



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: May 13, 2021
Time: After 8:30 a.m.
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the APC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>]. The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissionsboards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: March 2, 2021
Appeal Status: Density Bonus off-menu incentives and waivers are not further appealable. Main Conditional Use Permit is appealable to City Council.
Expiration Date: May 16, 2021
Multiple Approval: Yes

Case No.: CPC-2020-0946-DB-MCUP-HCA
CEQA No.: ENV-2020-0947-CE
Incidental Case: N/A
Council No.: 5 – Koretz
Plan Area: West Los Angeles
Specific Plan: None
Certified NC: South Robertson
General Plan Land Use Designation: Neighborhood Commercial
Zone: C4-1VL-O
Applicant: Cornerstone Housing for Adults with Disabilities
Representative: Dana Sayles, three6ixty

PROJECT

LOCATION: 9224 West Pico Boulevard, 1410 South Glenville Drive

PROPOSED PROJECT:

The project involves the redevelopment of a single-story commercial property into a 7-story, 89-foot mixed-use building with 9,440 square feet of ground floor restaurant and retail space and 64 dwelling units, 16 percent or eight (8) units of which will be set aside for Very Low Income households. All units will be designated for supportive housing for individuals with Intellectual and Developmental Disabilities (“IDD”). A total of 55 parking spaces will be provided at-grade and across two (2) subterranean levels with access provided via the 20-foot public alley to the south. The total floor area of the proposed building will be approximately 66,081 square feet.

REQUESTED ACTIONS:

1. Pursuant to CEQA Guidelines Section 15332, Class 32, an Exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24-W,1, a Main Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on- and off-site consumption in conjunction with three (3) or more establishments;

3. Pursuant to LAMC Section 12.24-S, a 20 percent reduction in the required amount of commercial parking to allow for 48 spaces in lieu of the otherwise required 60 spaces; and
4. Pursuant to LAMC Section 12.22-A,25, a Density Bonus for a Housing Development with a total of 64 units, of which eight (8) units, or 16 percent of the base density, will be set aside for Very Low Income households, along with the following Off-Menu Incentives and Waivers of Development Standards:
 - a. An off-menu incentive to allow a maximum floor area ratio of 3.87 to 1 in lieu of the otherwise permitted 1.5 to 1 pursuant to LAMC Section 12.21.1-A;
 - b. An off-menu incentive to allow a zero-foot rear yard in lieu of the otherwise required 19 feet pursuant to LAMC Section 12.10-C,3 in order to permit occupiable residential open space in the rear yard at the second floor;
 - c. An off-menu incentive to allow a maximum height of 89 feet in lieu of the otherwise permitted 45 feet in the C4-1VL-O Zone pursuant to LAMC Section 12.21.1-A;
 - d. An off-menu waiver to allow for 12 residential parking spaces in lieu of the otherwise required 64 parking spaces pursuant to LAMC Section 12.21-A,4; and
 - e. An off-menu waiver to allow for a 400 square-foot commercial loading zone in lieu of the otherwise required 600 square-foot loading zone pursuant to LAMC Section 12.21-C,6.

RECOMMENDED ACTIONS:

1. **Determine** that based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approve** a Main Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on- and off-site consumption in conjunction with three (3) or more establishments;
3. **Approve** a Density Bonus for a housing development project consisting of 64 dwelling units, of which eight (8) will be set aside for Very Low Income households, with vehicular parking provided pursuant to Assembly Bill 2345 and requesting the following Off-Menu Incentives and Waivers of Development Standards:
 - a. An off-menu incentive to allow a maximum floor area ratio of 3.87 to 1 in lieu of the otherwise permitted 1.5 to 1 pursuant to LAMC Section 12.21.1-A;
 - b. An off-menu incentive to allow a zero-foot rear yard in lieu of the otherwise required 19 feet pursuant to LAMC Section 12.10-C,3 in order to permit occupiable residential open space in the rear yard at the second floor;
 - c. An off-menu incentive to allow a maximum height of 89 feet in lieu of the otherwise permitted 45 feet in the C4-1VL-O Zone pursuant to LAMC Section 12.21.1-A; and
 - d. An off-menu waiver to allow for a 400 square-foot commercial loading zone in lieu of the otherwise required 600 square-foot loading zone pursuant to LAMC Section 12.21-C,6.

4. **Dismiss** the off-menu waiver to allow for 12 residential parking spaces in lieu of the 64 parking spaces otherwise required pursuant to LAMC Section 12.21-A,4;
5. **Dismiss** a 20 percent reduction in the required amount of commercial parking pursuant to LAMC Section 12.24-S to allow for 48 spaces in lieu of the otherwise required 60 spaces;
6. **Adopt** the attached Conditions of Approval; and
7. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning



Heather Bleemers
Senior City Planner



Esther Ahn
City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project involves the demolition of existing single-story commercial structures and the construction, use, and maintenance of a new seven-story mixed-use building located within the West Los Angeles Community Plan area. The project proposes 64 dwelling units, eight (8) of which will be set aside as Restricted Affordable units for Very Low Income households, and 9,440 square feet of ground floor restaurant and retail space. All units will be designated as supportive housing for individuals with Intellectual and Developmental Disabilities (“IDD”). The dwelling units would include 28 studio units, 24 one-bedroom units, and 12 two-bedroom units, all of which have in-building access to various supportive and training services as well as opportunities for socializing and community-building. The project also proposes the sale and dispensing of alcoholic beverages for on- and off-site consumption in conjunction with three (3) or more establishments in order to accommodate future commercial tenants to be located at the ground floor. A total of 55 parking spaces and 87 bicycle parking spaces will be provided at-grade and across two (2) subterranean levels with access provided off a 20-foot public alley to the south.

The proposed mixed-use building would be seven stories with a maximum height of 89 feet, although the seventh story (13 feet in height) is only comprised of rooftop restrooms and open space shade structures. The total building floor area will be approximately 66,081 square feet which equates to a Floor Area Ratio of 3.87 to 1. The proposed structure would observe a zero-foot front yard on Glenville, a zero-foot rear yard, a zero-foot side yard along Pico Boulevard and a 15-foot side yard along the adjacent Alley.

The ground floor commercial space is oriented towards the street with entrances located along Pico Boulevard and the corner of Pico Boulevard and Glenville Drive. The residential entrance is located off Glenville Drive and opens into a 970 square-foot residential lobby with elevators and stairs to the floors above. The second floor is designed as a supportive communal area for the IDD residents and support staff which includes various activity and recreation rooms, a fitness center, a communal dining room, a group kitchen, a shared laundry room, and a 2,860 square-foot outdoor terrace along the alley and rear yard. The third floor contains a 1,140 square-foot courtyard that is open to the sky and accessible from a central corridor to provide passive outdoor space, light and air for interior units, and relief from building mass along the rear façade. The roof deck contains 2,780 square feet of open space for residents and is oriented towards the corner of Pico Boulevard and Glenville Drive.



Figure 1. Proposed development located at intersection of Pico Boulevard and Glenville Drive.

PROJECT BACKGROUND

Project Site

The project site consists of three (3) rectangular parcels on relatively flat terrain encompassing a total lot area of 17,604 square feet. The subject property abuts an Alley to the south and has approximately 160 feet of street frontage along Pico Boulevard and 110 feet of frontage along Glenville Drive. The site is currently developed with a one-story brick building, constructed in 1928, containing approximately 11,802 square feet of commercial uses. This structure, along with an existing billboard on the corner parcel, are proposed to be demolished as part of the project.

General Plan Land Use Designation and Zoning

The project site is located in the West Los Angeles Community Plan area which is one of the 35 Community Plans which together form the Land Use Element of the General Plan. The West Los Angeles Community Plan designates the subject property for Neighborhood Commercial land uses with corresponding zones of C1, C1.5, C2, C4, RAS3, RAS4, and P. The project site is zoned C4-1VL-O and is thus consistent with the existing land use designation. The site is not located within any Specific Plan areas and is not subject to any community design overlays or interim control ordinances.

Surrounding Properties

The project site is located in a substantially urbanized and developed area surrounded primarily by commercial and multi-family residential uses. Properties to the south, across the abutting Alley, are zoned R3-1-O and developed with two-story multi-family buildings. The properties to the east and west along Pico Boulevard, a major thoroughfare, are zoned C4-1VL-O and developed with one- and two-story commercial buildings. Properties to the north, across Pico Boulevard, are also zoned C4-1VL-O and developed with one- to two-story commercial buildings with uses including offices, restaurants, retail shops, laundry services, and personal services such as a nail salon and hair salon.

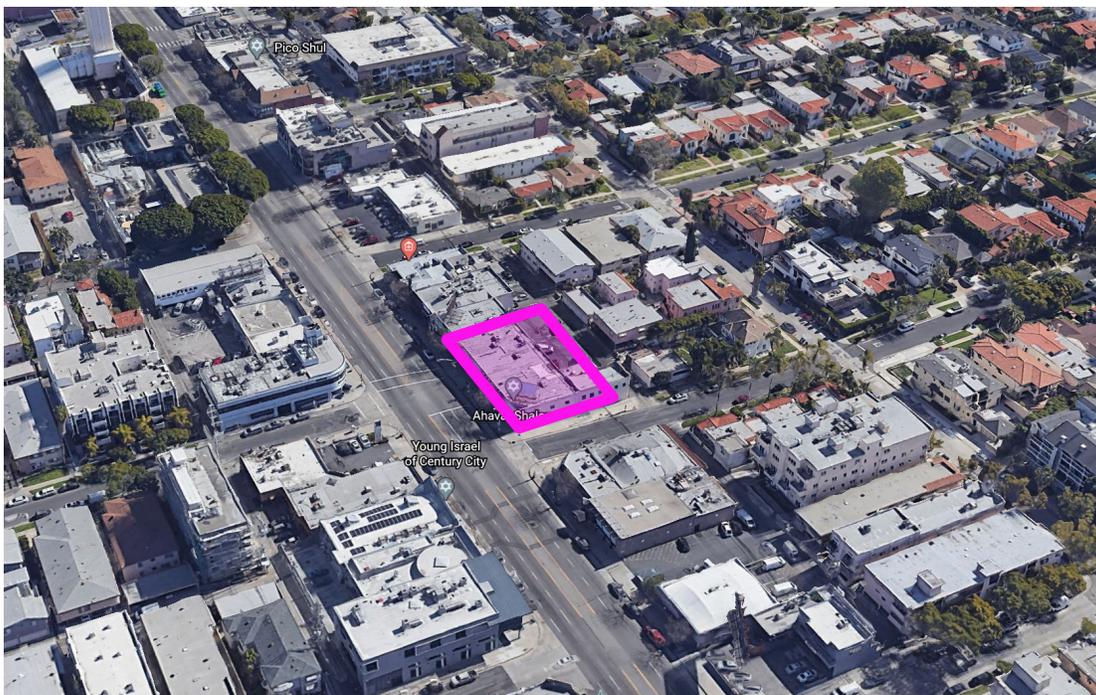


Figure 2. Project site and surrounding area.

Streets and Circulation

Pico Boulevard, adjoining the subject property to the north, is a designated Avenue I, dedicated to a right-of-way width of 100 feet and improved with concrete curb, gutter, and sidewalk.

Glenville Drive, adjoining the subject property to the west, is a designated Local Street - Standard, dedicated to a right-of-way width of 60 feet and improved with concrete curb, gutter, and sidewalk.

An Alley, adjoining the subject property to the south, has a right-of-way width of 20 feet and is improved with asphalt roadway.

The following transit lines provide service to and around the project site:

- Metro Local Line 28 (0.4 miles)
- Metro Local Line 14 (0.2 miles)
- Metro Rapid Line 720 (0.9 miles)
- Big Blue Bus Rapid Line R7 (0.1 miles)
- Big Blue Bus Line 7 (0.1 miles)

Relevant Cases

Subject Property

AFF-7970 – An Affidavit was recorded on the subject property on January 16, 1947 which requires that not more than five (5) people be engaged in manufacturing products in association with a Bakery and Pastry Shop.

Surrounding Properties

The following relevant cases were identified to be within 1,000 feet of the project site:

Case No. DIR-2014-4940-DB – On April 4, 2017, the designee of the Director of Planning approved a four-story, 56-foot tall, mixed-use development including 65 dwelling units, six (6) of which were set aside for Very Low Income household occupancy in exchange for a Floor Area Ratio (FAR) and building height incentive. The project site is zoned C4-1VL-O and located at 9300-9326 West Pico Boulevard.

Case No. DIR-2014-4782-DB – On November 21, 2016, the designee of the Director of Planning approved five-story, 56-foot tall residential development including 23 dwelling units, of which two (2) dwelling units were set aside for Very Low Income household occupancy in exchange for a FAR and building height incentive. The project site is zoned [Q]R3-1VL-O and located at 1416-1420 Beverly Drive.

Case No. DIR-2014-2640-DB – On February 18, 2015, the designee of the Director of Planning approved a five-story, 56-foot tall, multi-family residential building including 21 dwelling units, two (2) of which were set aside for Very Low Income household occupancy in exchange for a Floor Area Ratio (FAR) and building height incentive. The project site is zoned R3-1-O and located at 1109-1117 South Cardiff Avenue.

REQUESTED ACTIONS

The applicant is requesting a Density Bonus, resulting in a 35 percent density increase of the 49 base units otherwise permitted, with incentives and waivers of certain development standards to facilitate the development of the proposed project. The applicant's request includes three off-menu incentives for increased FAR, increased height, and a reduced rear yard, along with two off-menu waivers for reduced residential parking spaces and reduced commercial loading zone area. Considering the project's eligibility for Assembly Bill 2345, Staff has subsequently recommended that the project be approved with the incentives and waivers as follows:

- a. An off-menu incentive to allow a maximum floor area ratio of 3.87 to 1 in lieu of the otherwise permitted 1.5 to 1 pursuant to LAMC Section 12.21.1-A;
- b. An off-menu incentive to allow a zero-foot rear yard in lieu of the otherwise required 19 feet pursuant to LAMC Section 12.10-C,3 in order to permit occupiable residential open space in the rear yard at the second floor;
- c. An off-menu incentive to allow a maximum height of 89 feet in lieu of the otherwise permitted 45 feet in the C4-1VL-O Zone pursuant to LAMC Section 12.21.1-A; and
- d. An off-menu waiver to allow for a 400 square-foot commercial loading zone in lieu of the otherwise required 600 square-foot loading zone pursuant to LAMC Section 12.21-C,6.

As detailed in the Findings, the incentives are required to provide for affordable housing costs. Code requirements for the height, floor area ratio, and setbacks would have the effect of physically precluding construction of the proposed project. The incentives will accommodate the construction of affordable units in the 64-unit development which are fully designated as supportive housing for individuals with Intellectual and Developmental Disabilities ("IDD").

The applicant is also requesting a Main Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on- and off-site consumption in conjunction with three (3) or more establishments pursuant to LAMC Section 12.24-W,1. The applicant initially requested a 20 percent reduction in the required amount of commercial parking pursuant to LAMC Section 12.24-S; however, Staff has recommended dismissal of this request in light of the project's eligibility for Assembly Bill 2345 as referenced above.

Density Bonus / Affordable Housing Incentive Program

In accordance with California Government Code Section 65915 and LAMC Section 12.22 A,25, in exchange for setting aside a minimum percentage of the project's units for affordable housing, the project is eligible for a density bonus, reduction in parking, and incentives and waivers allowing for relief from development standards. The applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

Density

The subject property is zoned C4-1VL, which limits density to one dwelling unit per 400 square feet of lot area. The subject property has a gross lot area of 19,204 square feet and, as such, the permitted base density on the subject property is 49 units.¹ In exchange for setting aside eight (8) units for Very Low Income household occupancy, or at least 11 percent of the total units, the

¹ Assembly Bill 2501 clarifies that density calculations that result in a fractional number are to be rounded up to the next whole number. This applies to base density, number of bonus units, and number of affordable units required to be eligible for the density bonus.

applicant is entitled to a maximum 35 percent by-right density bonus to allow for the 64 proposed dwelling units.

