this requirement.
- The genus or genera of the tree(s) shall provide a minimum crown of 30'- 50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No.170,978), Guidelines K - Vehicular Use Areas.

I-120. Aesthetics (Light)

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

I-130. Aesthetics (Glare)

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

III-60. Objectionable Odors (Commercial Trash Receptacles)

- Environmental impacts may result from project implementation due to the location of trash receptacles near adjacent residences. However, these impacts will be mitigated to a less than significant level by the following measure:
- Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use.
- Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.

IV-20. Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.

- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-60. Tree Preservation (Grading Activities)

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- "Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (truck diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

IV-70. Tree Removal (Non-Protected Trees)

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division, Bureau of Street Services, Department of Public Works.

VII-10. Green House Gas Emissions

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):
- Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable.

VIII-80. Emergency Evacuation Plan (Building over 75 feet in height)

- Environmental impacts may result from project implementation due to limitations of emergency response equipment. However, these potential impacts will be mitigated to a less than significant level by the following measure:
- Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

VIII-110. Hazardous Substances

- Environmental impacts may result from project implementation due to the use, storage, and creation of hazardous materials. However, these impacts can be mitigated to a less than significant level by the following measure:
- Prior to the issuance of a use of land or building permit, or a change in the existing occupancy/use permit, the applicant shall provide a letter from the Fire Department stating that it has permitted the facility's use, storage, and creation of hazardous substances.

XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)

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- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

XVI 0. Coordination of Construction Schedules

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- The Hollywood Forever Cemetery shall coordinate with Paramount Pictures to share the Mausoleum Project's construction schedule for implementation of Paramount's Construction Traffic Management. This agreement shall be executed via a notarized letter stating that the Hollywood Forever Cemetery will coordinate with Paramount Pictures on their respective construction schedules to minimize any overlap or conflicts.

XVI-40. Safety Hazards

- Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycle, and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

XVI-80. Transportation/Traffic

- The project will result in impacts to transportation and/or traffic systems. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

XVIII-30. End

- The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document. Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	**COUNCIL DISTRICT:** CD 13 - MITCH O'FARRELL	**DATE:**
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2013-3263-MND	**RELATED CASES:** CPC-2013-3262-ZC-HD-PUB-ZV-ZAA-SPR	
PREVIOUS ACTIONS CASE NO.: CPC-2007-5929-PUB-PAD-ZV-YV-ZAA	✔ Does have significant changes from previous actions. ☐ Does NOT have significant changes from previous actions	

PROJECT DESCRIPTION:
CONSTRUCTION OF 2 NEW MAUSOLEUMS AND/OR WALL CRYPT STRUCTURES AT AN EXISTING CEMETARY.

ENV PROJECT DESCRIPTION:
The proposed project is the construction of two (2) new mausoleum/crypt structures at the Hollywood Forever Cemetery, located along Santa Monica Boulevard between Gower Street and Van Ness Avenue in Hollywood. The applicant requests approval through the public benefit process to begin construction of a 10-15 year Master Plan. The smaller of the two structures will have a height of approximately 18 feet 9 inches and the larger of the two structures will have a height of approximately 97 feet 6 inches. The two proposed structures have a total floor area of approximately 90,200 square feet. The development of the structures will be phased over a 10-15 year period, beginning with the addition of the 18 feet 9 inches outdoor mausoleum/wall crypt structure to the east side of an existing building near the Van Ness side of the property. Also proposed is a rooftop chapel on the 97' 6" structure and a surface parking lot. No new crematory facilities are proposed as part of this project. Grading will include 11,000 cubic yards of dirt and import/export will include 15,500 cubic yards of dirt. Ten palm trees will be removed.

Hollywood Forever Cemetery was founded in 1899 and has been listed on the National Register of Historic Places since 1999. The Project Site is periodically used as a location for film production, outdoor concerts, movie screenings, cultural/artistic events and an annual Day of the Dead Festival. However, the Project does not intend to modify, expand, or permit any activities associated with these existing special events. No existing facilities will be disturbed as a result of the new development. The entitlement requests include: An Alternative Compliance Approval for a Public Benefit Project to permit a mausoleum with the following alternatives from the performance standards of Section 14.00 A 1 : (a) a mausoleum building located zero feet from the property line in lieu of the minimum 300 foot distance from any adjoining street or A or R zoned property or residential use; (b) to permit a zero foot front yard along the Gower Street frontage in lieu of the minimum 25 foot front yard setback required by Section 12.0 C 1 of the Municipal Code; and (c) to permit a zero foot setback at various locations along the periphery of the property in lieu of the minimum 10-foot landscape buffer required by Section 14.00 A I(5) of the Municipal Code; a Zone/Height District change from A1-1XL to A1-2D to permit maximum height of 97 feet 6 inches in lieu of the maximum 30 feet permitted by Height District 1XL; a Variance to permit a project providing 107 parking spaces in lieu of 182 required; a Zoning Administrator's Adjustment (ZAA) to permit zero foot front and side yards in lieu of the minimum 25 foot yard otherwise required; and Site Plan Review (SPR) for a development with 50,000 square feet or more of non-residential building area.

ENVIRONMENTAL SETTINGS:
The property is located in the Hollywood Community Plan area and is zoned A1-1XL with a General Plan land use classification of Open Space. The cemetery is the largest open space area in the immediate neighborhood. The subject site is a level parcel of land consisting of three lots encompassing approximately 2.5 million square feet with 227,810 square feet of existing building area, and is developed with cemetery/mausoleum uses. The site is listed in the National Register of Historic Places with HISTORIC DESIGNATION US-99000550: HOLLYWOOD MEMORIAL PARK.

The south side of the site abuts Paramount Studios, while the west side abuts Gower Street, the east side abuts Van Ness Avenue, and the north side faces Santa Monica Boulevard, a Major Highway Class II.

Surrounding uses include: to the west across Gower Street are retail/commercial and light industrial in the [Q]C2-1VL zone; Northerly, is retail/commercial in the C2-1D zone and across Santa Monica Boulevard is Light Industrial in the CM-1VL zone; Easterly, across

Van Ness Avenue, is Santa Monica Boulevard Charter Elementary School in the [Q]PF-1XL zone and multi-family residential and parking in the R3-1, AND R3-1XL zones; and Southerly, abutting the site is Paramount Pictures in the[Q]M1-2D zone.		
PROJECT LOCATION: 5970 W SANTA MONICA BLVD		
COMMUNITY PLAN AREA: HOLLYWOOD **STATUS:** ✔ Does Conform to Plan ☐ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** CENTRAL	**CERTIFIED NEIGHBORHOOD COUNCIL:** HOLLYWOOD STUDIO DISTRICT
EXISTING ZONING: A1-1XL	**MAX. DENSITY/INTENSITY ALLOWED BY ZONING:** 3:1 FAR	**LA River Adjacent:**
GENERAL PLAN LAND USE: Open Space	**MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:**	
	PROPOSED PROJECT DENSITY: 6:1 FAR	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

✔ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

	Senior City Planner	(213) 978-1163
Signature	Title	Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

✔ AESTHETICS	✔ GREEN HOUSE GAS EMISSIONS	☐ POPULATION AND HOUSING
☐ AGRICULTURE AND FOREST RESOURCES	✔ HAZARDS AND HAZARDOUS MATERIALS	☐ PUBLIC SERVICES
✔ AIR QUALITY	☐ HYDROLOGY AND WATER QUALITY	☐ RECREATION
✔ BIOLOGICAL RESOURCES	☐ LAND USE AND PLANNING	✔ TRANSPORTATION/TRAFFIC
☐ CULTURAL RESOURCES	☐ MINERAL RESOURCES	☐ UTILITIES AND SERVICE SYSTEMS
☐ GEOLOGY AND SOILS	✔ NOISE	✔ MANDATORY FINDINGS OF SIGNIFICANCE