Automobile Parking

California Code Section 65915(p) allows for the reduction of required residential parking for a project providing affordable units. Specifically, under California Code Section 65915(p)(4) which was amended by Assembly Bill (AB) 2345, the project's provision of special needs housing and location within one-half mile of a fixed bus route that operates at least eight (8) times a day eliminates all parking requirements². The applicant has elected to utilize AB 2345's parking reductions to allow for a total of 12 parking spaces to be provided for the proposed development.

Incentives

Pursuant to the LAMC and California Government Code Section 65915, the applicant is entitled to three incentives in exchange for reserving a minimum of 15 percent of the base density for Very Low Income households. The proposed project will set aside eight (8) units, which is equal to approximately 16 percent of the base number of units, for Very Low Income households. Accordingly, Staff has recommended that the project be granted three incentives as follows:

- a. **Increased Floor Area Ratio** – The subject property is zoned C4-1VL. The property's commercial zoning and designation of Height District No. 1VL permit a maximum FAR or 1.5 to 1, equal to a maximum of 26,406 square feet of total building area. Staff recommends that an off-menu incentive be granted to allow a maximum FAR of 3.87 to 1 to allow for the project which proposes a total of 68,081 square feet of floor area.
- b. **Increased Height** – The subject property's C4-1VL Zone permits a maximum height of 45 feet and three (3) stories for a mixed-use development. The proposed development is effectively six (6) stories and 76 feet in height when viewed from the street; however, the request for an additional story is required to accommodate ancillary open space structures and restrooms for residents on the roof deck. Staff recommends that an off-menu incentive be granted to allow a maximum height of 89 feet in lieu of the otherwise permitted 45 feet pursuant to LAMC Section 12.21.1.
- c. **Reduced Rear Yard** – The C4 Zone requires a minimum 19-foot rear yard for the proposed development pursuant to LAMC Section 12.10-C,3. The proposed building above the first floor would require only a 14-foot 3-inch rear yard; however, an additional reduction is necessary to allow occupiable residential open space in the rear yard on the second floor. Staff recommends that an off-menu incentive be granted to allow a 19-foot reduction to provide a zero-foot rear yard which will accommodate both the building footprint and ability for residents to utilize the second-floor open space patio.

Waiver of Development Standards

Per California Government Code Section 65915(e)(1) and Section 12.25-A,25(g) of the LAMC, a project that provides 15 percent of the base density for Very Low Income households may also request other "waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria...at the densities or with the concessions or incentives permitted under [State

² The project site is located within one-half mile of the Santa Monica Big Blue Bus Rapid Line R7 and Big Blue Bus Line 7 which are fixed bus routes that operate at least eight (8) times per day as detailed in Exhibit C. These bus stops are located at the intersection of Beverly Drive and Pico Boulevard which is approximately 0.1 miles from the project site.

Density Bonus Law]”. In addition to the three recommended incentives, staff has recommended that the project be granted one Waiver of Development Standards, as follows:

- a. **Reduced Commercial Loading Space** – The subject property’s C4 Zone requires a minimum 600 square-foot commercial loading space for the proposed development pursuant to LAMC Section 12.21-C,6. While the gross floor area of the proposed building falls between 50,000 square feet and 100,000 square feet, the commercial component of the proposed mixed-use structure will only occupy 9,440 square feet of floor area. Staff recommends a 33 percent reduction through a waiver of development standards to allow a minimum 400 square-foot commercial loading space in lieu of the 600 square feet otherwise required.

Housing Replacement

The Housing Crisis Act of 2019 (SB 330) prohibits the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the project replaces those units. The replacement requirements are applicable to those proposed housing development projects that submit a complete application pursuant to California Government Code Section 65943 to the Department of City Planning on or after January 1, 2020.

On July 1, 2020, the Los Angeles Housing and Community Investment Department (HCID) determined that no units are subject to replacement pursuant to the requirements of SB 330. The project would demolish an existing commercial development on the subject property therefore no housing units are required to be replaced.

Main Conditional Use Permit

Pursuant to LAMC Section 12.24-W,1, the applicant seeks a Main Conditional Use Permit (MCUP) to allow the sale of a full line of alcoholic beverages for on- and off-site consumption in conjunction with the use and operation of at least three (3) establishments. While the specific commercial tenants or programming have not yet been determined, the total floor area for all venues would not exceed 9,440 square feet and would be located wholly on the ground floor of the proposed building.

A Main Conditional Use Permit establishes a theoretical maximum for the project; for example, a maximum number of establishments within a development to serve alcoholic beverages, as well as a maximum square footage. In addition to the MCUP approval, each venue/tenant would subsequently apply for a Main Plan Approval which would include more specificity with respect to layout, number of seats, square footage, and specific operational conditions. The venue/tenant-specific Main Plan Approvals work to ensure that each venue is compliant with the overall vision for the project and does not create adverse impacts.

PUBLIC HEARING

A public hearing on this matter was held by the Hearing Officer virtually on March 2, 2021 at 10:00 a.m. A summary of the public hearing and any additional communications is detailed on Page P-1, Public Hearing and Communications.

PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on February 2, 2021. The resulting comments and suggestions, detailed in the following section, Issues and Considerations, focus primarily on pedestrian activation and resident amenities.

ISSUES AND CONSIDERATIONS

The following includes a discussion of issues and considerations related to the project. These discussion points were either identified during the design review process with PVP, at the public hearing held on March 2, 2021, or in discussions with the applicant.

While the building's upper floor facades are well-designed and articulated, PVP participants had concerns over the project's ground floor activation and use of landscaping. Their recommendations included having a more prominent entrance for both pedestrian entryways (mid-block and on the corner), incorporating more landscaping and street trees, and ensuring that are minimal swaths of blank wall surrounding the podium levels. PVP also had concerns over the overhanging power lines along the abutting alley where a large, second-floor outdoor patio is proposed. Lastly, PVP inquired about the applicant's outreach with the project's future residents and how their needs will be met through programming and services provided in the development.

In response to PVP's comments, the applicant provided updated landscape plans that consist of native, drought-tolerant plant species as well as street trees (in accordance with requirements by the Urban Forestry Division) to help enhance the sidewalk and pedestrian experience. The revisions ensure that landscaping on the second-floor patio, interior courtyards, and rooftop will be sufficiently provided and will include large tree planters where possible. The applicant further clarified that all windows on the ground floor will be glazed and the corner of the building at Pico Boulevard and Glenville Drive is set back with the intention of adding outdoor dining in the future. The applicant also stated that outdoor furniture in the public right-of-way has not yet been discussed, but they are open to exploring possibilities for a Revocable Permit through the Bureau of Engineering if that feature is needed or desired by the community.

Regarding the overhead power lines and programming for residents, the applicant has hired a dry utilities consultant and been in extensive conversations with the Department of Water and Power (DWP) to ensure there are no safety concerns for future residents. DWP requires 15 feet for swing arms while the project provides a 19-foot setback which is therefore compliant. Furthermore, the telephone poles are located mostly on the corners so there is ample area within the setback to accommodate the 15-foot radius required by DWP. The applicant team also clarified that the project is primarily geared towards independent living for future residents, so the current focus is to ensure that core services are provided within the building while social interactions and community-building can occur over daily life activities, including communal dining, lounging on the rooftop, doing laundry, and using the fitness centers. These activities would be supported by core staff who would then later identify the appropriate needs and desires for each individual resident. Future residents would also be free to continue arrangements with any other service providers they would like, including those that assist in job skills and vocational services.

PROJECT SUSTAINABILITY FEATURES

As shown in the attached plans (Exhibit A), the project will provide the required number of Electric Vehicle (EV) parking per the Building Code. The project will also provide 1,130 square feet, or equal to approximately 15 percent of the total roof area, of solar panels on the rooftop. Additionally, only drought-tolerant tree species are proposed for landscaping throughout the project.

CONCLUSION

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the whole of the administrative record, that the project is categorically exempt from CEQA. Staff also recommends that the City Planning Commission approve the Density Bonus with staff's recommended incentives and waivers of development standards and the Main Conditional Use Permit for the service of alcoholic beverages for on- and off-site consumption for three or more (3) establishments.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A,25, 12.24-W,1, and 12.24-S of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, landscape plan, renderings, and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file.
2. **Residential Density.** The project shall be limited to a maximum density of 64 dwelling units, inclusive of restricted affordable units.
3. **Affordable Units.**
 - a. A minimum of eight (8) dwelling units, that is 12.5 percent of the total dwelling units, shall be designated as Restricted Affordable Units and reserved for Very Low Income households as defined by the State Density Bonus Law per Government Code Section 65915(c)(2).
 - b. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25.
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 16 percent of the site's base density units (eight units) available to Very Low Income households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22-A,25, to the satisfaction of HCIDLA, and in consideration of the project's SB 330 Determination, dated July 1, 2020. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA.
5. **Incentives.**
 - a. **Floor Area Ratio (FAR).** A maximum Floor Area Ratio (FAR) of 3.87 to 1 may be permitted in lieu of the 1.5 to 1 otherwise permitted by the C4-1VL-O Zone.
 - b. **Rear Yard.** The project may be permitted to observe a zero-foot rear yard in lieu of the 19 feet otherwise required by the C4-1VL-O Zone in order to permit occupiable residential open space in the rear yard at the second floor.
 - c. **Height.** The project may have a maximum height of 89 feet in lieu of the 45 feet otherwise permitted by the C4-1VL-O Zone. The measured height of the building may exclude roof structures and equipment, pursuant to LAMC Section 12.21.1, and to the satisfaction of the Los Angeles Department of Building and Safety.

6. Waivers of Development Standards.

- a. **Commercial Loading Area.** The project may be permitted to observe a 400 square-foot commercial loading area in lieu of the otherwise required 600 square-foot loading area pursuant to LAMC Section 12.21-C,6.

7. Parking.

- a. **Residential Parking.** There is no minimum residential automobile parking requirement, consistent with LAMC Section 12.22 A.25(d) and California Government Code Section 65915(p)(4). The project may utilize either, or a combination of, Parking Option 1 or 2 (LAMC Section 12.22-A,25(d)) and/or parking reductions authorized under California Government Code Section 65915(p)(4) which has no parking requirement.³
 - b. **Automobile Parking for Commercial Uses.** Commercial automobile parking shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety. No variance from the parking requirements has been requested or granted herein.
 - c. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article9, Chapter IX of the LAMC.
8. **Circulation.** The applicant shall submit a parking area and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Review and approvals should be coordinated with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, Room 550, at 213-482-7024).
9. **Landscaping.** All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.
10. **Solar.** Prior to the issuance of a Certificate of Occupancy, the applicant shall install a minimum 1,129 square feet of solar panels. A minimum 15 percent of the available roof area shall be reserved for the installation of a solar photovoltaic system, in substantial conformance with the plans stamped "Exhibit A."
11. **Trash.** Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.

Main Conditional Use Permit Conditions

12. **Main Conditional Use Permit (MCUP).** Approved herein is a Main Conditional Use Permit for the sale of a full line of alcoholic beverages for on- and off-site consumption,

³LAMC Section 12.22 A.25(d) and California Code Section 65915(p) allows for the reduction of required residential parking for a project providing affordable units. Additionally, under Assembly Bill (AB) 2345, which amended sections of the State Density Bonus Law (California Government Code Sections 65400 and 65915) the project's provision of special needs housing and location within one-half mile of a fixed bus route that operates at least eight (8) times a day eliminates all parking requirements.

including distilled spirits and beer and wine, in conjunction with the use and operation of 9,440 square feet of commercial, retail, and restaurant space.

13. **Main Plan Approval (MPA) Requirement.** Each individual venue shall be subject to a Main Plan Approval (MPA) determination pursuant to Section 12.24-M of the Los Angeles Municipal Code in order to implement and utilize the Main Conditional Use authorization granted. The purpose of the Main Plan Approval determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent MPA application to evaluate compliance and effectiveness of the conditions of approval. The Zoning Administrator may impose more restrictive or less restrictive conditions on each individual tenant at the time of review of each Plan Approval application.
14. **MPA Public Hearing Requirement.** A public hearing for any Main Plan Approval (MPA) request may be waived at the discretion of the Chief Zoning Administrator.
15. Notwithstanding approved "Exhibit A" and the Conditions above, this grant recognizes that there may be changes resulting from identified tenants, which may result in smaller or larger restaurants, different locations, and/or a reduced number of restaurants than those originally proposed and identified in "Exhibit A". Such outcome is permitted provided that the other conditions noted herein, specifically those related to the combined maximum interior floor areas, maximum interior and exterior seating numbers, maximum (total) number of establishments authorized under this grant, and the maximum number of establishments approved for each type of grant in the Conditions above are not exceeded. The sale and dispensing of beer and wine may be provided in lieu of a full line of alcoholic beverages at any of the establishments approved for a full line of alcoholic beverages (but not the reverse), provided that the maximum (total) number of establishments authorized for alcoholic beverages is not exceeded, and subject to all other conditions of this grant.
16. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
17. Coin operated game machines, pool tables or similar game activities or equipment shall not be permitted. Official California State lottery games and machines are allowed.
18. A camera surveillance system shall be installed and operating at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days and are intended for use by the Los Angeles Police Department.
19. All exterior portions of the site shall be adequately illuminated in the evening so as to make discernible the faces and clothing of persons utilizing the space. Lighting shall be directed onto the site without being disruptive to persons on adjacent properties.
20. The exterior windows and glass doors of the store shall be maintained substantially free of signs and other materials from the ground to at least 6 feet in height above the ground so as to permit surveillance into the store by Police and/or private security.
21. **Complaint Log.** A telephone number and email address shall be provided for complaints or concerns from the community regarding the operation. The phone number and email address shall be posted at the following locations:
 - a. Entry, visible to pedestrians

- b. Customer service desk, front desk or near the reception area.

Complaints shall be responded to within 24-hours. The applicant shall maintain a log of all calls and emails, detailing: (1) date complaint received; (2) nature of complaint, and (3) the manner in which the complaint was resolved.

22. **STAR/LEAD/RBS Training.** Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.
23. The applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his/her control to assure such conduct does not adversely affect or detract from the quality of life for adjoining residents, property owners, and businesses.
24. Loitering is prohibited on or around these premises or the area under the control of the applicant. "No Loitering or Public Drinking" signs shall be posted in and outside of the subject facility.
25. At least one on-duty manager with authority over the activities within the facility shall be on the premises during business hours. The on-duty manager's responsibilities shall include the monitoring of the premises to ensure compliance with all applicable State laws, Municipal Code requirements and the conditions imposed by the Department of Alcoholic Beverage Control (ABC) and the conditional use herein. Every effort shall be undertaken in managing the subject premises and the facility to discourage illegal and criminal activities and any exterior area over which the building owner exercises control, in effort to ensure that no activities associated with such problems as narcotics sales, use or possession, gambling, prostitution, loitering, theft, vandalism and truancy occur.
26. The applicant shall be responsible for maintaining the premises and adjoining sidewalk free of debris or litter.
27. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.
28. Smoking or any non-tobacco substance, including from electronic smoking devices, is prohibited in or within 10 feet of the outdoor dining areas in accordance with Los Angeles Municipal Code Section 41.50 B 2 C. This prohibition applies to all outdoor areas of the establishment if the outdoor area is used in conjunction with food service and/or the consumption, dispensing or sale of alcoholic or non-alcoholic beverages.
29. The applicant(s) shall comply with 6404.5(b) of the Labor Code, which prohibits smoking within any place of employment. The applicant shall not possess ashtrays or other receptacles used for the purpose of collecting trash or cigarettes/cigar butts within the interior of the subject establishment.

30. Any music, sound or noise which is under control of the applicant shall not violate Sections 112.06 or 116.01 of the Los Angeles Municipal Code (Citywide Noise Ordinance). At any time, a City representative may visit the site during operating hours to measure the noise levels. If, upon inspection, it is found that the noise level exceeds those allowed by the citywide noise regulation, the owner/operator will be notified and will be required to modify or eliminate the source of the noise or retain an acoustical engineer to recommend, design and implement noise control measures within property such as, noise barriers, sound absorbers or buffer zones.
31. There shall be no dancing permitted on the premises at any time unless an application pursuant to LAMC Section 12.24-W, 18(a) is filed and a public hearing is held.
32. There shall be no live entertainment, disc jockey or karaoke at any establishment on the site unless permitted by a Plan Approval with a public hearing.