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

Hollywood Forever Cemetery
6000 W. Santa Monica Blvd.
Los Angeles, CA. 90038

PHONE NUMBER:

(714) 204-2715

APPLICANT ADDRESS:

Jon Pecoraro
Hollywood Forever Cemetery, Inc.
6000 W. Santa Monica Blvd.
Los Angeles, CA 90038

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

10/17/2013

PROPOSAL NAME (if Applicable):

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No Impact
I. AESTHETICS					
a.	Have a substantial adverse effect on a scenic vista?			✓	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓		
II. AGRICULTURE AND FOREST RESOURCES					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓
III. AIR QUALITY					
a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓		
d.	Expose sensitive receptors to substantial pollutant concentrations?			✓	
e.	Create objectionable odors affecting a substantial number of people?			✓	
IV. BIOLOGICAL RESOURCES					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		✓		
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓
V. CULTURAL RESOURCES					

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			✓	
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?			✓	
VI. GEOLOGY AND SOILS					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?				✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?			✓	
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
VII. GREEN HOUSE GAS EMISSIONS					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓		
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	
VIII. HAZARDS AND HAZARDOUS MATERIALS					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
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?		✓		
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within 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 result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
IX. HYDROLOGY AND WATER QUALITY					
a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?				✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			✓	
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✓	
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓
X. LAND USE AND PLANNING					
a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
XI. MINERAL RESOURCES					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
XII. NOISE					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓		
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
e.	For a project located within 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?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XIII. POPULATION AND HOUSING					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			✓	
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?			✓	
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?				✓
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?				✓
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilites?				✓
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		✓		

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e.	Result in inadequate emergency access?				✓
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓
XVII. UTILITIES AND SERVICE SYSTEMS					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2013-3263-MND** and the associated case(s), **CPC-2013-3262-ZC-HD-PUB-ZV-ZAA-SPR** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at http://www.lacity.org ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - http://gmw.consrv.ca.gov/shmp/
Engineering/Infrastructure/Topographic Maps/Parcel Information - http://boemaps.eng.ci.la.ca.us/index01.htm or
City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
DEBBIE LAWRENCE	Senior City Planner	(213) 978-1163	05/04/2016

	Impact?	Explanation	Mitigation Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point would consist of a view of a notable object, building, or setting. A scenic vista would be impacted if the bulk/design of a building contrasts enough with a visually interesting view, so that the quality of such view is permanently affected.The project site is located in the central area of the Hollywood Community Plan. The site is an existing cemetery that has operated at its current location for over one hundred years. The area is very dense, with a mix of medium multi-family residential, institutional, commercial and commercial manufacturing uses. It is located along Santa Monica Boulevard, a City-designated Modified Avenue I, between Gower Street and Van Ness Avenue. Paramount Studios are located to the south of the site. Although the proposed project would substantially increase the height and massing of development on the project site, project implementation would not obstruct any views of unique scenic vistas or focal points. Therefore, impacts related to scenic vistas would be less than significant.	
b.	NO IMPACT	A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles' General Plan Mobility Element (Citywide General Plan Circulation System Maps) indicates that no City-designated scenic highways are located near the project site. Therefore, no impacts related to scenic highways would occur.	
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the proposed project would substantially degrade the existing visual character of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic**	**I-120, I-130**

	Impact?	Explanation	Mitigation Measures
		value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The proposed project would include a new structure that measures 97-feet 6-inches which is taller than existing structures on the site, and the design is a contemporary style different from the existing buildings. However, given the topography of the site, the proposed structures would remain visually compatible with existing development. Additionally, the new design is innovative and would not conflict with current features, but rather complement it. New construction would incorporate the use of design standards consistent with the existing form, color and materials which typify existing site improvements within the cemetery. The impacts on visual character will be reduced due to the incremental development of structures over the 10-15 year construction phasing period. Mitigation measures will ensure that the proposed project would result in a less-than-significant impact on visual quality.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if light and glare substantially altered the character of areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. The proposed project does not include any elements or features that would create substantial new sources of glare. However, mitigation measures will ensure that light and glare impacts would be reduced to less than significant.	I-50, I-120, I-130
II. AGRICULTURE AND FOREST RESOURCES			

	Impact?	Explanation	Mitigation Measures
a.	NO IMPACT	A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Act. The project site is currently zoned A1-1XL. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Act. Therefore, no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. The project site is currently zoned A1-1XL. The proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
d.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. The project site is currently zoned A1-1XL. The proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	

	Impact?	Explanation	Mitigation Measures
e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	
III. AIR QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	The overall control strategy for the South Coast Air Quality Management District (SCAQMD) is the 2012 Air Quality Management Plan (AQMP), which is designed to meet applicable federal and State requirements, including attainment of ambient air quality standards. The 2012 AQMP provides base year emissions and future baseline emission projections for the South Coast Air Basin. The baseline emission projections provide a snapshot of the future air quality conditions, including the effects from already adopted rules and regulations. A project would not conflict with the AQMP if it is consistent with the population, housing and employment assumptions which were used in the development of the AQMP. The 2012 AQMP incorporates, in part, the Southern California Associations of Government's (SCAG) forecast growth assumptions based on the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) socioeconomic forecast projections of regional population and employment growth. The proposed project would not add new residents nor substantial employment. Therefore, the proposed project would not conflict with the AQMP, and impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction and operation emissions were estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from land use projects. According to the CalEEMod model results, as shown in Table 2.1, Overall Construction (Maximum Daily Emission) for the proposed project would not exceed	

	Impact?	Explanation	Mitigation Measures
		the SCAQMD thresholds for the criteria pollutants Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Carbon Monoxide (CO), Sulfur Dioxide (SO2), and Respirable Particulate Matter (PM10 and PM2.5). The project is estimated to generate less than the SCAQMD threshold of 75 pounds per day (lbs/day) for ROG, 100 lbs/day for NOx, 550 lbs/day for CO, 150 lbs per day for SO2, 150 lbs/day for PM10, and 55 lbs/day for PM2.5. Additionally, the project output is also below the significance thresholds for these criteria pollutants with regard to Overall Operational Emissions, as shown in Table 2.2. Based on the maximum emission level of each construction phase, the project is not expected to exceed AQMD thresholds. The project is estimated to generate less than the SCAQMD threshold of 55 pounds per day (lbs/day) for ROG, 55 lbs/day for NOx, 550 lbs/day for CO, 150 lbs per day for SO2, 150 lbs/day for PM10, and 55 lbs/day for PM2.5. Motor vehicles that access the project site would be the predominant source of long-term project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. Average daily traffic associated with the proposed project is estimated to be less than significant according to LADOT assessment of the proposed project. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions.	
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for ozone (O3), respirable particulate matter (PM10), PM2.5, and lead (Pb) and a federal attainment/maintenance area for carbon monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for nitrogen dioxide (NO2), sulfur oxides (SOX), and lead (Pb).Because the Basin is designated**	**III-60**

	Impact?	Explanation	Mitigation Measures
		as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. Operational and construction regional emissions would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants. However, potential impacts will be mitigated to less than significant by the identified mitigation measures.	
d.	LESS THAN SIGNIFICANT IMPACT	Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The perimeter of the site is entirely fenced at the property line by existing walls. The proposed project would not include any land uses that would involve the use, storage, or processing or carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from the proposed project implementation. Therefore, the project will not result in new sources of pollutant concentrations exposing sensitive receptors, and would have a less-than-significant impact related to land use compatibility.	
e.	LESS THAN SIGNIFICANT IMPACT	Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed	