Administrative Conditions

33. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
34. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
35. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
36. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
37. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
38. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
39. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the

Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

40. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
41. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
42. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
43. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
44. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
45. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees,

costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

Density Bonus / Affordable Housing Incentives Compliance Findings

1. Pursuant to Section 12.22-A,25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:
 - a. **The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs, as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

Based on the set-aside of 16 percent of the base density for Very Low Income households, the applicant is entitled to three incentives under both Government Code Section 65915 and the LAMC. Accordingly, the three (3) requests for increased floor area, increased height, and a reduced rear yard qualify as the proposed development incentives. The three requested incentives provide cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project, which facilitates the creation of more affordable housing units.

Floor Area Ratio

The subject property is zoned C4-1VL. The property's commercial zoning and designation of Height District No. 1VL permit a maximum FAR of 1.5 to 1, equal to a maximum of 26,406 square feet of total building area. The applicant is requesting an off-menu incentive to allow a maximum FAR of 3.87 to 1 to accommodate the project which proposes a total of 68,081 square feet of floor area. The project includes dwelling units averaging approximately 435 square feet for the proposed studio units, 598 square feet for the proposed one-bedroom units, and 945 square feet for the proposed two-bedroom units.

The requested increase in FAR will allow for the construction of affordable units in addition to larger-sized dwelling units. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs. Furthermore, the incentive would enable the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This incentive supports the applicant's decision to set aside eight (8) dwelling units for Very Low Income households for 55 years.

Height

The subject property's C4-1VL Zone permits a maximum height of 45 feet and three (3) stories for a mixed-use development. The proposed development is effectively six (6) stories and 76 feet in height when viewed from the street; however, the request for an additional story is required to accommodate ancillary open space structures and restrooms for residents on the roof deck. Thus, the applicant is requesting an off-menu incentive to allow a maximum height of 89 feet in lieu of the otherwise permitted 45 feet pursuant to LAMC Section 12.21.1.

As proposed, the incentive will allow a total of 44 feet of additional building height and will accommodate the construction of affordable units in addition to larger-sized dwelling units. Granting of the off-menu incentive would result in a building design and construction efficiencies that provide for affordable housing costs. The incentive would enable the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. These incentives support the applicant's decision to set aside eight (8) dwelling units for Very Low Income households for 55 years.

Rear Yard

The C4 Zone requires a minimum 19-foot rear yard for the proposed development pursuant to LAMC Section 12.10-C,3. The proposed building above the first floor would require only a 14-foot 3-inch rear yard; however, an additional reduction is necessary to allow occupiable residential open space in the rear yard on the second floor. The applicant is requesting an off-menu incentive to allow a 19-foot reduction to provide a zero-foot rear yard which will accommodate both the building footprint and ability for residents to utilize the second-floor open space patio.

As proposed, the reduced rear yard will allow for the construction of affordable residential units. This incentive will allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential units is increased.

- b. **The incentives would have a specific adverse impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low-income and moderate-income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Government Code Section 65915(d)(B) and 65589.5(d)).**

There is no substantial evidence in the record that any of the three proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)).

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The property is not located on a substandard street in a Hillside area and is not located in a Methane Zone, a Special Grading Area, a Very High Fire Hazard Severity Zone, or any

other special hazard area. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentives, would have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested incentives.

c. The incentives are contrary to state or federal law.

There is no substantial evidence in the record indicating that the requested Incentives are contrary to any State or federal laws.

Density Bonus / Affordable Housing Incentives Findings for Requested Waiver of Development Standards

2. Pursuant to Section 12.22-A,25(g)(3)(ii)(c) of the LAMC and Section 65915(e) of the California Government Code, the Commission shall approve a waiver or modification of any development standard(s) unless the Commission finds that:

a. The waiver or modification of development standards do not result in identifiable and actual cost reductions to provide for affordable housing costs, as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

A project that provides 15 percent of the base density for Very Low Income households is entitled to three Incentives under both Government Code Section 65915 and the LAMC and may request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria” as outlined by State Density Bonus law. The applicant proposes to set aside eight (8) units for Very Low Income households, equal to approximately 16 percent of the base density of the site. As such, the request for a reduction in the amount of required commercial loading space is processed as a Waiver of Development Standard. Without the requested waiver, the existing development standards would preclude the development of the proposed density bonus units and project amenities for the reasons stated as follows.

Commercial Loading Space

The subject property’s C4 Zone requires a minimum 600 square-foot commercial loading space for the proposed development pursuant to LAMC Section 12.21-C,6. While the gross floor area of the proposed building falls between 50,000 square feet and 100,000 square feet, the commercial component of the proposed mixed-use structure will only occupy 9,440 square feet of floor area. The applicant is requesting a 33 percent reduction through a waiver of development standards to allow a minimum 400 square-foot commercial loading space in lieu of the 600 square feet otherwise required.

The provision of a 600 square-foot commercial loading space would limit the ability to construct the residential dwelling units permitted by-right and the Restricted Affordable Units by dedicating more area to the commercial use than is necessary. The development standard would have the effect of physically precluding construction of a supportive housing development providing 64 dwelling units, of which a minimum of eight (8) units will be set aside for Very Low Income households. The waiver for a reduction in the amount of required commercial loading space enable to project to increase the overall space dedicated to residential use, thereby allowing for the provision of affordable residential

units. Thus, this waiver supports the applicant's decision to provide eight (8) units as affordable housing units reserved for Very Low Income households.

- b. The waiver or modification of development standards would have a specific adverse impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low-income and moderate-income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Government Code Section 65915(d)(B) and 65589.5(d)).**

There is no substantial evidence in the record that the proposed waiver of development standard will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)).

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The property is not located on a substandard street in a Hillside area and is not located in a Methane Zone, a Special Grading Area, a Very High Fire Hazard Severity Zone, or any other special hazard area. Therefore, there is no substantial evidence that the proposed project, and thus the requested waiver, would have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested waiver of development standard.

- c. The waiver or modification of development standards are contrary to state or federal law.**

There is no substantial evidence in the record indicating that the requested waiver of development standard is contrary to any State or federal laws.

Main Conditional Use Permit Findings

- 3. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

The applicant seeks main conditional use authorization for on- and off-site sale of alcoholic beverages in conjunction with at least three (3) establishments. The project site is located on Pico Boulevard, a major commercial boulevard lined with various commercial uses including offices, restaurants, grocery stores, gas stations, personal services, and retail stores. Behind the non-residential uses along Pico Boulevard are long-established single-family and multi-family residential neighborhoods. The proposed project will enhance the built environment through construction of a new mixed-use building including approximately 9,440 square feet of ground floor retail and restaurant space that is oriented towards Pico Boulevard and the corner where Glenville Drive intersects. The project will provide desirable commercial amenities that are within walking distance for many residents, but also convenient for visitors

and employees alike as the project is less than a quarter mile from two rapid bus lines and will be providing two levels of gated and secured underground parking. The existing commercial development provides approximately 16 parking space on a surface parking lot abutting the alley, whereas the proposed project will be providing a total of 55 commercial parking spaces, including at least 17 Electric Vehicle parking spaces. The project will feature high quality design with glazed windows wrapping the entire frontage along Pico Boulevard and Glenville Drive. The building design has also incorporated multiple pedestrian entrances and possible areas for outdoor dining for future restaurant tenants.

In addition to providing a valuable and convenient amenity, the project will also create new business opportunities for restaurant operators and retail stores to locate on Pico Boulevard and provide a more diverse array of new services to the local and regional community. Because the applicant is currently in the process of identifying and securing tenants for the subject commercial spaces, the Main Conditional Use Permit offers flexibility for restaurants and retail stores to be located within the tenant spaces of the subject building. To utilize this grant, each individual tenant that seeks to take advantage of the authorizations granted herein will be required to file a Main Plan Approval application.

Thus, for the reasons discussed above, the project will enhance the built environment and provide a service that is essential and beneficial to the community, city, or region.

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

The project site consists of three (3) rectangular parcels on relatively flat terrain encompassing a total lot area of 17,604 square feet. The subject property abuts an Alley to the south and has approximately 160 feet of street frontage along Pico Boulevard and 110 feet of frontage along Glenville Drive. The site is currently developed with a one-story brick building, constructed in 1928, containing approximately 11,802 square feet of commercial uses. This structure, along with an existing billboard on the corner parcel, are proposed to be demolished as part of the project.

The project site is located in a substantially urbanized and developed area surrounded primarily by commercial and multi-family residential uses. Properties to the south, across the abutting Alley, are zoned R3-1-O and developed with two-story multi-family buildings. The properties to the east and west along Pico Boulevard, a major thoroughfare, are zoned C4-1VL-O and developed with one- and two-story commercial buildings. Properties to the north, across Pico Boulevard, are also zoned C4-1VL-O and developed with one- to two-story commercial buildings with uses including offices, restaurants, retail shops, laundry services, and personal services such as a nail salon and hair salon.

The applicant is requesting a Main Conditional Use Permit to authorize the sale and dispensing of alcoholic beverages for on- and off-site consumption in conjunction with at least three (3) establishments within a proposed mixed-use building. The project will be located at the ground floor only, oriented towards Pico Boulevard and Glenville Drive, totaling a floor area not to exceed 9440 square feet. Commercial parking will be provided via two levels of subterranean parking which will be gated and secured.

In approving the request, the grant includes conditions that address the potential for operations to have an impact on surrounding areas. The conditions include required surveillance cameras, electronic age verification devices, employee training, and complaint logs, as well as compliance with the citywide Noise Ordinance. The service of alcoholic beverages will occur within a controlled environment which will be monitored by the operators

as well as the residences of the proposed mixed-use building. There is no live entertainment or dancing being proposed. The project is also substantially surrounded by commercial uses along Pico Boulevard, a major commercial thoroughfare, and is thus appropriate given its location and operations.

All future operators seeking to utilize this grant will be required to file a Main Plan Approval whereby the Zoning Administrator may impose additional conditions, modify or delete any conditions of the instant grant based in his or her review of each individual application. The plans approved herein are conceptual and tenants for each space have not yet been identified. The grant intentionally provides flexibility for the applicant, provided that the conditions noted herein are complied with. General conditions of approval have been included in this grant to address nuisances, mode and character, security, and responsible management. As each new tenant is identified, the Zoning Administrator will review the specific operational details of the individual tenant so that conditions can be added and tailored as needed to minimize potential incompatibilities with other existing uses and the community at large.

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

5. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan.

The elements in the General Plan establish policies and provide the regulatory environment for managing the city and for addressing concerns and issues. The majority of the policies derived from the elements in the General Plan are in the form of Code Requirements, which collectively form the LAMC. With the exception of the entitlement described herein, the project does not propose to deviate from any of the requirements of the LAMC.

The project site is located in the West Los Angeles Community Plan area which is one of the 35 Community Plans which together form the Land Use Element of the General Plan. The West Los Angeles Community Plan designates the subject property for Neighborhood Commercial land uses with corresponding zones of C1, C1.5, C2, C4, RAS3, RAS4, and P. The project site is zoned C4-1VL-O and is thus consistent with the existing land use designation. The site is not located within any Specific Plan areas and is not subject to any community design overlays or interim control ordinances.

The proposed retail and restaurant establishments with incidental alcohol service are consistent with this zone and existing land use designation. Additionally, the project is consistent with the following objectives and policies of the Community Plan:

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.3: Provide for adequate multi-family residential development.

Objective 1-2: To reduce vehicular trips and congestion by developing new housing in proximity to adequate services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

Objective 1-4: To promote adequate and affordable housing and increase its accessibility to more segments of the population, especially students and senior citizens.

Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.

Policy 1-4.3: Encourage multiple residential development in specified commercial zones.

Objective 2-1: To conserve and strengthen viable commercial development and to provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1: New commercial uses shall be located in existing established commercial areas or shopping centers.

Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.2: Promote mixed-use projects along transit corridors and in appropriate commercial areas.

Policy 2-2.3: Require the mixed use projects and development in pedestrian oriented districts be designated and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Policy 2-2.5: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.

Objective 2-3: To enhance the appearance of commercial districts.

The proposed mixed-use project will provide new housing options, including restricted affordable units and supportive housing for individuals with intellectual and developmental disabilities, as well as thriving businesses and flexible jobs. The nature of mixed-use development encourages the co-location of residences with commercial uses and amenities, thus reducing vehicular trips and congestion. Additionally, the proximity of the project to Rapid bus lines and high quality, pedestrian-friendly design encourages accessibility from more segments of the population. The proposed mixed-use project is appropriate given the site's commercially zoned designation and frontage along Pico Boulevard, a major commercial corridor that serves both the immediate and surrounding neighborhood. The commercial component of the proposed project will be entirely located on the ground floor and designed with high quality materials and architectural features. Both the physical appearance and proposed uses of the project are compatible with the existing neighborhood and land use policies governing the area. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan and Community Plan.

6. The proposed use will not adversely affect the welfare of the pertinent community.

The applicant is requesting a Main Conditional Use Permit to authorize the sale and dispensing of alcoholic beverages for on- and off-site consumption in conjunction with at least three (3) establishments within a proposed mixed-use building. The project will be located at the ground floor only, oriented towards Pico Boulevard and Glenville Drive, totaling a floor area not to exceed 9440 square feet. Commercial parking will be provided via two levels of subterranean parking which will be gated and secured. The establishments serving alcoholic beverages would be part of a controlled and monitored environment and would be an added amenity to the community. In addition to the Main Conditional Use Permit approval, each commercial tenant seeking to utilize this grant would be required to apply for a Main Plan Approval which includes greater specificity regarding layout, number of seats, square footage, and specific operational conditions. The Main Plan Approval process ensures that each commercial tenant conforms to the overall vision for the project in a manner that does not create adverse impacts and protects the safety and welfare of the surrounding community.

The project site is located in a substantially urbanized and fully developed neighborhood in the West Los Angeles area, along Pico Boulevard. The subject property is surrounded primarily by commercial and multi-family residential uses. Properties directly abutting to the east and west, as well as properties to the north across Pico Boulevard, are all zoned C4-1VL-O and developed with one- to two-story commercial buildings with uses including offices, restaurants, retail shops, laundry services, and personal services such as a nail salon and hair salon. Properties to the south, across the abutting Alley, are zoned R3-1-O and developed with two-story multi-family buildings. The sale of alcoholic beverages provides an amenity that many guests and patrons often expect when dining, shopping, socializing, or visiting. The request for incidental alcohol service along Pico Boulevard, a major commercial corridor, will promote the viability and vitality of businesses to provide vital commercial services for the community.

Additionally, numerous conditions of approval have been imposed to address potential nuisances. Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, and loitering, are mitigated by the imposition of such conditions requiring deterrents against loitering and responsible management. Employees will undergo training on the sale of alcohol including training provided by the Los Angeles Police Department Standardized Training for Alcohol Retailers (STAR) Program, Department of Alcoholic Beverage Control Licensee Education on Alcohol and Drugs (LEAD) Program, or the Responsible Beverage Service (RBS) Training Program. Other conditions related to excessive noise, litter and noise prevention would safeguard the residential community. These conditions represent limitations on the type of activity that is allowed to be conducted on the site as well as explicit advisories about the responsibilities of the applicant. Further, conditions have been imposed to delineate steps to be taken if the operation of the restaurant is found to be noncompliant with these conditions. Conditions are intended to integrate the use into the community as well as protect community members from potential adverse impacts associated with alcohol sales. Conditions imposed will require responsible operations and will maintain the order and ensure cleanliness of the project and its surroundings.

As such, the proposed project will not adversely affect the welfare of the pertinent community.

7. The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these

establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.

According to the California Department of Alcoholic Beverage Control (ABC) licensing criteria, four (4) on-site and two (2) off-site consumption licenses are allocated to the subject census tract (Tract 2691.00). Currently, there are 16 on-site licenses and five (5) off-site licenses in this census tract.

According to statistics provided by the Los Angeles Police Department's West Los Angeles Division Vice Unit, within Crime Reporting District No. 857, a total of 168 crimes (139 Part I Crimes and 29 Part II Crimes) were reported in 2020, compared to the Citywide Average of 141 crimes and the High Crime Reporting District Average of 169 crimes for the same period. In 2020, there were (2) Narcotics, (0) Liquor Law, (7) Public Drunkenness, (0) Disturbing the Peace, (0) Disorderly Conduct, and (1) Driving While Influence (DWI) related arrests, and (8) Other Offences. These numbers do not reflect the total number of arrests in the subject reporting district over the accountable year. Arrests for this calendar year may reflect crimes reported in previous years.

Concentration can be undue when the addition of a license will negatively impact a neighborhood. However, concentration is not undue when the approval of a license provides a public service and benefits the community. In this case, the granting of the application will not result in undue concentration as the project will enable the provision of an additional unique service and destination to complement the neighborhood. Although the number of existing licenses exceeds the number allocated to the subject census tract, a higher number of alcohol-serving establishments is to be expected in an area where a majority of the community's commercial services are concentrated (along Pico Boulevard). In active commercial areas where there is a demand for licenses beyond the allocated number, the ABC has recognized that high-activity retail and commercial centers are supported by significant employee population, in addition to the increasing resident population base in the area. The ABC has discretion to approve an application if there is evidence that normal operations will not be contrary to public welfare and will not interfere with the quiet enjoyment of property by residents. The project will provide a valuable amenity and a desirable service for the immediate and surrounding neighborhood. Furthermore, the above statistics indicate that the crime rate in the reporting district where the subject site is located is lower than the High Crime Reporting District Average. No evidence has been submitted to the record linking the subject site or use to the crime rates in the area. No comments from the community at-large were received concerning the concentration of alcohol-serving establishments in the area.

Conditions of approval have been imposed to minimize alcohol-related impacts on the surrounding community and further conditions will be imposed by the Zoning Administrator through the Main Plan Approval process that are specifically tailored to the future commercial tenants. Additional conditions may be recommended to the Department of Alcoholic Beverage Control for consideration when they issue licenses for future operators at this location. Compliance with these conditions will help to safeguard the welfare of the community. Allowing the sale of alcoholic beverages for on- and off-site consumption at the subject location in conjunction with three (3) or more retail and restaurant establishments will benefit the public welfare and convenience because successful restaurant businesses support the economic vitality of the area.

Therefore, as conditioned, the project will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved.

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

The project site is zoned for commercial uses and will be utilized as such through the proposed mixed-use building. The following sensitive uses are located within a 600-foot radius of the site:

- Multi-family residential uses
- Single-family residential uses

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses. The project site is located in a substantially urbanized and densely developed neighborhood in West Los Angeles along a major commercial boulevard. While there are residential uses within 600 feet of the subject site, there are no recreational areas, parks, hospitals, schools, or churches within the study radius. The grant has been well-conditioned, which will protect the health, safety, and welfare of the surrounding neighbors and residents. The potential effects of excessive noise or disruptive behavior have been considered and addressed by imposing conditions related to noise and loitering. Any further mitigations or concerns will be considered during the Main Plan Approval process which is required for future tenants to utilize this grant. The project is also consistent with the zoning and in keeping with the existing uses adjacent to the development. Therefore, as conditioned, the project will not detrimentally affect nearby residentially zoned communities or any other sensitive uses in the area.

Environmental Findings

9. **CEQA.** The Department of City Planning determined that the project is exempt from CEQA pursuant to CEQA Guidelines Section 15332, Class 32 and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. As described in the Environmental Narrative, dated April 15, 2021, and attached to the Notice of Exemption for Case No. ENV-2020-0947-CE, the project qualifies as an in-fill development under the Class 32 exemption.

The project is consistent with the applicable general plan land use designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

The subject property is located wholly within the West Los Angeles Community Plan Area within the City of Los Angeles. The subject site consists of three (3) lots that total approximately 17,604 square feet, or approximately 0.40 acres, in size. The project site is substantially surrounded by urban uses and is not located near any areas designated for farmland or agricultural uses. The neighborhood is fully built-out with a variety of multi-family and commercial uses that are consistent with their General Plan land use designations and zoning. Pico Boulevard is a heavily trafficked, major commercial corridor that is well-served by public transit and various commercial uses and amenities.

The project would not result in any significant effects related to traffic, noise, air quality, or water quality.

- A Transportation Assessment, dated October 2020, was prepared by Overland Traffic Consultants, Inc. and was subsequently reviewed by the Los Angeles Department of Transportation (LADOT) in a letter dated October 2, 2019, both of which are included in the case file. The Transportation Assessment and LADOT review determined that the implementation of the project would not result in any significant Vehicle Miles Traveled (VMT) impact.
- An Air Quality Impacts Assessment, dated December 10, 2020, was prepared by Terry A. Hayes Associates Inc. for the proposed project indicating that the project will result in less than significant impacts with regard to air quality.
- A Noise and Vibration Impact Assessment, dated December 10, 2020, was prepared by Terry A. Hayes Associates Inc. for the proposed project indicating that noise and vibration impacts would be less than significant.
- Construction and operational noise levels would not have a significant impact. Based on a review of similar projects, the project would not create significant levels of construction or operational emissions, nor toxic air contaminants. In addition, the project would not result in significant impacts regarding water quality based on required compliance with Regulatory Compliance Measures (RCM) governed by the State Water Resources Control Board (SWRCB).

The project site is currently and will continue to be adequately served by all public utilities and services. The proposed project is required to adhere to all applicable regulatory compliance measures during construction, operation and maintenance of the proposed building.

10. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas of minimal flood hazard.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing for Case No. CPC-2020-0946-DB-MCUP-HCA was held virtually by the Hearing Officer on Tuesday, March 2, 2021, at 10:00 a.m. The purpose of the hearing was to receive public testimony on behalf of the City Planning Commission as the decisionmaker of the case.

There were approximately 27 people in attendance, including the applicant's representatives and a representative from Council District 5. There were two (2) additional correspondences and 12 letters received outside of the public hearing. The testimonies and comments are summarized below.

1. **Daniel Skolnik, Council District 5** – Daniel S. attended the public hearing on behalf of Council District 5 and expressed full support for the project. Daniel S. stated that their office hopes the development of the project will go quickly as there is a high need for this product.
2. **South Robertson Neighborhood Council (SORO NC)** – On October 23, 2020, staff received a letter from Olga Lexell on behalf of the South Robertson Neighborhood Council stating that at a duly-noticed meeting of the General Board on October 15, 2020, SORO NC voted unanimously (13 yes / 0 no) to recommend that the applicant's project be approved. The letter stated that the majority of the board wholly supports this meaningful and unique development opportunity, as do several members of the public who appeared to comment during their meeting.
3. **Dr. Michael Held** – Dr. Held is the senior advisor for Cornerstone Housing for Adults with Disabilities. Dr. Held stated that the project would be a unique and valuable asset for many children who are desperately looking for housing for their parents. Dr. Held stated that the design of the project has incorporated the community's character and concerns.
4. **Avi Ryzman** – Avi R. lives less than one mile from the project site and thinks it will be an immense benefit to the community as a stakeholder. Avi R. stated that it would be a great addition on Pico Boulevard for his family and would also be a great service provided for IDD adults. Avi R. stated that the Applicant has been very transparent and open with the community.
5. **Danny and Leah Hill** – Danny and Leah H. stated that the project is vitally important to the community and for families with developmentally challenged members which includes their daughter. They stated that their daughter is semi-independent and has a close relationship with ETTA. They stated that living with disabilities presents constant fear and anxiety for parents in concern for their children. They expressed optimism for the following features of the project: social interactions; possible employment opportunities; learning life skills; flexibility of eating in their own unit or communally; and the dog run as therapy dogs are very valuable.
6. **Jennifer Savitsky** – Jennifer S. is a board member with Cornerstone and has a daughter with autism. Jennifer S. stated that they took great measures to integrate this project into the community, and that this would be the first project of its kind in Los Angeles. Jennifer S. stated that approval of this project would be groundbreaking and would benefit the City with its high population so that parents can be close to their children.
7. **Martin Liberman** – Martin L. is a stakeholder in favor of the project. Martin L. stated that there has been a need for this type of project to service those with families with special needs, particularly those that are high functioning. Martin L. stated that there are many

special needs people who do not have the privilege of having help from their family or other resources.

8. **Cathy Gott** – Cathy G. is a board member for Cornerstone and a mother of a child with special needs. Cathy G. stated that there is a “crisis within a crisis” because of the fear of children with special needs having to live without their parents’ help. Cathy G. stated that she is grateful for the support from the community.
9. **Mike Yuzon** – Mike Y. inquired about whether any plans had been submitted.
10. **Yehuda Clemente** – Yehuda C. stated that they were excited about the project and that it is very important. Yehuda C. expressed concern about parking and oversaturation as a nearby property owner. Yehuda C. stated that they are worried about the request for parking reduction and that this may not be the right location for the project.
11. **Scott Jacobs** – Scott J. is a resident that lives around the corner and a block away. Scott J. stated that they understand that there’s high interest in this project, but expressed opposition as a stakeholder because the project will be a monstrosity resulting in: removal of residential views; increased traffic flow and parking issues; increased garbage; increased homelessness; and danger for the orthodox community who can be targeted.
12. **David Mayer** – David M. contacted staff over the phone immediately after the public hearing and stated that they are in support of the project. David M. stated that the project will not add to congestion and will enhance Pico Boulevard.
13. **Unnamed** – An unnamed member of the public contacted staff over the phone before the start of the public hearing and expressed concern and opposition to the project.
14. **Written testimony** was provided by the following:
 - a. Margaret Simons, Adynna Swarz, Rabbi Kalman Topp, Cathy and Jim Gott, Holly and Terry Magady, Jennifer and Jay Novak, Jonathan Schwartz, Ernest and Frieda Katz, Steve and Jennifer Savitsky, Eric and Hendel Schwartz, Shari C. Forsythe
 - b. The 11 letters received were in support of the project and can be found in their entirety in Exhibit F.

In response to the oral testimonies at the public hearing and questions from Planning staff, the applicant (**Dana Sayles**) responded with the following points:

- The plans for the project were submitted through Planning and the Preliminary Zoning Assessment was completed in accordance with Senate Bill 330 which initiated the plan check process. The applicant is hoping to break ground by the end of the year and expects about 20 months of construction, so anticipated completion would be around the year 2023 upon approval for the project.
- Regarding the site’s parking and traffic impacts, the project is not traditional housing, and most residents will not own vehicles or have driver’s licenses. The proposed units will not be market rate housing so the cost for providing additional parking is significant if it will not be used. Due to the nature of this project, the applicant is not eligible for many types of government tax benefits and the project is 100 percent privately funded.

- The provision of residential parking was based on projected demand and research. The project will be a mixed-use building for shared uses rather than a destination site. Nevertheless, there is a lot of commercial parking being provided.
- The project site is commercially zoned, and the project will not result in the displacement of any residents. The IDD community needs to be integrated into the conversation.
- Landscaping will be provided through drought-tolerant and California native species. Street trees will be provided as well to green up the sidewalk. The second-floor patio will also be landscaped. The interior courtyard and rooftop have limited space for large planters.
- The second-floor power lines have been considered by a Dry Utilities consultant. LADWP requires a 15-foot radius for swing arms. Since the project provides a 19-foot setback, the project will comply.
- The ground floor will include new street trees in accordance with requirements by the Urban Forestry Division. The corner of the building at Pico and Glenville is set back slightly with the intention of providing outdoor seating in the future.
- Outdoor furniture on the street has not yet been discussed but is something that can be explored through use of a Revocable Permit if needed or desired by the community.

EXHIBIT A

Plans



THE VILLAGE MIXED USE - ENTITLEMENT PACKAGE

CORNERSTONE HOUSING FOR ADULTS WITH DISABILITIES

444 OCEAN BLVD., SUITE 650
LONG BEACH, CA 90802

DATE: APRIL 1, 2021

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Case No. CPC-2020-0946-DB-
MCUP-HCA



1657 alvira street second floor los angeles, ca 90035
tel. 323.954.9996
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SITE AERIAL VIEW



IMAGE 1



IMAGE 2



IMAGE 3

SHEET INDEX

G0.00	SITE IMAGES & SHEET INDEX	A3.01	BUILDING SECTION
G0.01	PROJECT DATA	A3.02	BUILDING SECTION
		A5.10	UNIT TYPES
G2.10	ZONING CODE FLOOR AREA	L1.10	LANDSCAPE PLAN
G2.20	OPEN SPACE DIAGRAM	L1.11	LANDSCAPE SECOND FLOOR
		L1.1	LANDSCAPE THIRD FLOOR
A0.01	PLOT PLAN	L1.13	LANDSCAPE ROOF PLAN
A1.10a	LOWER BASEMENT		
A1.10b	UPPER BASEMENT		
A1.11	FIRST FLOOR PLAN		
A1.12	SECOND FLOOR PLAN		
A1.13	THIRD FLOOR PLAN		
A1.14	FOURTH THRU SIXTH FLOOR PLAN		
A1.15	ROOF PLAN		
A2.01	RENDERING - VIEW 1		
A2.02	RENDERING - VIEW 2		
A2.10	NORTH BUILDING ELEVATION		
A2.11	WEST BUILDING ELEVATION		
A2.12	SOUTH BUILDING ELEVATION		
A2.13	EAST BUILDING ELEVATION		

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 MCUP - FCA

SITE IMAGES & SHEET INDEX

THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
 DATE: 04/01/21

GO.00

urban architecture & building UAB
 1857 abvira street second floor los angeles, ca 90035
 tel. 323.954.9996
 u-a-lab.com © 2016

9224 PICO MIXED-USE

PROPERTY INFORMATION - SB1818	
Site Address:	9224 W Pico Blvd., LA, CA 90035
APN(s):	4309-004-007
Tract:	TR 7580
Block:	None
Lot:	3, 9, 10
Arb:	None
Council District:	CDS - Paul Koretz
Neighborhood Council:	South Robertson

PROPERTY ZONING	SETBACKS
Zoning:	C4-TVL-O
Specific Plan Area:	None
CDO:	None
TOC:	Tier 3
Allowable Density:	R4 (400 sf/du)
Allowable FAR (LAMC):	1.50
Maximum Height (LAMC):	45'
Maximum Height (SB1818 w/35% increase):	59' (45'+14')
Transitional Height:	None

REQUIRED PROPOSED	West	North	South	East
Required Setbacks: Front Yard (Glenville Dr)	0'-0"	0'-0"	0'-0"	0'-0"
Side Yard* (Pico Blvd)	0'-0"	0'-0"	0'-0"	15'-0"
Side Yard* (Alley)**	0'-0"	0'-0"	0'-0"	0'-0"
Rear Yard**	19'-0"	0'-0"	0'-0"	0'-0"

*Side Yard - 5' + 1' every story over 2nd (@ Residential - increased for Power Lines 15')
 **Rear Yard - 15' + 1' every story over 3rd
 **Per LAMC 12.22.A.18(c)(3)

SITE AREA	
Gross Lot Area SF:	19,204 *Pre-Dedication Site Area + 1/2 Alley (Density calcs)
Buildable Area SF:	17,804 *Pre-Dedication & After Req. Setbacks (FAR calcs / C2 = no setbacks & no 1/2 alley)
Net Lot Area SF:	17,519 Post Dedication Site Area (Corner cut)

* Apartment Developments calculates Density and FAR Pre-Dedication

Site Dedications:	Power Lines
Corner cut	Power lines at Rear of Site

DENSITY	AFFORDABLE UNITS
C2 (R4) Density	1: 400
Base Density (By-Right)	48 units
Base Density (SB1818)	49 units
Increase in Density with SB1818	35%
Density Allowed (SB1818)	67 units
Density Proposed	64 units

Affordable Units Provided - VLI 14%	Rent-Restricted	Market-Rate
8	8	56

FLOOR AREA - Residential or Mixed-Use	
Floor Area Ratio (LAMC)	1.5 :1
Floor Area Ratio (SB1818)	3 :1
Lot Area	17,804 sf
Lot Buildable Area	17,804 sf
Floor Area Allowed (SB1818)	52,312 sf
Floor Area Proposed	88,081 sf
FAR Allowed	3 :1
FAR Proposed	3.87 :1