	Impact?	Explanation	Mitigation Measures
		project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less-than-significant impact related to objectionable odors.	
IV. BIOLOGICAL RESOURCES			
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in a highly urbanized area, immediately adjacent to Santa Monica Boulevard, a designated Modified Avenue I. Vegetation on the project site is varied and extensive since the site is an existing cemetery that has operated as such since 1899. Ten Palm trees will be removed and other on-site trees and street trees may be disturbed during construction. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Game Code. Thus, the project applicant shall comply with the identified mitigation measures as part of the proposed project to ensure that no significant impacts to nesting birds would occur, and impacts on sensitive biological species or habitat would be reduced to less than significant.**	**IV-20, IV-60, IV-70**
b.	NO IMPACT	A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California	

	Impact?	Explanation	Mitigation Measures
		Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. The existing site encompasses over 50 acres of land located along Santa Monica Boulevard between Gower Street and Van Ness Avenue and is the largest open space area in the immediate neighborhood. The site has many trees, and various animal species utilize the habitat that could be disturbed due to construction activities. With Project implementation, these animals would have the potential to be impacted either directly or indirectly. Impacts to animal species could occur through habitat loss and associated stresses related to tree and brush removal operations. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees, the project site does not likely support habitat for native resident or migratory species or contain native nurseries. The use is surrounded by light and commercial manufacturing, highway oriented commercial and medium density residential uses. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and**	**IV-20, IV-60, IV-70**

	Impact?	Explanation	Mitigation Measures
		mitigation measures would reduce impacts to less than significant.	
e.	NO IMPACT	A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Both the MBTA and CFGC protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and no impacts would occur.	
f.	NO IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.	
V. CULTURAL RESOURCES			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove, identified historical resources as defined in CEQA Section 15064.5. The site has been operating since 1899 as the Hollywood Forever Cemetery, and was listed in the National Register of Historic Places in 1999. The project involves the construction of new structures, and will not impact the existing cemetery. However, the environmental context could be impacted by the design and layout of the new structures. Environmental impacts may result from project implementation due to the fact that a City designated Historic-Cultural Monument-, the Hollywood Cemetery/Beth Olam Mausoleum, Historic Monument No. 2707/ US-99000550, is located on the project site. However, the potential impact will be mitigated to a level	

	Impact?	Explanation	Mitigation Measures
		of less than significant by following the Secretary of the Interior's standards for Historical Resources as approved by the DCP Office of Historic Resources prior to Planning Department sign-off by its decision maker. Therefore, the impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. Project-related excavation for the subterranean parking levels and building footing may have the potential to uncover archaeological resources. However, if archeological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. Although the project site has been previously disturbed and developed since 1899, project-related excavation for the subterranean levels and building footing may have the potential to uncover paleontological resources. If paleontological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Sections 5097.5 and 30244. Therefore, the impact would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. The project site is a place of human internment, so there is	

	Impact?	Explanation	Mitigation Measures
		always a possibility that human remains can be encountered during construction. If human remains are found during excavation, the project will need to follow procedures as detailed in the California Health and Safety Code Section 7050.5. If human remains of Native American origin are discovered, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.	
VI. GEOLOGY AND SOILS			
a.	NO IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within the Alquist-Priolo Special Studies Zone or Fault Rupture Study Areas. Therefore, no impacts would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton). Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and	

	Impact?	Explanation	Mitigation Measures
		Geology (CDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.	
c.	NO IMPACT	Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a Liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. This site is not located on the California Department of Conservation's Seismic Hazard Zones Map, and the project site is not located within a liquefaction hazard zone as identified by the City of Los Angeles. Therefore, no impact related to Seismic-related ground failure, including liquefaction, would occur.	
d.	NO IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation, Division of Mines and Geology Seismic Hazard Zones Map, the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Construction activities would be	

	Impact?	Explanation	Mitigation Measures
		performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter when issued. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction of the proposed project will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter when issued, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less-than-significant.	

	Impact?	Explanation	Mitigation Measures
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. However, the proposed project would be required to comply with the requirements of the Uniform Building Code, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.	
h.	NO IMPACT	A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.	
VII. GREEN HOUSE GAS EMISSIONS			
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. GHGs, such as carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would have a surface temperature of about 5°F.The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to further implement the goal of improving energy conservation and efficiency, the City adopted the LA Green Building Code (Ordinance No. 179,890), which outlines stricter GHG reduction measures available to development projects in the City of Los Angeles. The LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LA**	**VII-10**

	Impact?	Explanation	Mitigation Measures
		Green Building Code has applicable provisions of the CALGreen Code, a new development project that can demonstrate it complies with the LA Green Building Code is considered consistent with statewide GHG reduction goals and policies, including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LA Green Building Code, the proposed project would be consistent with local and statewide goals and polices aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. The project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project, therefore, would result in a less-than-significant impact related to GHG reduction plans.	
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential and retail/commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. All hazardous materials used and disposed of during	

	Impact?	Explanation	Mitigation Measures
		operational activities would continue to be handled and disposed of in accordance with all applicable federal, state, and local regulations. No uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment, and impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. No buildings will be demolished in order to accommodate the new project construction. However, if any construction involves the disturbance of structures with asbestos-containing materials (ACMs) and lead-based paint (LBP), there is the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. With this compliance, the proposed project would result in a less-than-significant impact related to asbestos and LBP.**	**VIII-80, VIII-110**
c.	LESS THAN SIGNIFICANT IMPACT	Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. There are schools located within one-quarter mile of the project site. These types of uses would be expected to use and store very small amounts of hazardous materials,	

	Impact?	Explanation	Mitigation Measures
		such as paints, solvents, cleaners, pesticides, etc. Nevertheless, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. With this compliance, the proposed project would result in a less-than-significant impact related to hazardous materials.	
d.	NO IMPACT	A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database, EnviroStor, (www.envirostor.dtsc.ca.gov) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, no impact would occur.	
e.	NO IMPACT	The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.	
f.	NO IMPACT	The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.	
g.	NO IMPACT	The project site is located along Santa Monica Boulevard, a Selected Disaster Route (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.) The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding	

	Impact?	Explanation	Mitigation Measures
		area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.	
h.	NO IMPACT	A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City. The area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.	
IX. HYDROLOGY AND WATER QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into storm water drainage systems. A significant impact would also occur if the proposed project would not comply with all applicable regulations for surface water quality as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). The proposed project is the construction of two new crypts for cemetery use and is located on a site with a General Plan Land use classification of Open Space. Runoff has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces. However, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control Ordinance to ensure pollutant loads from the project site are minimized for downstream receiving waters. Section 64.70 of the LAMC sets forth the City's Stormwater and Urban Runoff Pollution Control Ordinance, which contains requirements	

	Impact?	Explanation	Mitigation Measures
		for construction activities and operation of development projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments. Conformance to this Ordinance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less-than-significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.	
b.	NO IMPACT	A significant impact would occur if the proposed project would substantially deplete groundwater or interfere with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Therefore, project development would not impact groundwater supplies or groundwater recharge, and no impact would occur.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related Best Management Practices (BMPs) and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Since the development of the structures will be phased over a 10-15 year period, impermeable surfaces resulting from the development of the project would not significantly change the volume of storm water runoff. However, since the project site is mostly pervious, impermeable	

	Impact?	Explanation	Mitigation Measures
		surfaces resulting from the development of the proposed project could change the volume or direction of storm water runoff. However, compliance with existing regulations would reduce the impacts related to the alteration of drainage patterns and on- or off-site erosion or siltation to a less than significant level.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Paved and developed areas contribute substantially greater quantities of water to the storm drain system than pervious landscaped areas. Since the development of the structures will be phased over a 10-15 year period, impermeable surfaces resulting from the development of the project would not significantly change the volume of storm water runoff. However, since the existing project site is mostly pervious, the proposed project could change the volume of storm water runoff in a manner that would result in flooding on- or off-site. However, compliance with existing regulations would reduce the impacts related to the alteration of drainage patterns and on- or off-site flooding to a less than significant level.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. Paved and developed areas contribute substantially greater quantities of water to the storm drain system than pervious landscaped areas. Since the development of the structures will be phased over a 10-15 year period, impermeable surfaces resulting from the development of the project would not	