RESIDENTIAL UNIT SUMMARY			BUILDING FAR CALCULATIONS	
Unit Type	Quantity	%	Area	SF
Studio	28	44%	Residential Units	36,448
1 Bedroom + 1 Bath	24	38%	Commercial	9,440
2 Bedroom + 1 Bath	12	19%	Residential Entry Lobby	970
			Amenity at 2nd floor	9,560
			Hallway at 2nd floor	1,620
			Amenity at 4th to 7th floor	732
			Corridors	7,247
			Covered Outdoor Areas	1,864
TOTAL UNITS	64	100%	TOTAL PROPOSED FAR	68,081 3.87

RESIDENTIAL NRSF SUMMARY			
	Unit SF	Quantity	Net Res SF
Studio (A1)	435 SF	28	12,180
1 Bedroom (B1)	598 SF	16	9,568
1 Bedroom (B2)	552 SF	4	2,208
1 Bedroom (B3)	835 SF	4	2,540
2 Bedrooms (C1)	945 SF	4	3,780
2 Bedrooms (C2)	899 SF	4	3,596
2 Bedrooms (C3)	960 SF	4	3,840
TOTAL NRSF		64	37,832
	AVG.		591

REQUIRED COMMON OPEN SPACE			
	Quantity	SF/ Unit	Total SF
Studio	28	100	2,800
1 Bedroom	24	100	2,400
2 Bedrooms	12	125	1,500
Total Required	64		6,700
(MAX RECREATION ROOM 25% OF TOTAL REQUIRED)			
			1,675

PROVIDED COMMON OPEN SPACE	
INTERIOR - Dining Room (Recreation Room)	1,470
EXTERIOR - Terrace at 2nd Floor (Open to Sky)	2,110
EXTERIOR - Courtyard at 3rd Floor (Open to Sky)	1,140
EXTERIOR - Roof Deck (Open to Sky)	1,980
PROVIDED TOTAL COMMON OPEN SPACE	6,700

PARKING REQUIRED				
Residential Parking	Quantity / SF	Required (Option 1)	Provided	Total
Studio	28	28	-	-
1 Bedroom	24	24	-	-
2 Bedrooms	12	24	-	-
Residential Parking (provided per Density Bonus Waiver)	64	76	-	-
Required Commercial Parking				
Restaurant Parking (2,500 SF / 100)				25
Retail Parking (7,000 SF / 200)				35
REQUIRED PARKING				60

with 10% Bike Reduction per 12.21-A.4 (replace 5 car spaces w/ 4 bike spaces each = 20)

REQUIRED TOTAL PARKING	54
Residential Parking Provided (per AB 2345)	0

PROVIDED TOTAL PARKING 55

REQUIRED ACCESSIBLE PARKING				
Accessible Parking - Commercial (55 spaces / Table 11B-208.2) = 3			1 HC Van + 2 HC Standard	
REQUIRED EV PARKING				
EV Parking - Commercial (30% of total parking / 55 x 30%) = 17				17 EV Spaces
EVCS Parking - Commercial (10% of total parking / 55 x 10%) = 6				
COMPACT STALLS MAX ALLOWED				
Compact Stalls Allowed (55 X 40% = 22)				17

Provided Parking	Standard	Compact	HC	EV
First Floor	1	2	1	0
Upper Basement	19	4	0	1
Lower Basement	22	3	1	1
Subtotal	42	9	2	2
PROVIDED TOTAL PARKING				55

REQUIRED BIKE PARKING	
REQUIRED LONG TERM BIKE PARKING - RESIDENTIAL:	
1-25 (1 space per unit) (25 / 1 = 25)	25
26-100 (1.5 space per unit) (64-25-39 / 1.5)	26
REQUIRED TOTAL LONG TERM BIKE PARKING - RESIDENTIAL:	51

REQUIRED SHORT TERM BIKE PARKING - RESIDENTIAL:	
1-25 (1 space per 10 units)	2.5
26-100 (1 space per 15 units)	2.6
REQUIRED TOTAL SHORT TERM BIKE PARKING - RESIDENTIAL:	5.1

REQUIRED LONG & SHORT TERM BIKE PARKING - COMMERCIAL	
Long Term: Retail Stores, General (1 per 2,000 sq.ft)	5
Short Term: Retail Stores, General (1 per 2,000 sq.ft)	5

PROVIDED BIKE PARKING			
Provided - Residential	Short Term	Long Term	
Upper Basement			52
First Floor	5		
PROVIDED BIKE PARKING - RESIDENTIAL	5		52

Provided - Commercial			
Upper Basement	Short Term	Long Term	
First Floor	5		
First Floor (Replacement 20 Bikes)			20
PROVIDED BIKE PARKING - COMMERCIAL	5		20

PROJECT DATA

THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
DATE: 04/01/21

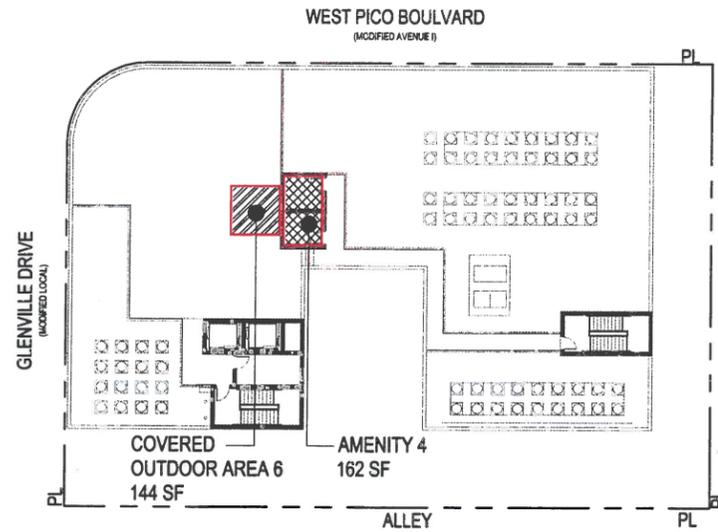
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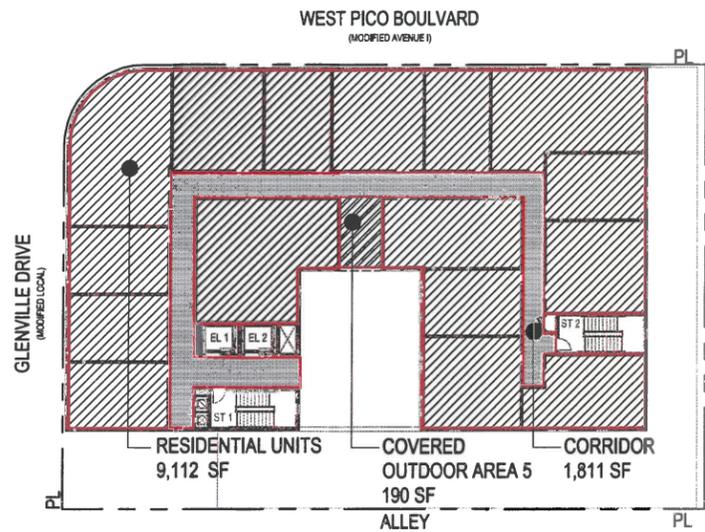
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1657 Alhambra Street second floor Los Angeles, CA 90035
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SEVENTH FLOOR PLAN

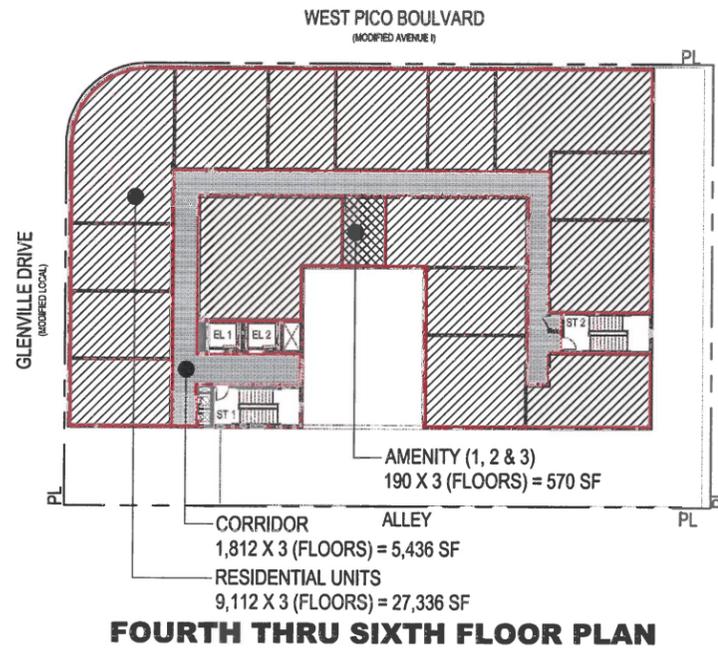


THIRD FLOOR PLAN

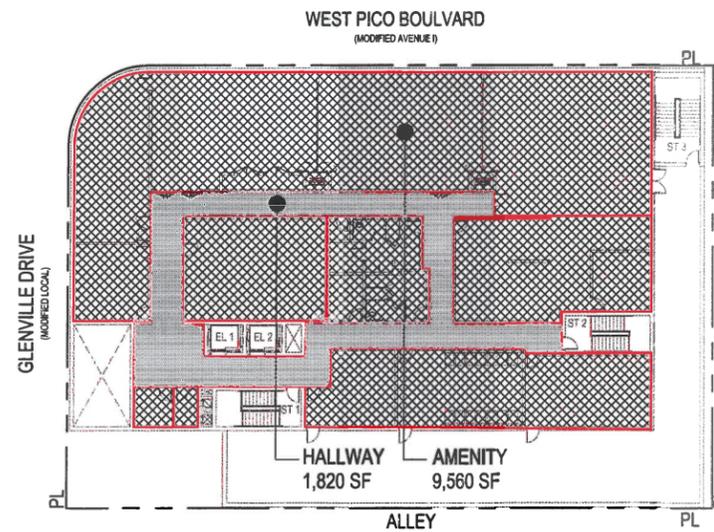
9224 PICO BLVD - UNIT SUMMARY						
TYPE	QUANTITY	%	NET RENTABLE SF		FAR SF	
			SF	TOTAL	SF	TOTAL
A1-(STUDIO)	28	44%	435	12,180	421	11,788
B1-(ONE BEDROOM)	16	25%	598	9,568	579	9,284
B2-(ONE BEDROOM)	4	6%	552	2,208	508	2,024
B3-(ONE BEDROOM)	4	6%	635	2,540	627	2,508
C1-(TWO BEDROOMS)	4	6%	945	3,780	896	3,584
C2-(TWO BEDROOMS)	4	6%	899	3,596	849	3,396
C3-(TWO BEDROOMS)	4	6%	990	3,960	971	3,884
TOTAL	64	100%		37,832		36,448
COMMERCIAL						9,440
RESIDENTIAL ENTRY LOBBY						970
AMENITY AT 2ND FLOOR						9,560
HALLWAY AT 2ND FLOOR						1,820
AMENITY AT 4TH TO 7TH (AMENITY 1, 2, 3 & 4)						732
CORRIDORS						7,247
COVERED OUTDOOR AREAS AT 1ST, 3RD & 7TH (1, 2, 3, 4, 5 & 6)						1,884
TOTAL FAR PROPOSED						68,081

LEGEND

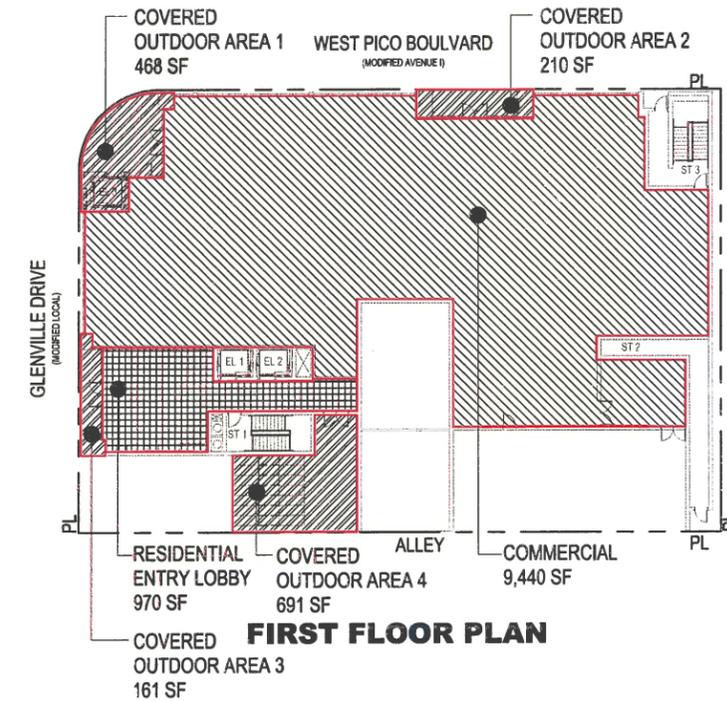
- RETAIL
- AMENITY
- RESIDENTIAL UNITS
- CORRIDORS
- RESIDENTIAL ENTRY LOBBY
- COVERED OUTDOOR AREA



FOURTH THRU SIXTH FLOOR PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

ZONING CODE FLOOR AREA

THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
DATE: 04/01/21

SCALE: 1/16" = 1'-0"
0 8' 16' 32' 64'



G2.10

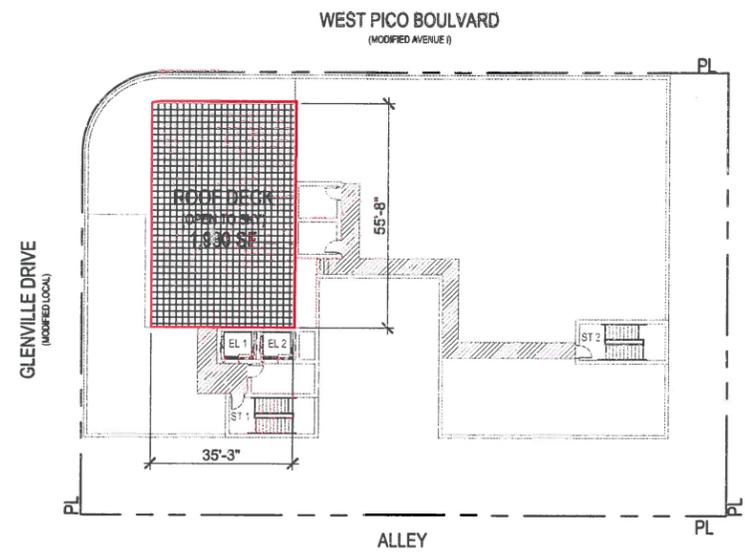
EXHIBIT "A"
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Case No. CP-2020-0946-DB-

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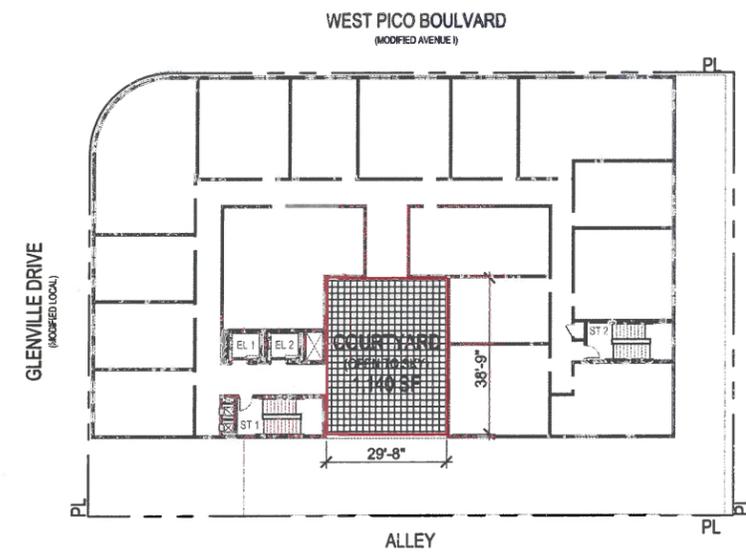
COMMON OPEN SPACE REQUIRED				
TYPE		QUANTITY	SF	TOTAL
A1-(STUDIO)	< 3 HABITABLE ROOM	28	100	2,800
B1-(ONE BEDROOM)	< 3 HABITABLE ROOM	16	100	1,600
B2-(ONE BEDROOM)	< 3 HABITABLE ROOM	4	100	400
B3-(ONE BEDROOM)	< 3 HABITABLE ROOM	4	100	400
C1-(TWO BEDROOMS)	= 3 HABITABLE ROOM	4	125	500
C2-(TWO BEDROOMS)	= 3 HABITABLE ROOM	4	125	500
C3-(TWO BEDROOMS)	= 3 HABITABLE ROOM	4	125	500
TOTAL		64		6,700
				(MAX RECREATION ROOM 25% OF TOTAL REQUIRED) 1,675
COMMON OPEN SPACE PROVIDED				
INTERIOR - DINING ROOM (RECREATION ROOM)				1,470
EXTERIOR - TERRACE AT 2NDFLOOR (OPEN TO SKY)				2,110
EXTERIOR - COURTYARD AT 3RD FLOOR (OPEN TO SKY)				1,140
EXTERIOR - ROOF DECK (OPEN TO SKY)				1,980
TOTAL COMMON OPEN SPACE PROVIDED				6,700

LEGEND

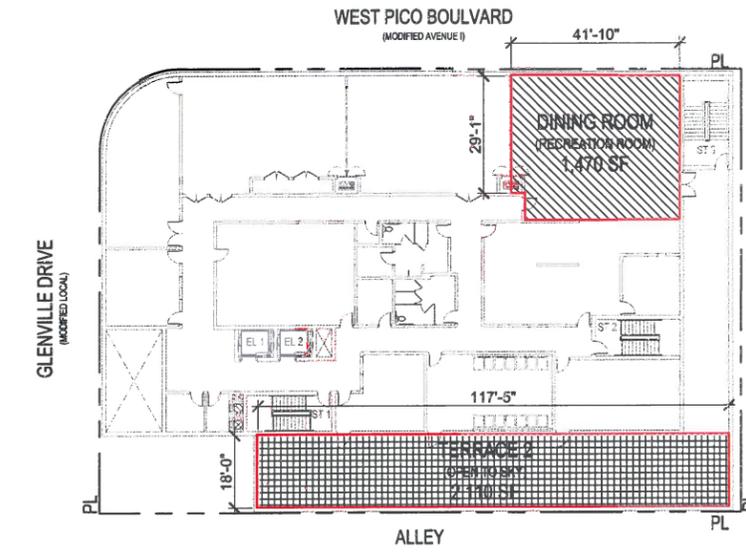
-  COMMON OPEN SPACE EXTERIOR
-  COMMON OPEN SPACE INTERIOR



SEVENTH FLOOR PLAN



THIRD FLOOR PLAN



SECOND FLOOR PLAN

OPEN SPACE DIAGRAM

THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
DATE: 04/01/21

SCALE: 1/16" = 1'-0"
0 8' 16' 32' 64'

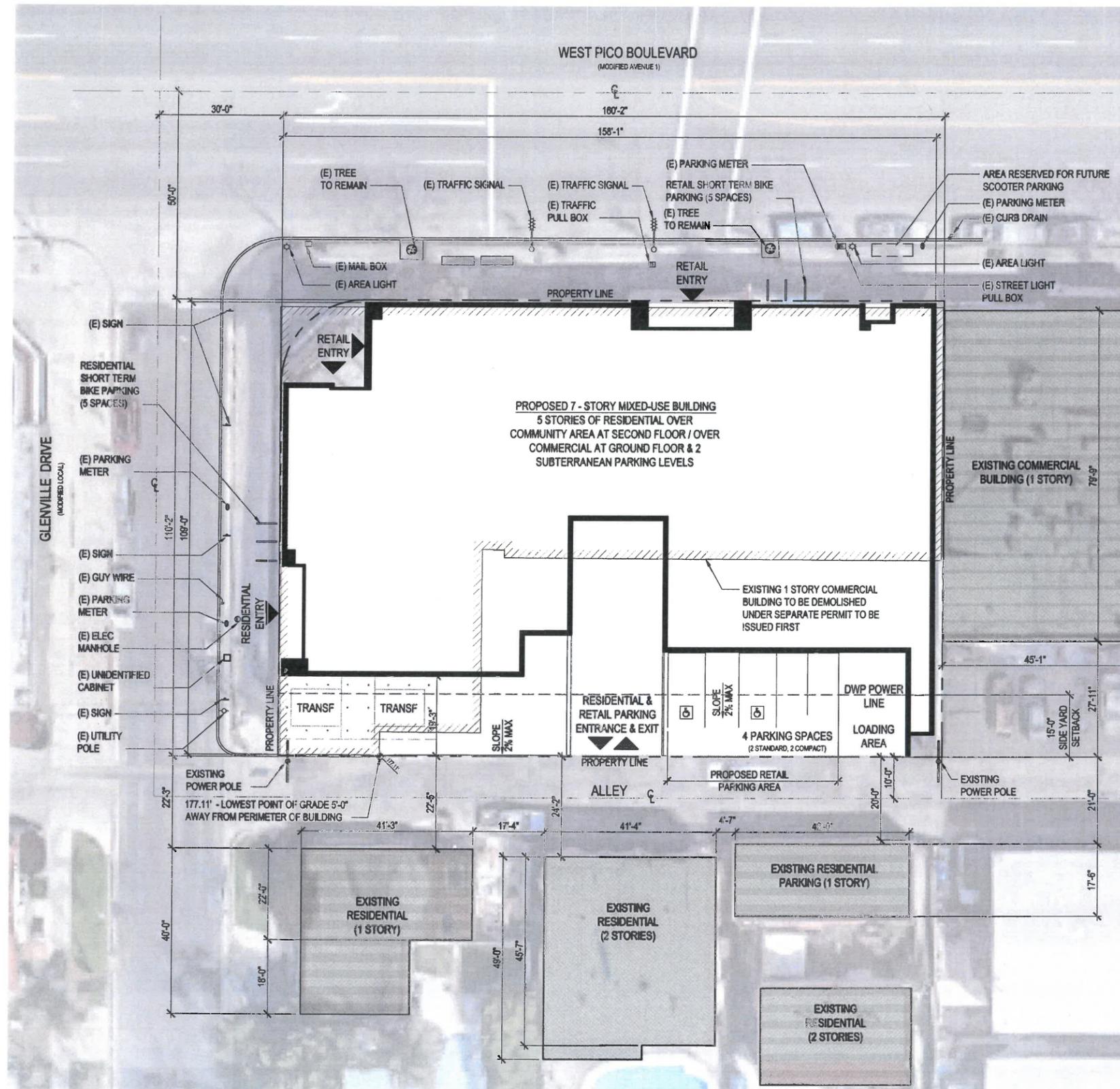


G2.20

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MCPH-HCA



9224 PICO MIXED-USE

PROPERTY INFORMATION - SB1818	
Site Address:	9224 W Pico Blvd., LA, CA 90035
APN:	4305-004-007
Tract:	TR 7580
Block:	None
Lot:	8, 9, 10
Map:	None
Council District:	CD5 - Paul Kositz
Neighborhood Council:	South Robertson

PROPERTY ZONING	SETBACKS	REQUIRED PROPOSED
Zoning:	C4-1V1-Q	
Specific Plan Area:	None	Required Setbacks: Front Yard (Glenville Dr) West 0'-0" 0'-0"
COG:	None	Side Yard (Pico Blvd) North 0'-0" 0'-0"
TDC:	Tier 3	Side Yard (Alley)** South 0'-0" 15'-0"
Allowable Density:	R4 (400 SF/40)	Rear Yard** East 19'-0" 0'-0"
Allowable FAR (LAMC):	1.50	*Side Yard - 0' + 1' every story over 2nd (Residential - increased for Power Lines 15')
Maximum Height (LAMC):	45'	**Rear Yard - 12' + 1' every story over 3rd
Maximum Height (SB1818 w/30% increase):	59' (40'+11')	**Per LAMC 12.22.A.18(c)(3)
Transitional Height:	None	

SITE AREA		
Gross Lot Area SF:	19,204	*Pre-Dedication Site Area + 1/2 Alley (Density calcs)
Buildable Area SF:	17,804	**Pre-Dedication & After Reg. Setbacks (FAR calcs / C2 = no setbacks & no 1/2 alley)
Net Lot Area SF:	17,519	Post Dedication Site Area (Corner cut)
*Apartment Developments calculate Density and FAR Pre-Dedication		
Site Dedication:	Corner cut	
Power Lines:	Power lines at Rear of Site	

DENSITY	AFFORDABLE UNITS
C2 (R) Density:	1:400
Base Density (By-Right):	48 units
Base Density (SB1818):	40 units
Increase in Density with SB1818:	39%
Density Allowed (SB1818):	87 units
Density Proposed:	84 units
AFFORDABLE UNITS: Rent-Restricted Market-Rate	
Affordable Units Provided - VU 14%: 0 55	

FLOOR AREA - Residential or Mixed-Use		SB1818 Incentives	
Floor Area Ratio (LAMC):	1.5 : 1	Base Incentives:	
Floor Area Ratio (SB1818):	3 : 1	1. Density (+30%)	
Lot Area:	17,804 sf	Additional Incentives:	
Lot Buildable Area:	17,804 sf	1. Building Height (45'-0" + 4'-0" = 49'-0") (OFF MENU) & 7 Stories in lieu of 3 maximum	
Floor Area Allowed (SB1818):	52,812 sf	2. 0 Rear Yard (OFF MENU)	
Floor Area Proposed:	68,081 sf	3. FAR increase above 3.0 (OFF MENU)	
FAR Allowed:	3 : 1		
FAR Proposed:	3.87 : 1		

RESIDENTIAL UNIT SUMMARY		BUILDING FAR CALCULATIONS	
Unit Type	Quantity	%	Area
Studio	28	44%	Residential Units 26,448
1 Bedroom + 1 Bath	24	38%	Commercial 8,440
2 Bedroom + 1 Bath	12	18%	Residential Entry Lobby 970
Amenity at 2nd floor 9,990			
Hallway at 2nd floor 1,820			
Amenity at 4th to 7th floor 732			
Corridors 7,247			
Concealed Outdoor Areas 1,804			
TOTAL UNITS		64	100%
TOTAL PROVIDED FAR		68,081	3.87

RESIDENTIAL NRSF SUMMARY		REQUIRED COMMON OPEN SPACE	
Studio (A1)	Unit SF	Quantity	Net Res SF
1 Bedroom (B1)	435 SF	28	12,180
1 Bedroom (B2)	568 SF	18	9,588
1 Bedroom (B3)	552 SF	4	2,208
2 Bedrooms (C1)	835 SF	4	2,540
2 Bedrooms (C2)	945 SF	4	3,780
2 Bedrooms (C3)	890 SF	4	3,568
TOTAL NRSF	990 SF	64	37,832
		AVG.	591
REQUIRED COMMON OPEN SPACE		Quantity	SF/Unit
Studio		28	100
1 Bedroom		24	100
2 Bedrooms		12	125
Total Required		64	6,700
(MAX RECREATION ROOM 25% OF TOTAL REQUIRED)			
PROVIDED TOTAL COMMON OPEN SPACE		6,700	

PARKING REQUIRED		REQUIRED BIKE PARKING	
Residential Parking	Quantity / SF	Required (Option 1)	Provided
Studio	28	28	-
1 Bedroom	24	24	-
2 Bedrooms	12	24	-
Residential Parking (provided per Density Bonus Waiver)	64	78	-
Required Commercial Parking			
Restaurant Parking (2,000 SF / 100)			28
Retail Parking (7,000 SF / 200)			38
REQUIRED PARKING			60
with 10% Bike Reduction per 12.21-A.4 (replace 5 car spaces w/ 4 bike spaces each = 20)			
REQUIRED TOTAL PARKING			54
Residential Parking Provided (per AB 2345)			0
PROVIDED TOTAL PARKING			54
REQUIRED ACCESSIBLE PARKING		Short Term Long Term	
Accessible Parking - Commercial (56 spaces / Table 11B-203.2) = 3		1 HC Van + 2 HC Standard	
REQUIRED EV PARKING		17 EV Spaces	
EV Parking - Commercial (30% of total parking / 55 x 30%) = 17			
EVCS Parking - Commercial (10% of total parking / 55 x 10%) = 6			
COMPACT STALLS MAX ALLOWED		17	
Compact Stalls Allowed (55 X 40% = 22)			
Provided Parking	Standard	Compact	HC
First Floor	1	2	1
Upper Basement	19	4	0
Lower Basement	22	3	1
Subtotal	42	9	2
PROVIDED TOTAL PARKING			53

REQUIRED BIKE PARKING		REQUIRED BIKE PARKING - RESIDENTIAL	
REQUIRED LONG TERM BIKE PARKING - RESIDENTIAL:		REQUIRED LONG TERM BIKE PARKING - RESIDENTIAL:	
1-25 (1 space per unit) (25 (1) = 25)		25	
26-100 (1.5 space per unit) (84-25=59 / 1.5)		28	
REQUIRED TOTAL LONG TERM BIKE PARKING - RESIDENTIAL:		53	
REQUIRED SHORT TERM BIKE PARKING - RESIDENTIAL:		REQUIRED SHORT TERM BIKE PARKING - RESIDENTIAL:	
1-25 (1 space per 10 units)		2.5	
26-100 (1 space per 15 units)		2.8	
REQUIRED TOTAL SHORT TERM BIKE PARKING - RESIDENTIAL:		5.3	
REQUIRED LONG & SHORT TERM BIKE PARKING - COMMERCIAL		REQUIRED LONG & SHORT TERM BIKE PARKING - COMMERCIAL	
Long Term: Retail Stores, General (1 per 2,000 sq ft)		5	
Short Term: Retail Stores, General (1 per 2,000 sq ft)		5	

PROVIDED BIKE PARKING		PROVIDED BIKE PARKING - RESIDENTIAL	
Provided - Residential		Short Term Long Term	
Upper Basement		5 52	
First Floor		5	
PROVIDED BIKE PARKING - RESIDENTIAL		5 52	
Provided - Commercial		Short Term Long Term	
Upper Basement		5 5	
First Floor		5 20	
PROVIDED BIKE PARKING - COMMERCIAL		5 25	