	Impact?	Explanation	Mitigation Measures
		significantly change the volume of storm water runoff. The volume of runoff from the site would not exceed the capacity of existing or planned drainage systems. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in less-than-significant impacts related to existing storm drain capacities or water quality.	
f.	NO IMPACT	A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing storm water discharge. Therefore, no impact would occur.	
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be located within a 100-year floodplain or would impede or redirect flood flows. Portions of the project site are located within a 100-year or 500-year flood plain. Special Flood Hazard Areas (SFHA) are considered high flood risk areas that are expected to flood during a 100-year rain event. These areas are mapped by the Federal Emergency Management Agency (FEMA). The subject site is located in an SFHA and would be subject to the regulations of City of Los Angeles Ordinance 172081. Therefore, impacts would be less than significant.	
h.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be located within a 100-year floodplain or would impede or redirect flood flows. Portions of the project site are located within a 100-year or 500-year flood plain. Special Flood Hazard Areas (SFHA) are considered high flood risk areas that are expected to flood during a 100-year rain event. These areas are mapped by the Federal Emergency Management Agency (FEMA). The subject site is located in an SFHA and would be subject to the regulations of City of Los Angeles Ordinance 172081. Therefore, impacts would be less than significant.	

	Impact?	Explanation	Mitigation Measures
i.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The project site and the surrounding areas are not located within a flood hazard area relative to a levee or dam. Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact related to flooding as a result of the failure of a levee or dam.	
j.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.	
X. LAND USE AND PLANNING			
a.	NO IMPACT	A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. Therefore, no impact would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Hollywood Community Plan Area. The site is zoned A1-1XL, with a General Plan land use designation of	

	Impact?	Explanation	Mitigation Measures
		Open Space. The proposed project is the construction of new mausoleum structures on an existing cemetery site. The proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code. The decision makers will determine whether discretionary requests will conflict with applicable plans/polices. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, impacts are less than significant.	
c.	NO IMPACT	A significant impact would occur if the proposed project site was located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	
XI. MINERAL RESOURCES			
a.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Open Space land use and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Open Space land use and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no	

	Impact?	Explanation	Mitigation Measures
		impact would occur.	
XII. NOISE			
a.	LESS THAN SIGNIFICANT IMPACT	The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The project shall comply with the City of Los Angeles Noise Ordinance No. 161,574, which prohibit the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Therefore, impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. However, with mitigation, the proposed project would result in a less-than-significant impact related to construction vibration.**	**XII-20**

	Impact?	Explanation	Mitigation Measures
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. The design of new stationary equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. With implementation of the regulations, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed in Response to Checklist Question (b), the proposed project would result in a less-than-significant impact related to construction with implementation of Mitigation Measures.	
e.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The project site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.	
f.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.	
XIII. POPULATION AND HOUSING			

	Impact?	Explanation	Mitigation Measures
a.	NO IMPACT	A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project is the addition of new structures to an existing cemetery. Therefore, operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly, and there would be no impact.	
b.	NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project is the addition of new structures to an existing cemetery. Therefore, there would be no impact.	
c.	NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project is the addition of new structures to an existing cemetery. Therefore, there would be no impact.	
XIV. PUBLIC SERVICES			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the LAFD could not adequately serve the proposed project, necessitating a new or physically altered station. The project site is currently served by LAFD Fire Station 52, located at 4957 Melrose Avenue. The increased activity associated with the proposed project could increase the number of emergency calls and demand for LAFD fire and emergency services. However, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection or emergency services. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts in order to maintain acceptable service ratios, response times	

	Impact?	Explanation	Mitigation Measures
		or other performance objectives for fire services. Therefore, the proposed project would result in a less-than-significant impact.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project could increase demand for police service, however it is anticipated that this would be minimal. The project site and the surrounding area are currently served by LAPD's Hollywood Community Police Station, located at 1358 N. Wilcox Avenue. It is not anticipated that there would be a need to build a new or expand an existing police station to serve the proposed project and maintain acceptable response times, or other performance objectives for police services. Therefore, the proposed project would not require the provision of new or physically altered facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Thus, the proposed project would result in a less-than-significant impact related to police protection services.	
c.	NO IMPACT	A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project is the addition of new structures to an existing cemetery, and would not induce substantial population growth. Prior to issuance of a building permit, the applicant is required to pay all applicable school facility development fees in accordance with California Government Code Section 65995.	
d.	NO IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The proposed project is the addition of new structures to an existing cemetery. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in no	

	Impact?	Explanation	Mitigation Measures
		impact on park facilities.	
e.	NO IMPACT	A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project is the addition of new structures to an existing cemetery. Therefore, operation of the proposed project would not require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries. Therefore, the proposed project would result in no impact on other government services.	
XV. RECREATION			
a.	NO IMPACT	The proposed project is the addition of new structures to an existing cemetery. While an increase in visitors and employment as a result of the proposed project may create a demand for recreational facilities, the proposed project would not create substantial capacity or service level problems that would result in substantial deterioration of these facilities. Therefore, the proposed project would result in no impact.	
b.	NO IMPACT	A significant impact would occur if the proposed project would necessitate construction of new recreational facilities, which would adversely impact the environment, or require the expansion or development of parks or other recreational facilities in order to maintain acceptable service ratios, or other performance objectives for parks. The proposed project is the addition of new structures to an existing cemetery. The proposed project would not create substantial capacity or service level problems that would require the construction or expansion of recreational facilities beyond the limits of the project site. Therefore, the proposed project would result in no impact.	
XVI. TRANSPORTATION/TRAFFIC			

	Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact may occur if the project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The project is the construction of two new mausoleum/crypt structures at the Hollywood Forever Cemetery. Although the new project will result in an increase in trips, the increase is not expected to have a significant impact on the existing load and capacity of the street system, based on the LADOT assessment of the proposed project. Therefore, impacts would be less than significant. With regard to cumulative impacts, the cemetery site is located just to the north of the Paramount Studios. In September 2015 the Paramount Pictures Master Plan Project draft EIR (SCH. No. 2011101035) was completed, and included a list of proposed development projects that could affect environmental conditions in the Project area. This list was prepared based on information obtained from the City of Los Angeles Department of Transportation (LADOT) during the preparation of the Traffic Study. A total of 81 "related projects" that primarily include retail/commercial, residential, office, and hotel uses were identified. These related projects are expected to be constructed through 2038. The draft EIR stated that "the proposed Project could result in temporary construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops. To the extent that nearby related projects (e.g., Related Project No. 61 at the cemetery north of the Project Site) could also result in such temporary impacts concurrent with the proposed Project, these impacts would be considered cumulatively significant." However, to reduce any potential cumulative impacts which may result from the construction of multiple large developments, a mitigation measure has been included to require the Hollywood Forever Cemetery to coordinate with Paramount Pictures to share the Mausoleum Project's construction schedule for implementation of Paramount's**	**XVI 0**

	Impact?	Explanation	Mitigation Measures
		Construction Traffic Management. This agreement shall be executed via a notarized letter for the record stating that the Hollywood Forever Cemetery will coordinate with Paramount Pictures on their respective construction schedules to minimize any overlap or conflicts. In conjunction with the referenced mitigation measure, potentially significant impacts related to temporary cumulative construction traffic to less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	Although the proposed project could result in an increase in traffic, it is not expected to have a significant impact on the existing load and capacity of the street system, based on the LADOT assessment of the proposed project. A significant impact may occur if the proposed project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (metro) Congestion Management Program (CMP). A significant impact may occur if the proposed project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan (Metro) Congestion Management Program (CMP). This program was created Statewide as a result of proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance be analyzed. Specific arterial roadways and all State highways comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during wither the a.m. or p.m. peak hours. The project is the construction of two new mausoleum/crypt structures at the Hollywood Forever Cemetery. Although the new project will result in an increase in trips, the increase would not add more than 50 trips during either the a.m. or p.m. peak hours. Therefore, impacts would be less than significant.	

	Impact?	Explanation	Mitigation Measures
c.	NO IMPACT	A significant impact would occur if the proposed project would cause a change in air traffic patterns that would result in a substantial safety risk. The proposed project does not include an aviation component or include features that would interfere with air traffic patterns. Therefore, no impact would occur.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. The proposed project may have potentially significant impacts on pedestrians on the street during construction phases. With implementation of the referenced mitigation measure, the potential impacts related to hazards due to a design feature would be reduced to less-than-significant.**	**XVI-40, XVI-80**
e.	NO IMPACT	A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The nearest emergency/disaster routes to the project site are Santa Monica Boulevard to the north, Beverly Boulevard to the south, and Western Avenue to the east (City of Los Angeles, General Plan Safety Element Exhibit H, Critical Facilities & Lifeline Systems, 1996). The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not result in inadequate emergency access, and no impact would occur.	
f.	NO IMPACT	A significant impact may occur if the proposed project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The proposed project would not require the disruption of public transportation services or the alteration of public transportation routes. Since the proposed project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs.	

	Impact?	Explanation	Mitigation Measures
XVII. UTILITIES AND SERVICE SYSTEMS			
a.	LESS THAN SIGNIFICANT IMPACT	It is important to consider the existing and anticipated wastewater generation of the project in relation to current average daily flows experienced at Hyperion Treatment Plant (HTP), as well as in proportion to remaining capacity of the system. The HTP experiences an average daily flow of 362 mgd, below a capacity of 450 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the Los Angeles Regional Water Quality Control Board (LARWQCB). Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.	
b.	LESS THAN SIGNIFICANT IMPACT	Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. The project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the DWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Therefore, the proposed project would have a less-than-significant operational impact related to water supply and infrastructure.	

	Impact?	Explanation	Mitigation Measures
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. Since the development of the structures will be phased over a 10-15 year period, impermeable surfaces resulting from the development of the project would not significantly change the volume of storm water runoff. Water runoff after development would not exceed the capacity of existing or planned drainage systems. The proposed Project includes a number of specific design features that would be implemented to reduce or avoid water quality impacts and hydrologic impacts. These include site design, source control, and treatment control Best Management Practices (BMPs) that would be incorporated into the proposed Project. Site design and source control BMPs help to manage the quantity and quality of both wet and dry weather runoff by limiting the frequency of occurrences and decreasing pollutant concentration. Treatment control BMPs are designed to remove pollutants once they have been mobilized by rainfall and runoff. Therefore, the proposed project would result in a less-than-significant impact related to existing storm drain capacities.	
d.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question 3.17(a-b).	
e.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question 3.17(a-b).	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during operation is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to	

	Impact?	Explanation	Mitigation Measures
		implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.	
g.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question 3.17(f).	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**Based on the analysis in this Initial Study, compliance with existing regulations and identified mitigation measures would reduce impacts to less-than-significant levels.**	**XVIII-30**
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. The site is located just to the north of the Paramount Studios. In September 2015 the Paramount Pictures Master Plan Project draft EIR (SCH. No. 2011101035) was completed, and included a list of proposed development projects that could affect environmental conditions in the Project area. This list was prepared based on information obtained from the City of Los Angeles Department of Transportation (LADOT) during the preparation of the Traffic Study. A total of 81 "related projects" that primarily include retail/commercial, residential, office, and hotel uses were identified. These related projects are expected to be constructed through 2038. The draft EIR stated that "the proposed Project could result in temporary construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops. To the extent that nearby related projects (e.g., Related Project No. 61 at the cemetery north of the Project Site) could also result in such temporary impacts concurrent with the proposed Project, these impacts would be considered cumulatively significant." However, per	

	Impact?	Explanation	Mitigation Measures
		standard City practice, the construction of large development projects would occur in accordance with project-specific construction traffic management plans, and as construction traffic management plans are reviewed and approved by LADOT, it is anticipated that through this process, LADOT would coordinate construction activities among the projects that would have the potential to result in cumulative intersection impacts.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures and/or compliance with existing regulationswill reduce all potential impacts to less-than-significant levels. The proposed project would have less-than-significant impacts on human beings either directly or indirectly.	

ENV-2013-3263-MND (6000 W. Santa Monica Blvd.)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	90.20	1000sqft	53.00	90,200.00	0
Parking Lot	182.00	Space	0.00	72,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The project proposes to construct 90,200 square feet of mausoleum on a 53-acre site, with a surface parking lot providing 182 stalls. An unrefrigerated warehouse without rail is used las a land use type (per suggestion by SCAQMD), as the construction and trip generation aspects of such warehouse is representative of that of a mausoleum.

Grading - The project will require the export of 15,500 cubic yards of dirt.

Demolition - No demolition proposed.

Construction Off-road Equipment Mitigation - Per SCAQMD and LADBS Building Code requirement.

Area Mitigation - Per SCAQMD and LADBS Building Code requirement.

Table Name	Column Name	Default Value	New Value
tblGrading	MaterialExported	0.00	15,500.00
tblLandUse	LotAcreage	2.07	53.00
tblLandUse	LotAcreage	1.64	0.00
tblProjectCharacteristics	OperationalYear	2014	2018