PLOT PLAN

THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
DATE: 04/01/21

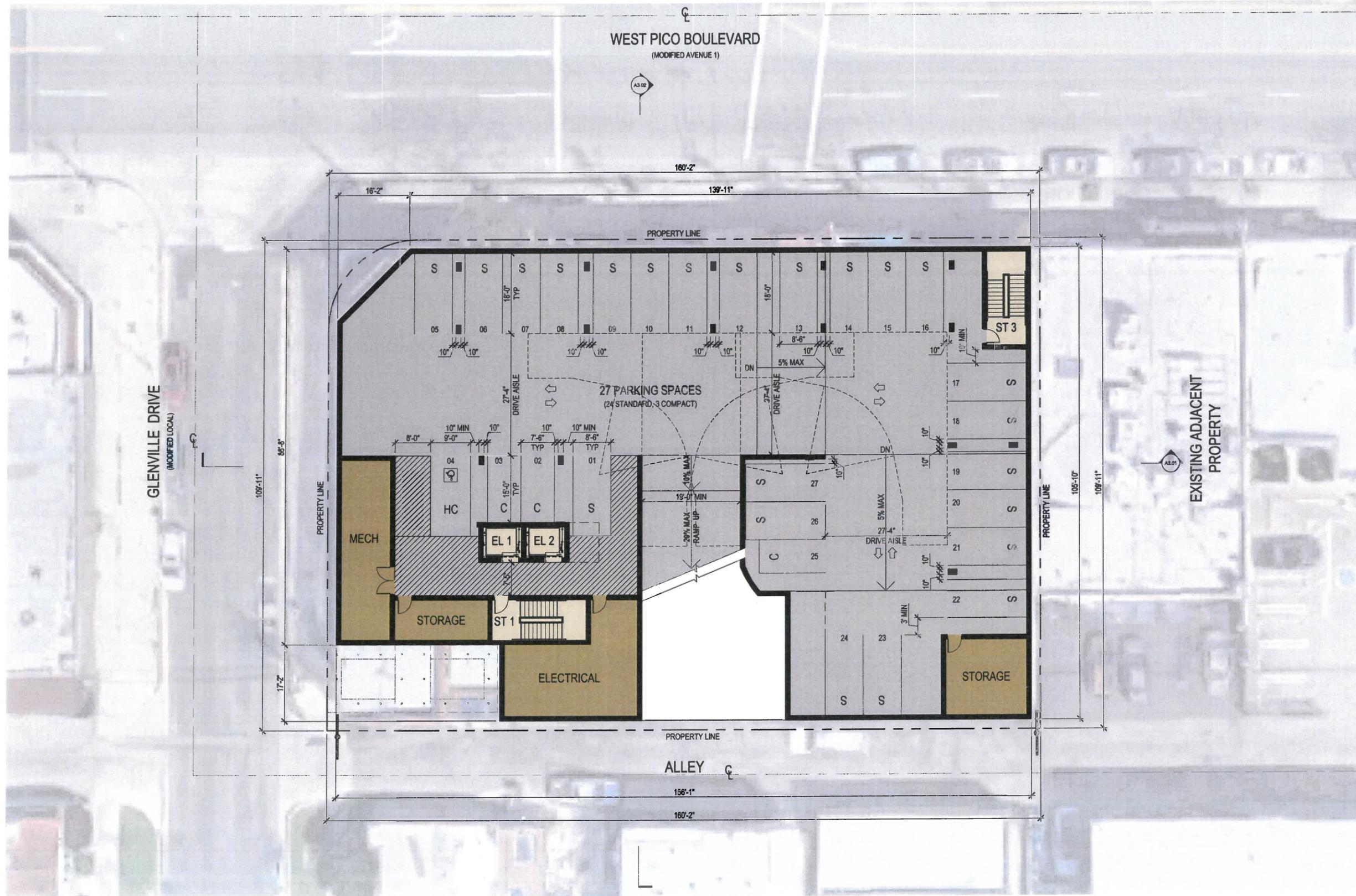
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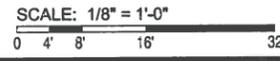
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LOWER BASEMENT FLOOR PLAN



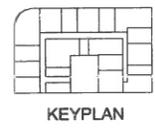
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THE VILLAGE MIXED USE

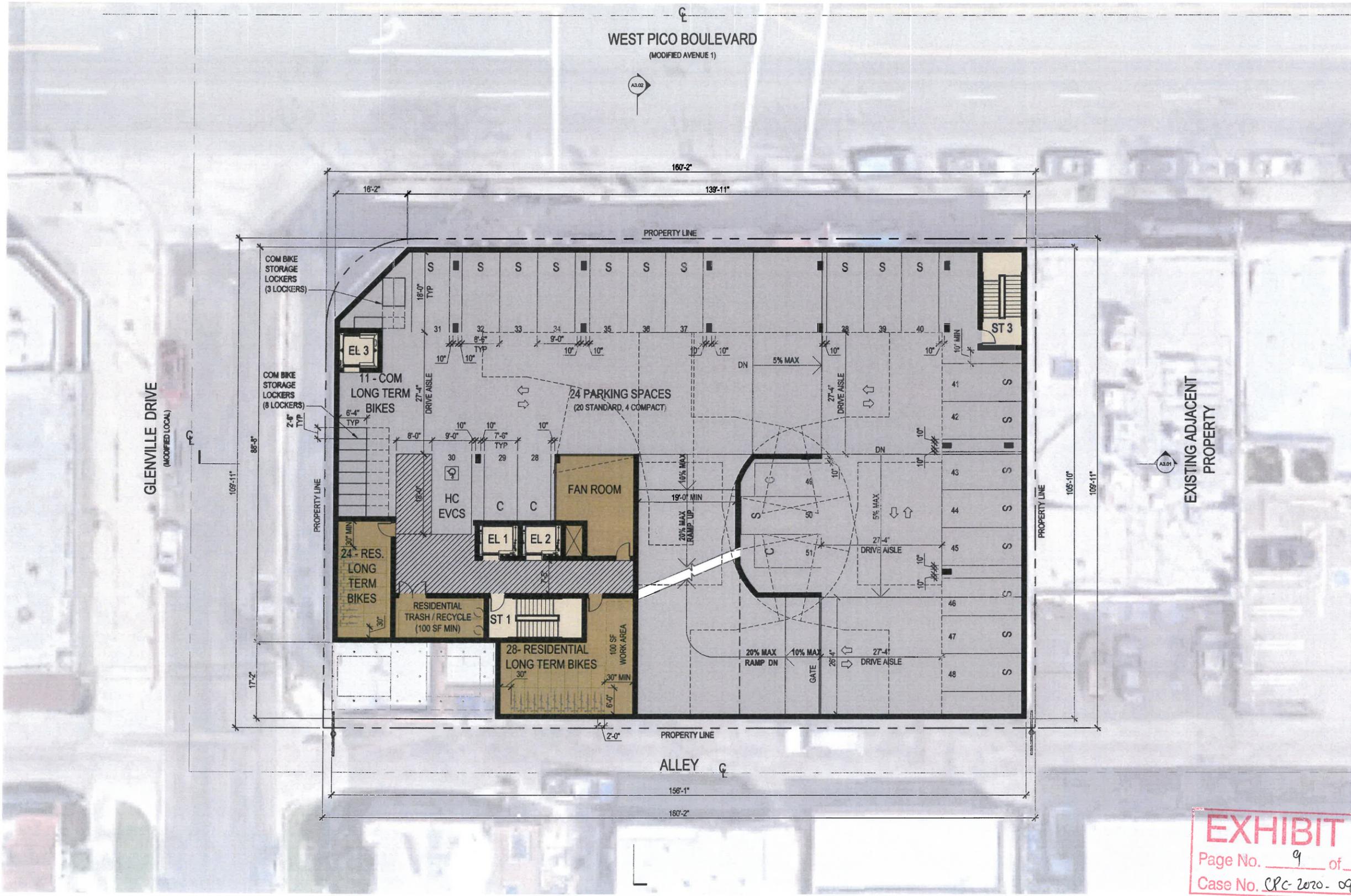
9224 PICO BOULEVARD, LOS ANGELES CA. 90035

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DATE: 04/01/21

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- UNITS
- LOBBY
- COMMON
- CIRCULATION
- BOH / BIKE
- PARKING
- TERRACE
- OUTDOOR

UPPER BASEMENT FLOOR PLAN

THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
DATE: 04/01/21

EXHIBIT "A"

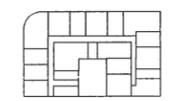
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MCP - PCA

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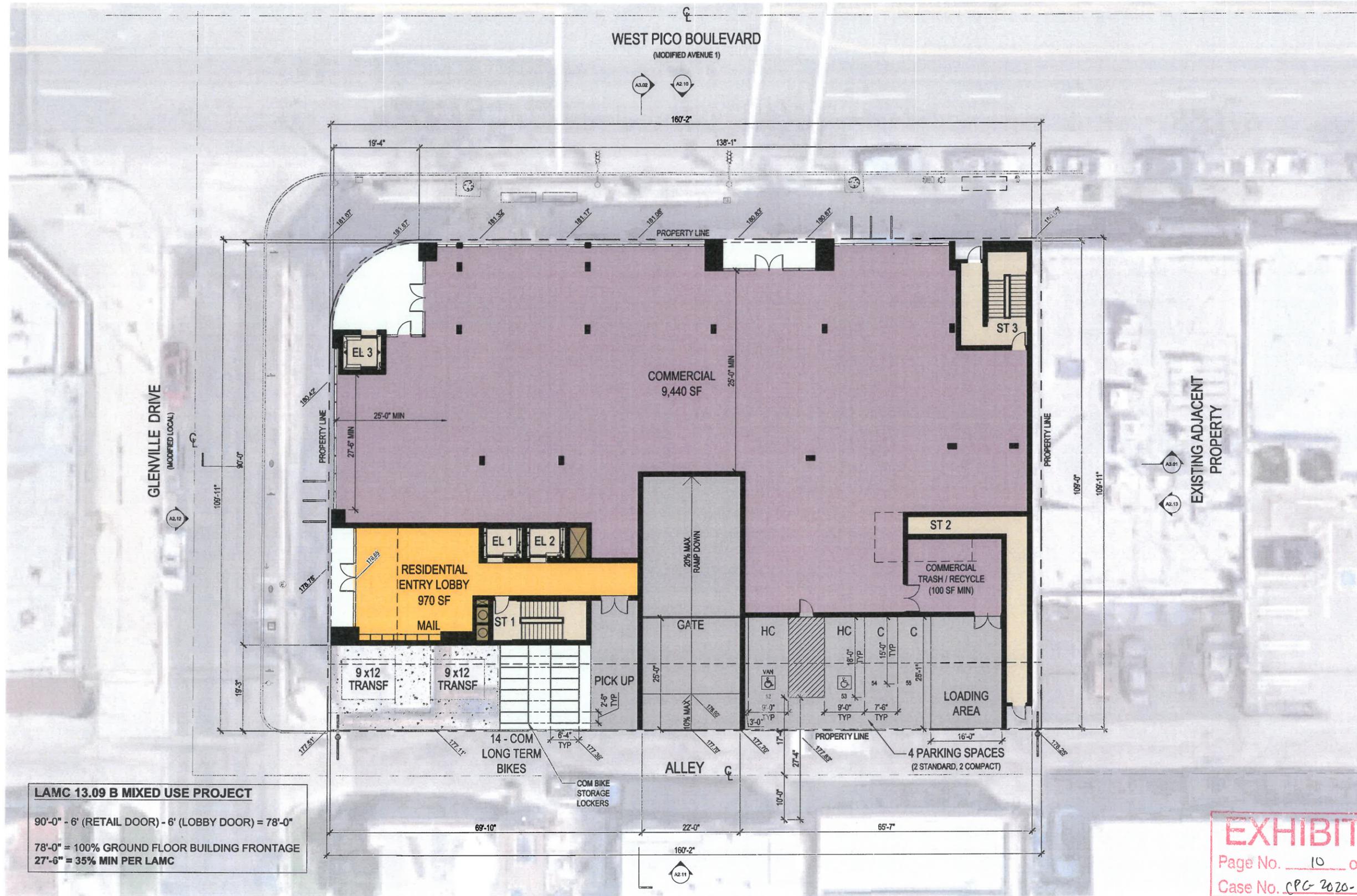


A1.10b



KEYPLAN





LAMC 13.09 B MIXED USE PROJECT
 90'-0" - 6' (RETAIL DOOR) - 6' (LOBBY DOOR) = 78'-0"
 78'-0" = 100% GROUND FLOOR BUILDING FRONTAGE
 27'-6" = 35% MIN PER LAMC

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 mCUP - HCA

- UNITS
- LOBBY
- COMMON
- CIRCULATION
- BOH / BIKE
- PARKING
- TERRACE
- OUTDOOR

FIRST FLOOR PLAN

THE VILLAGE MIXED USE

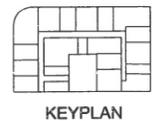
9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
 DATE: 04/01/21

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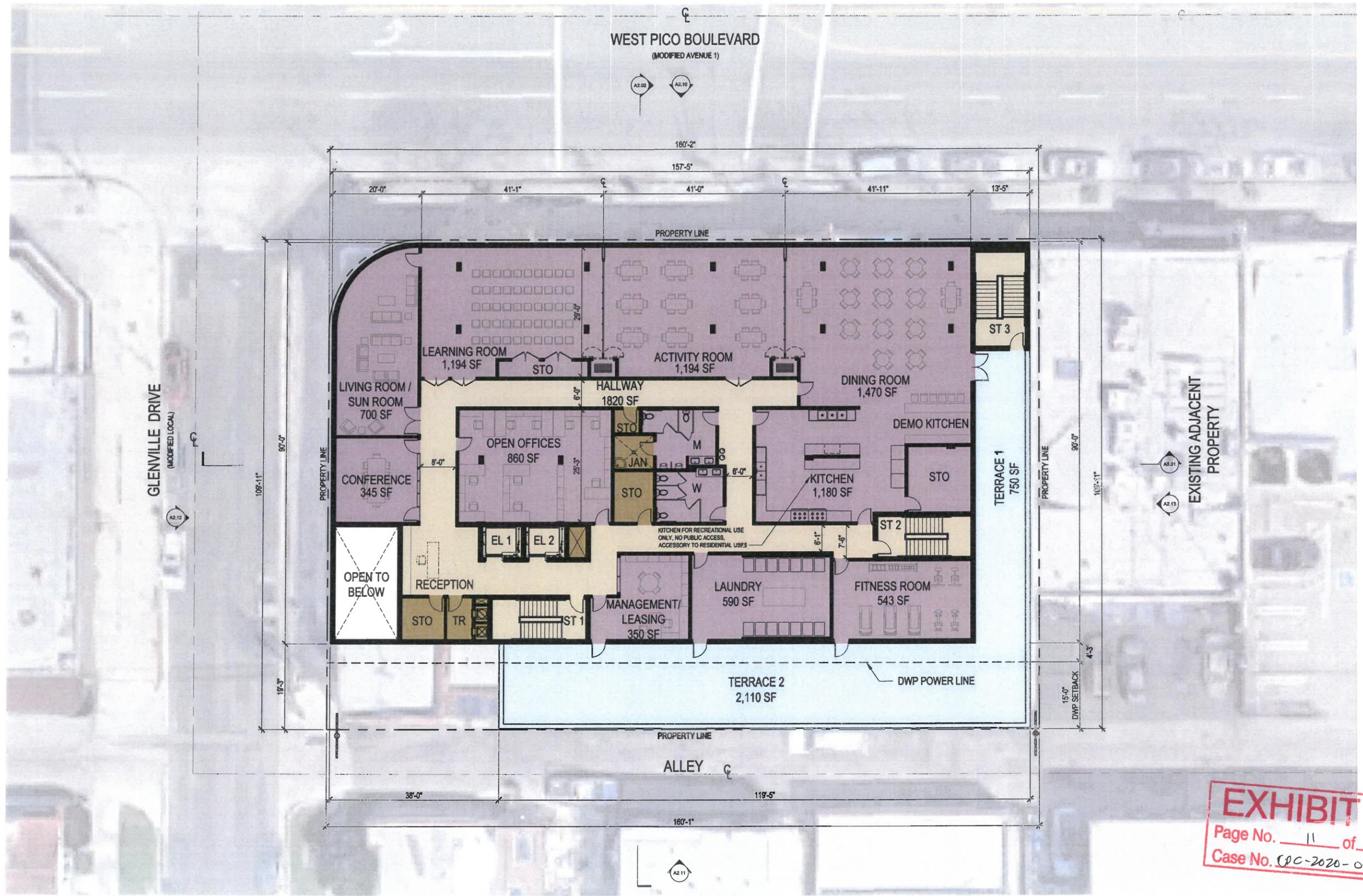


A1.11



KEYPLAN





WEST PICO BOULEVARD
(MODIFIED AVENUE 1)

GLENVILLE DRIVE
(MODIFIED LOCAL)

EXISTING ADJACENT
PROPERTY

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MCUP - HCA

- UNITS
- LOBBY
- COMMON
- CIRCULATION
- BOH / BIKE
- PARKING
- TERRACE
- OUTDOOR

SECOND FLOOR PLAN

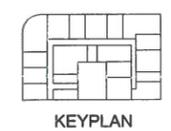
THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
DATE: 04/01/21

SCALE: 1/8" = 1'-0"
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A1.12



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MCA-P-KCA

- UNITS
- LOBBY
- COMMON
- CIRCULATION
- BOH / BIKE
- PARKING
- TERRACE
- OUTDOOR

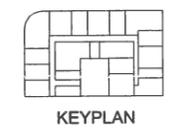
THIRD FLOOR PLAN

THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
 DATE: 04/01/21

SCALE: 1/8" = 1'-0"
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A1.13

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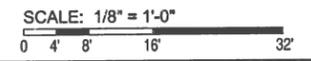