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.4915	74.3999	51.8997	0.0776	18.2675	3.3862	21.0235	9.9840	3.1153	12.5196	0.0000	7,838.1716	7,838.1716	1.9565	0.0000	7,879.2584
2018	3.1368	25.6358	24.1969	0.0420	0.9286	1.5323	2.4608	0.2495	1.4397	1.6893	0.0000	3,911.9806	3,911.9806	0.6821	0.0000	3,926.3045
2019	2.7877	23.1532	23.3830	0.0419	0.9286	1.3213	2.2499	0.2495	1.2417	1.4912	0.0000	3,842.3712	3,842.3712	0.6687	0.0000	3,856.4129
2020	2.5237	21.0144	22.7643	0.0419	0.9286	1.1464	2.0750	0.2495	1.0774	1.3270	0.0000	3,763.3727	3,763.3727	0.6582	0.0000	3,777.1948
2021	2.2868	19.0068	22.2312	0.0420	0.9286	0.9860	1.9146	0.2495	0.9265	1.1761	0.0000	3,752.6572	3,752.6572	0.6499	0.0000	3,766.3047
2022	28.7914	17.0573	21.7725	0.0420	0.9286	0.8366	1.7652	0.2496	0.7865	1.0361	0.0000	3,742.1019	3,742.1019	0.7058	0.0000	3,756.9236
Total	**46.0180**	**180.2675**	**166.2475**	**0.2873**	**22.9105**	**9.2087**	**31.4890**	**11.2317**	**8.5872**	**19.2392**	**0.0000**	**26,850.6552**	**26,850.6552**	**5.3211**	**0.0000**	**26,962.3989**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.4915	74.3999	51.8997	0.0776	7.2470	3.3862	10.0031	3.9263	3.1153	6.4619	0.0000	7,838.1716	7,838.1716	1.9565	0.0000	7,879.2584
2018	3.1368	25.6358	24.1969	0.0420	0.9286	1.5323	2.4608	0.2495	1.4397	1.6893	0.0000	3,911.9806	3,911.9806	0.6821	0.0000	3,926.3044
2019	2.7877	23.1532	23.3830	0.0419	0.9286	1.3213	2.2499	0.2495	1.2417	1.4912	0.0000	3,842.3712	3,842.3712	0.6687	0.0000	3,856.4129
2020	2.5237	21.0144	22.7643	0.0419	0.9286	1.1464	2.0750	0.2495	1.0774	1.3270	0.0000	3,763.3727	3,763.3727	0.6582	0.0000	3,777.1948
2021	2.2868	19.0068	22.2312	0.0420	0.9286	0.9860	1.9146	0.2495	0.9265	1.1761	0.0000	3,752.6572	3,752.6572	0.6499	0.0000	3,766.3047
2022	28.7914	17.0573	21.7725	0.0420	0.9286	0.8366	1.7652	0.2496	0.7865	1.0361	0.0000	3,742.1019	3,742.1019	0.7058	0.0000	3,756.9236
Total	**46.0180**	**180.2675**	**166.2475**	**0.2873**	**11.8900**	**9.2087**	**20.4686**	**5.1740**	**8.5872**	**13.1815**	**0.0000**	**26,850.6552**	**26,850.6552**	**5.3211**	**0.0000**	**26,962.3989**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**48.10**	**0.00**	**35.00**	**53.93**	**0.00**	**31.49**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.8167	2.6000e-004	0.0282	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0596	0.0596	1.6000e-004		0.0630
Energy	2.4300e-003	0.0221	0.0185	1.3000e-004		1.6800e-003	1.6800e-003		1.6800e-003	1.6800e-003		26.4567	26.4567	5.1000e-004	4.9000e-004	26.6177
Mobile	0.8900	2.9919	11.0204	0.0309	2.1265	0.0450	2.1715	0.5686	0.0415	0.6101		2,560.4517	2,560.4517	0.1006		2,562.5639
Total	**4.7091**	**3.0142**	**11.0671**	**0.0310**	**2.1265**	**0.0468**	**2.1733**	**0.5686**	**0.0433**	**0.6119**		**2,586.9680**	**2,586.9680**	**0.1013**	**4.9000e-004**	**2,589.2446**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.8167	2.6000e-004	0.0282	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0596	0.0596	1.6000e-004		0.0630
Energy	2.4300e-003	0.0221	0.0185	1.3000e-004		1.6800e-003	1.6800e-003		1.6800e-003	1.6800e-003		26.4567	26.4567	5.1000e-004	4.9000e-004	26.6177
Mobile	0.8900	2.9919	11.0204	0.0309	2.1265	0.0450	2.1715	0.5686	0.0415	0.6101		2,560.4517	2,560.4517	0.1006		2,562.5639
Total	**4.7091**	**3.0142**	**11.0671**	**0.0310**	**2.1265**	**0.0468**	**2.1733**	**0.5686**	**0.0433**	**0.6119**		**2,586.9680**	**2,586.9680**	**0.1013**	**4.9000e-004**	**2,589.2446**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	4/7/2017	5	70	
2	Site Preparation	Site Preparation	4/8/2017	6/2/2017	5	40	
3	Grading	Grading	6/3/2017	11/3/2017	5	110	
4	Building Construction	Building Construction	11/4/2017	2/4/2022	5	1110	
5	Paving	Paving	2/5/2022	5/20/2022	5	75	
6	Architectural Coating	Architectural Coating	5/21/2022	9/2/2022	5	75	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 275

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 138,576; Non-Residential Outdoor: 46,192 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	1,938.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	68.00	27.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**		**2.1252**	**2.1252**		**1.9797**	**1.9797**		**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0623	0.0843	0.8817	2.0600e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		167.4803	167.4803	9.2800e-003		167.6751
Total	**0.0623**	**0.0843**	**0.8817**	**2.0600e-003**	**0.1677**	**1.5200e-003**	**0.1692**	**0.0445**	**1.4000e-003**	**0.0459**		**167.4803**	**167.4803**	**9.2800e-003**		**167.6751**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**		**2.1252**	**2.1252**		**1.9797**	**1.9797**	**0.0000**	**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0623	0.0843	0.8817	2.0600e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		167.4803	167.4803	9.2800e-003		167.6751
Total	**0.0623**	**0.0843**	**0.8817**	**2.0600e-003**	**0.1677**	**1.5200e-003**	**0.1692**	**0.0445**	**1.4000e-003**	**0.0459**		**167.4803**	**167.4803**	**9.2800e-003**		**167.6751**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0748	0.1012	1.0580	2.4700e-003	0.2012	1.8200e-003	0.2030	0.0534	1.6800e-003	0.0550		200.9764	200.9764	0.0111		201.2101
Total	**0.0748**	**0.1012**	**1.0580**	**2.4700e-003**	**0.2012**	**1.8200e-003**	**0.2030**	**0.0534**	**1.6800e-003**	**0.0550**		**200.9764**	**200.9764**	**0.0111**		**201.2101**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**7.0458**	**2.7542**	**9.8001**	**3.8730**	**2.5339**	**6.4069**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0748	0.1012	1.0580	2.4700e-003	0.2012	1.8200e-003	0.2030	0.0534	1.6800e-003	0.0550		200.9764	200.9764	0.0111		201.2101
Total	**0.0748**	**0.1012**	**1.0580**	**2.4700e-003**	**0.2012**	**1.8200e-003**	**0.2030**	**0.0534**	**1.6800e-003**	**0.0550**		**200.9764**	**200.9764**	**0.0111**		**201.2101**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6893	0.0000	8.6893	3.5989	0.0000	3.5989			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**8.6893**	**3.3172**	**12.0065**	**3.5989**	**3.0518**	**6.6507**		**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3093	4.6955	3.9192	0.0131	0.3069	0.0670	0.3738	0.0840	0.0616	0.1456		1,301.4955	1,301.4955	9.7400e-003		1,301.7001
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0831	0.1124	1.1755	2.7400e-003	0.2236	2.0300e-003	0.2256	0.0593	1.8700e-003	0.0612		223.3071	223.3071	0.0124		223.5668
Total	**0.3924**	**4.8079**	**5.0947**	**0.0159**	**0.5304**	**0.0690**	**0.5994**	**0.1433**	**0.0635**	**0.2068**		**1,524.8026**	**1,524.8026**	**0.0221**		**1,525.2669**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3888	0.0000	3.3888	1.4036	0.0000	1.4036			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**3.3888**	**3.3172**	**6.7060**	**1.4036**	**3.0518**	**4.4554**	**0.0000**	**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3093	4.6955	3.9192	0.0131	0.3069	0.0670	0.3738	0.0840	0.0616	0.1456		1,301.4955	1,301.4955	9.7400e-003		1,301.7001
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0831	0.1124	1.1755	2.7400e-003	0.2236	2.0300e-003	0.2256	0.0593	1.8700e-003	0.0612		223.3071	223.3071	0.0124		223.5668
Total	**0.3924**	**4.8079**	**5.0947**	**0.0159**	**0.5304**	**0.0690**	**0.5994**	**0.1433**	**0.0635**	**0.2068**		**1,524.8026**	**1,524.8026**	**0.0221**		**1,525.2669**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2285	2.2068	3.1700	5.8900e-003	0.1685	0.0332	0.2017	0.0479	0.0306	0.0785		580.2317	580.2317	4.3500e-003		580.3231
Worker	0.2825	0.3823	3.9968	9.3200e-003	0.7601	6.8900e-003	0.7670	0.2016	6.3500e-003	0.2079		759.2441	759.2441	0.0421		760.1271
Total	**0.5110**	**2.5891**	**7.1668**	**0.0152**	**0.9285**	**0.0401**	**0.9687**	**0.2495**	**0.0369**	**0.2864**		**1,339.4758**	**1,339.4758**	**0.0464**		**1,340.4502**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2285	2.2068	3.1700	5.8900e-003	0.1685	0.0332	0.2017	0.0479	0.0306	0.0785		580.2317	580.2317	4.3500e-003		580.3231
Worker	0.2825	0.3823	3.9968	9.3200e-003	0.7601	6.8900e-003	0.7670	0.2016	6.3500e-003	0.2079		759.2441	759.2441	0.0421		760.1271
Total	**0.5110**	**2.5891**	**7.1668**	**0.0152**	**0.9285**	**0.0401**	**0.9687**	**0.2495**	**0.0369**	**0.2864**		**1,339.4758**	**1,339.4758**	**0.0464**		**1,340.4502**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**		**2,609.9390**	**2,609.9390**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2144	2.0280	3.0483	5.8800e-003	0.1685	0.0313	0.1998	0.0479	0.0288	0.0767		570.6393	570.6393	4.3300e-003		570.7302
Worker	0.2538	0.3470	3.6160	9.3200e-003	0.7601	6.6700e-003	0.7668	0.2016	6.1700e-003	0.2078		731.4024	731.4024	0.0391		732.2225
Total	**0.4681**	**2.3750**	**6.6642**	**0.0152**	**0.9286**	**0.0380**	**0.9665**	**0.2495**	**0.0350**	**0.2845**		**1,302.0416**	**1,302.0416**	**0.0434**		**1,302.9527**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2144	2.0280	3.0483	5.8800e-003	0.1685	0.0313	0.1998	0.0479	0.0288	0.0767		570.6393	570.6393	4.3300e-003		570.7302
Worker	0.2538	0.3470	3.6160	9.3200e-003	0.7601	6.6700e-003	0.7668	0.2016	6.1700e-003	0.2078		731.4024	731.4024	0.0391		732.2225
Total	**0.4681**	**2.3750**	**6.6642**	**0.0152**	**0.9286**	**0.0380**	**0.9665**	**0.2495**	**0.0350**	**0.2845**		**1,302.0416**	**1,302.0416**	**0.0434**		**1,302.9527**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083		2,580.7618	2,580.7618	0.6279		2,593.9479
Total	**2.3516**	**20.9650**	**17.1204**	**0.0268**		**1.2850**	**1.2850**		**1.2083**	**1.2083**		**2,580.7618**	**2,580.7618**	**0.6279**		**2,593.9479**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2031	1.8701	2.9519	5.8500e-003	0.1685	0.0297	0.1983	0.0480	0.0274	0.0753		558.9098	558.9098	4.2400e-003		558.9988
Worker	0.2330	0.3181	3.3107	9.2800e-003	0.7601	6.5000e-003	0.7666	0.2016	6.0300e-003	0.2076		702.6996	702.6996	0.0365		703.4662
Total	**0.4361**	**2.1882**	**6.2626**	**0.0151**	**0.9286**	**0.0362**	**0.9648**	**0.2495**	**0.0334**	**0.2829**		**1,261.6094**	**1,261.6094**	**0.0407**		**1,262.4650**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479
Total	**2.3516**	**20.9650**	**17.1204**	**0.0268**		**1.2850**	**1.2850**		**1.2083**	**1.2083**	**0.0000**	**2,580.7618**	**2,580.7618**	**0.6279**		**2,593.9479**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2031	1.8701	2.9519	5.8500e-003	0.1685	0.0297	0.1983	0.0480	0.0274	0.0753		558.9098	558.9098	4.2400e-003		558.9988
Worker	0.2330	0.3181	3.3107	9.2800e-003	0.7601	6.5000e-003	0.7666	0.2016	6.0300e-003	0.2076		702.6996	702.6996	0.0365		703.4662
Total	**0.4361**	**2.1882**	**6.2626**	**0.0151**	**0.9286**	**0.0362**	**0.9648**	**0.2495**	**0.0334**	**0.2829**		**1,261.6094**	**1,261.6094**	**0.0407**		**1,262.4650**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1113	19.0839	16.8084	0.0268		1.1128	1.1128		1.0465	1.0465		2,542.4799	2,542.4799	0.6194		2,555.4880
Total	**2.1113**	**19.0839**	**16.8084**	**0.0268**		**1.1128**	**1.1128**		**1.0465**	**1.0465**		**2,542.4799**	**2,542.4799**	**0.6194**		**2,555.4880**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1940	1.6357	2.8756	5.8500e-003	0.1685	0.0272	0.1957	0.0480	0.0250	0.0730		546.4510	546.4510	4.1600e-003		546.5383
Worker	0.2184	0.2948	3.0802	9.2800e-003	0.7601	6.4400e-003	0.7665	0.2016	5.9700e-003	0.2075		674.4419	674.4419	0.0346		675.1684
Total	**0.4125**	**1.9305**	**5.9558**	**0.0151**	**0.9286**	**0.0336**	**0.9622**	**0.2496**	**0.0310**	**0.2805**		**1,220.8928**	**1,220.8928**	**0.0388**		**1,221.7068**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1113	19.0839	16.8084	0.0268		1.1128	1.1128		1.0465	1.0465	0.0000	2,542.4799	2,542.4799	0.6194		2,555.4880
Total	**2.1113**	**19.0839**	**16.8084**	**0.0268**		**1.1128**	**1.1128**		**1.0465**	**1.0465**	**0.0000**	**2,542.4799**	**2,542.4799**	**0.6194**		**2,555.4880**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1940	1.6357	2.8756	5.8500e-003	0.1685	0.0272	0.1957	0.0480	0.0250	0.0730		546.4510	546.4510	4.1600e-003		546.5383
Worker	0.2184	0.2948	3.0802	9.2800e-003	0.7601	6.4400e-003	0.7665	0.2016	5.9700e-003	0.2075		674.4419	674.4419	0.0346		675.1684
Total	**0.4125**	**1.9305**	**5.9558**	**0.0151**	**0.9286**	**0.0336**	**0.9622**	**0.2496**	**0.0310**	**0.2805**		**1,220.8928**	**1,220.8928**	**0.0388**		**1,221.7068**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8931	17.3403	16.5376	0.0268		0.9549	0.9549		0.8979	0.8979		2,542.7817	2,542.7817	0.6126		2,555.6462
Total	**1.8931**	**17.3403**	**16.5376**	**0.0268**		**0.9549**	**0.9549**		**0.8979**	**0.8979**		**2,542.7817**	**2,542.7817**	**0.6126**		**2,555.6462**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1871	1.3914	2.8048	5.8400e-003	0.1685	0.0247	0.1933	0.0480	0.0227	0.0707		546.0288	546.0288	4.1900e-003		546.1169
Worker	0.2066	0.2752	2.8888	9.3000e-003	0.7601	6.4200e-003	0.7665	0.2016	5.9500e-003	0.2075		663.8466	663.8466	0.0331		664.5417
Total	**0.3937**	**1.6666**	**5.6935**	**0.0151**	**0.9286**	**0.0311**	**0.9598**	**0.2496**	**0.0287**	**0.2782**		**1,209.8755**	**1,209.8755**	**0.0373**		**1,210.6585**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8931	17.3403	16.5376	0.0268		0.9549	0.9549		0.8979	0.8979	0.0000	2,542.7817	2,542.7817	0.6126		2,555.6462
Total	**1.8931**	**17.3403**	**16.5376**	**0.0268**		**0.9549**	**0.9549**		**0.8979**	**0.8979**	**0.0000**	**2,542.7817**	**2,542.7817**	**0.6126**		**2,555.6462**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1871	1.3914	2.8048	5.8400e-003	0.1685	0.0247	0.1933	0.0480	0.0227	0.0707		546.0288	546.0288	4.1900e-003		546.1169
Worker	0.2066	0.2752	2.8888	9.3000e-003	0.7601	6.4200e-003	0.7665	0.2016	5.9500e-003	0.2075		663.8466	663.8466	0.0331		664.5417
Total	**0.3937**	**1.6666**	**5.6935**	**0.0151**	**0.9286**	**0.0311**	**0.9598**	**0.2496**	**0.0287**	**0.2782**		**1,209.8755**	**1,209.8755**	**0.0373**		**1,210.6585**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6992	15.5364	16.3276	0.0268		0.8057	0.8057		0.7581	0.7581		2,543.7497	2,543.7497	0.6085		2,556.5286
Total	**1.6992**	**15.5364**	**16.3276**	**0.0268**		**0.8057**	**0.8057**		**0.7581**	**0.7581**		**2,543.7497**	**2,543.7497**	**0.6085**		**2,556.5286**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1829	1.2634	2.7352	5.8300e-003	0.1685	0.0244	0.1930	0.0480	0.0225	0.0705		545.5790	545.5790	4.2800e-003		545.6690
Worker	0.1954	0.2575	2.7097	9.3000e-003	0.7601	6.3900e-003	0.7665	0.2016	5.9200e-003	0.2075		652.7733	652.7733	0.0317		653.4384
Total	**0.3783**	**1.5209**	**5.4449**	**0.0151**	**0.9286**	**0.0308**	**0.9594**	**0.2496**	**0.0284**	**0.2780**		**1,198.3522**	**1,198.3522**	**0.0360**		**1,199.1073**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6992	15.5364	16.3276	0.0268		0.8057	0.8057		0.7581	0.7581	0.0000	2,543.7497	2,543.7497	0.6085		2,556.5286
Total	**1.6992**	**15.5364**	**16.3276**	**0.0268**		**0.8057**	**0.8057**		**0.7581**	**0.7581**	**0.0000**	**2,543.7497**	**2,543.7497**	**0.6085**		**2,556.5286**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1829	1.2634	2.7352	5.8300e-003	0.1685	0.0244	0.1930	0.0480	0.0225	0.0705		545.5790	545.5790	4.2800e-003		545.6690
Worker	0.1954	0.2575	2.7097	9.3000e-003	0.7601	6.3900e-003	0.7665	0.2016	5.9200e-003	0.2075		652.7733	652.7733	0.0317		653.4384
Total	**0.3783**	**1.5209**	**5.4449**	**0.0151**	**0.9286**	**0.0308**	**0.9594**	**0.2496**	**0.0284**	**0.2780**		**1,198.3522**	**1,198.3522**	**0.0360**		**1,199.1073**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0815	10.9108	14.2815	0.0223		0.5577	0.5577		0.5131	0.5131		2,160.6869	2,160.6869	0.6988		2,175.3619
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0815**	**10.9108**	**14.2815**	**0.0223**		**0.5577**	**0.5577**		**0.5131**	**0.5131**		**2,160.6869**	**2,160.6869**	**0.6988**		**2,175.3619**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0431	0.0568	0.5977	2.0500e-003	0.1677	1.4100e-003	0.1691	0.0445	1.3100e-003	0.0458		143.9941	143.9941	6.9900e-003		144.1408
Total	**0.0431**	**0.0568**	**0.5977**	**2.0500e-003**	**0.1677**	**1.4100e-003**	**0.1691**	**0.0445**	**1.3100e-003**	**0.0458**		**143.9941**	**143.9941**	**6.9900e-003**		**144.1408**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0815	10.9108	14.2815	0.0223		0.5577	0.5577		0.5131	0.5131	0.0000	2,160.6869	2,160.6869	0.6988		2,175.3619
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0815**	**10.9108**	**14.2815**	**0.0223**		**0.5577**	**0.5577**		**0.5131**	**0.5131**	**0.0000**	**2,160.6869**	**2,160.6869**	**0.6988**		**2,175.3619**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0431	0.0568	0.5977	2.0500e-003	0.1677	1.4100e-003	0.1691	0.0445	1.3100e-003	0.0458		143.9941	143.9941	6.9900e-003		144.1408
Total	**0.0431**	**0.0568**	**0.5977**	**2.0500e-003**	**0.1677**	**1.4100e-003**	**0.1691**	**0.0445**	**1.3100e-003**	**0.0458**		**143.9941**	**143.9941**	**6.9900e-003**		**144.1408**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	28.5467					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.8329
Total	**28.7512**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.8329**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0402	0.0530	0.5579	1.9100e-003	0.1565	1.3100e-003	0.1578	0.0415	1.2200e-003	0.0427		134.3945	134.3945	6.5200e-003		134.5314
Total	**0.0402**	**0.0530**	**0.5579**	**1.9100e-003**	**0.1565**	**1.3100e-003**	**0.1578**	**0.0415**	**1.2200e-003**	**0.0427**		**134.3945**	**134.3945**	**6.5200e-003**		**134.5314**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	28.5467					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.8329
Total	**28.7512**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.8329**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0402	0.0530	0.5579	1.9100e-003	0.1565	1.3100e-003	0.1578	0.0415	1.2200e-003	0.0427		134.3945	134.3945	6.5200e-003		134.5314
Total	**0.0402**	**0.0530**	**0.5579**	**1.9100e-003**	**0.1565**	**1.3100e-003**	**0.1578**	**0.0415**	**1.2200e-003**	**0.0427**		**134.3945**	**134.3945**	**6.5200e-003**		**134.5314**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8900	2.9919	11.0204	0.0309	2.1265	0.0450	2.1715	0.5686	0.0415	0.6101		2,560.4517	2,560.4517	0.1006		2,562.5639
Unmitigated	0.8900	2.9919	11.0204	0.0309	2.1265	0.0450	2.1715	0.5686	0.0415	0.6101		2,560.4517	2,560.4517	0.1006		2,562.5639

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	233.62	233.62	233.62	1,001,221	1,001,221
Total	233.62	233.62	233.62	1,001,221	1,001,221

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.531767	0.058060	0.178534	0.124864	0.038964	0.006284	0.016861	0.033134	0.002486	0.003151	0.003685	0.000540	0.001671

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.4300e-003	0.0221	0.0185	1.3000e-004		1.6800e-003	1.6800e-003		1.6800e-003	1.6800e-003		26.4567	26.4567	5.1000e-004	4.9000e-004	26.6177
NaturalGas Unmitigated	2.4300e-003	0.0221	0.0185	1.3000e-004		1.6800e-003	1.6800e-003		1.6800e-003	1.6800e-003		26.4567	26.4567	5.1000e-004	4.9000e-004	26.6177

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	224.882	2.4300e-003	0.0221	0.0185	1.3000e-004		1.6800e-003	1.6800e-003		1.6800e-003	1.6800e-003		26.4567	26.4567	5.1000e-004	4.9000e-004	26.6177
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.4300e-003**	**0.0221**	**0.0185**	**1.3000e-004**		**1.6800e-003**	**1.6800e-003**		**1.6800e-003**	**1.6800e-003**		**26.4567**	**26.4567**	**5.1000e-004**	**4.9000e-004**	**26.6177**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	0.224882	2.4300e-003	0.0221	0.0185	1.3000e-004		1.6800e-003	1.6800e-003		1.6800e-003	1.6800e-003		26.4567	26.4567	5.1000e-004	4.9000e-004	26.6177
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.4300e-003**	**0.0221**	**0.0185**	**1.3000e-004**		**1.6800e-003**	**1.6800e-003**		**1.6800e-003**	**1.6800e-003**		**26.4567**	**26.4567**	**5.1000e-004**	**4.9000e-004**	**26.6177**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.8167	2.6000e-004	0.0282	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0596	0.0596	1.6000e-004		0.0630
Unmitigated	3.8167	2.6000e-004	0.0282	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0596	0.0596	1.6000e-004		0.0630

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5866					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.2274					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.6900e-003	2.6000e-004	0.0282	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0596	0.0596	1.6000e-004		0.0630
Total	**3.8167**	**2.6000e-004**	**0.0282**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**		**0.0596**	**0.0596**	**1.6000e-004**		**0.0630**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5866					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.2274					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.6900e-003	2.6000e-004	0.0282	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0596	0.0596	1.6000e-004		0.0630
Total	**3.8167**	**2.6000e-004**	**0.0282**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**		**0.0596**	**0.0596**	**1.6000e-004**		**0.0630**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Vegetation