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 Case No. CPC-2020-0946-PB

MCP- KCA



FOURTH THRU SIXTH FLOOR PLAN

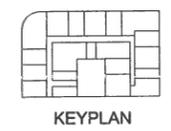


A1.14

THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

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 DATE: 04/01/21



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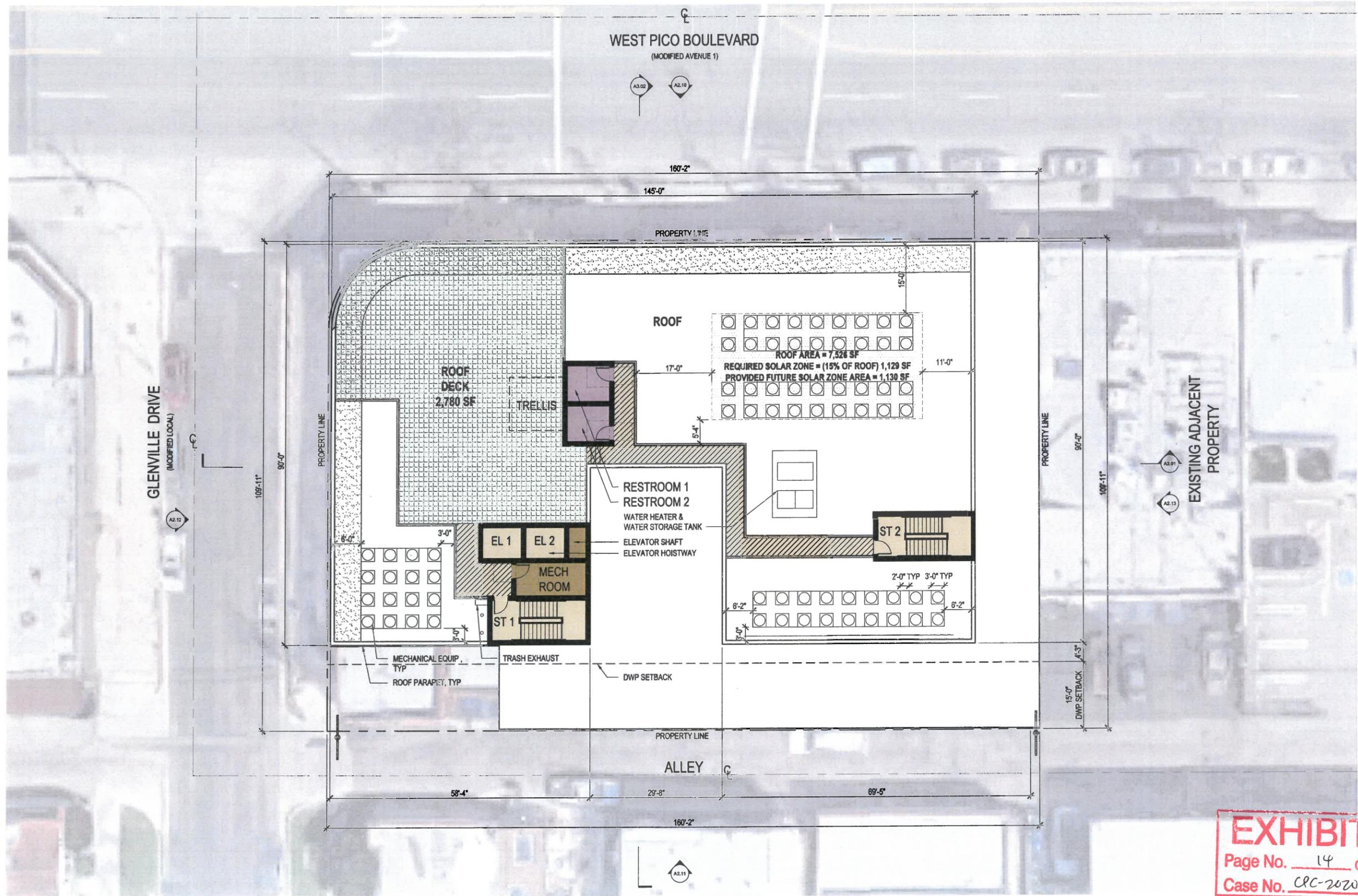


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mwp-HCA

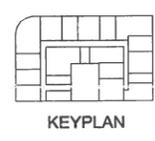
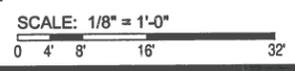
-
 UNITS
-
 LOBBY
-
 COMMON
-
 CIRCULATION
-
 BOH / BIKE
-
 PARKING
-
 TERRACE
-
 OUTDOOR

SEVENTH FLOOR PLAN

THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
 DATE: 04/01/21



A1.15



RENDERING - VIEW 1

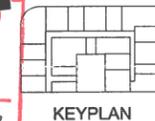
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THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
DATE: 04/01/21

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RENDERING - VIEW 2

A2.02

THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

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DATE: 04/01/21

EXHIBIT "A"

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KEYPLAN



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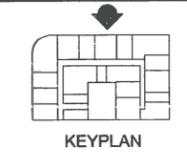
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 mcur - HCA

NORTH BUILDING ELEVATION
THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
 DATE: 04/01/21

SCALE: 1/8" = 1'-0"
 0 4' 8' 16' 32'



A2.10

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 mCUP-HCA

SOUTH BUILDING ELEVATION

THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
 DATE: 04/01/21

SCALE: 1/8" = 1'-0"
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A2.11



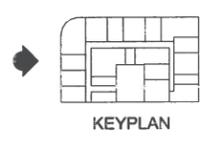
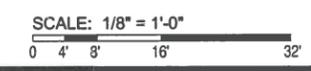


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 MCVU - HCA

WEST BUILDING ELEVATION
THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
 DATE: 04/01/21



A2.12

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 MUP - HCA

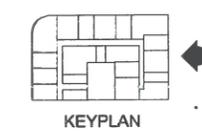
EAST BUILDING ELEVATION
THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
 DATE: 04/01/21

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A2.13



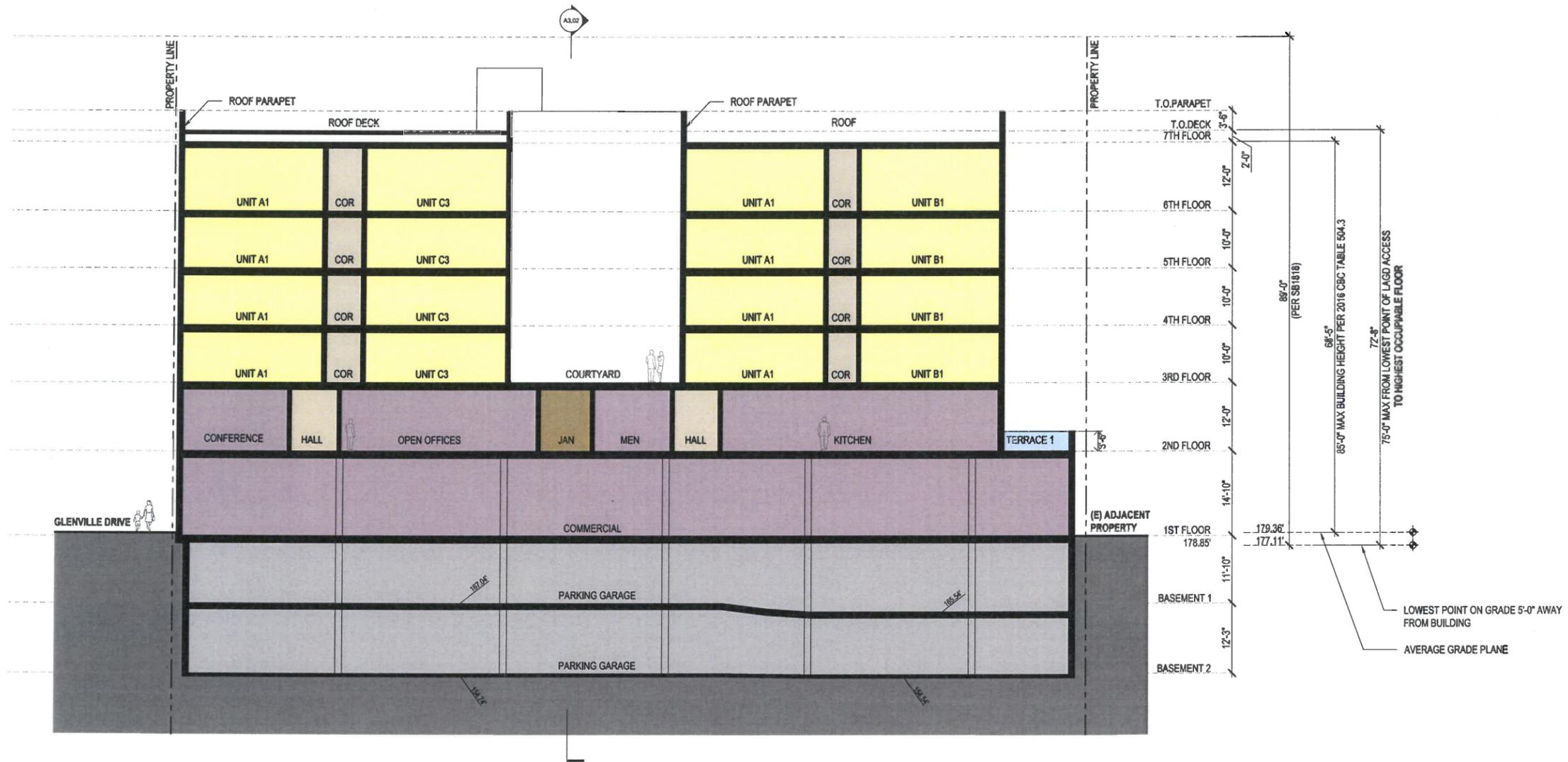
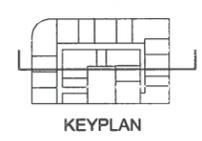
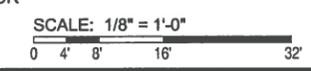


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 MCMR - PCA

- UNITS
- LOBBY
- COMMON
- CIRCULATION
- BOH / BIKE
- PARKING
- TERRACE
- OUTDOOR

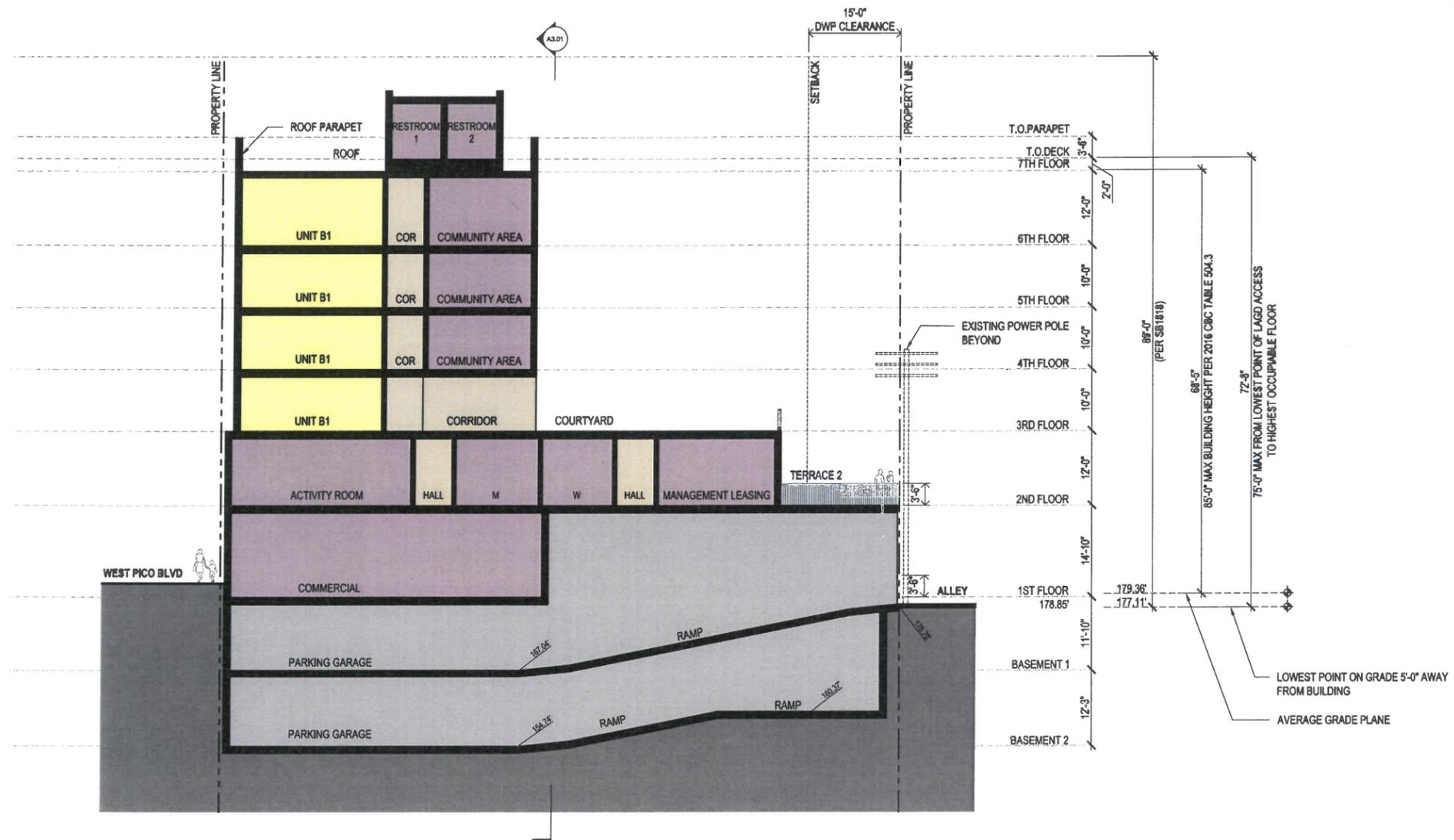
BUILDING SECTION A
THE VILLAGE MIXED USE
 9224 PICO BOULEVARD, LOS ANGELES CA. 90035

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A3.01

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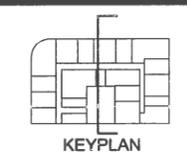
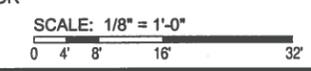


BUILDING SECTION B

THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

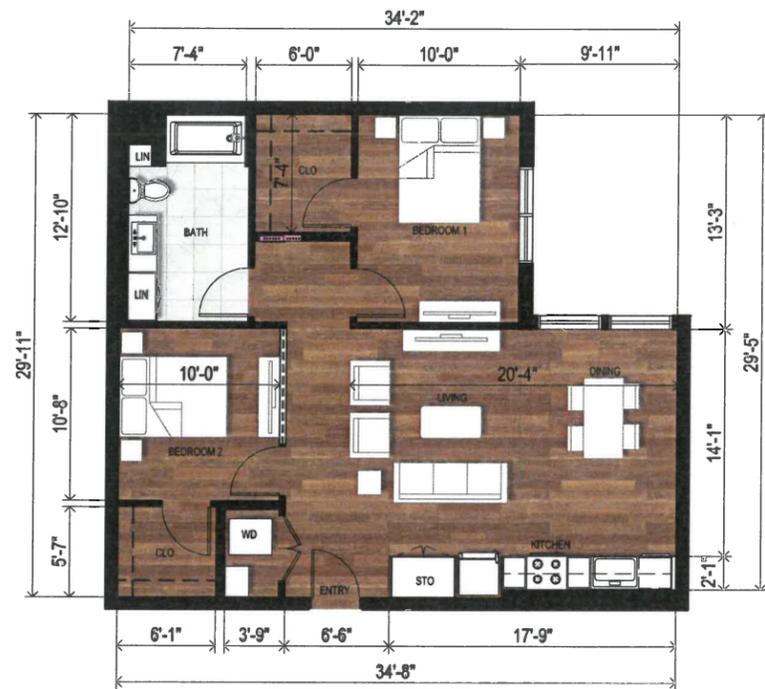
ENTITLEMENT PACKAGE
DATE: 04/01/21



A3.02



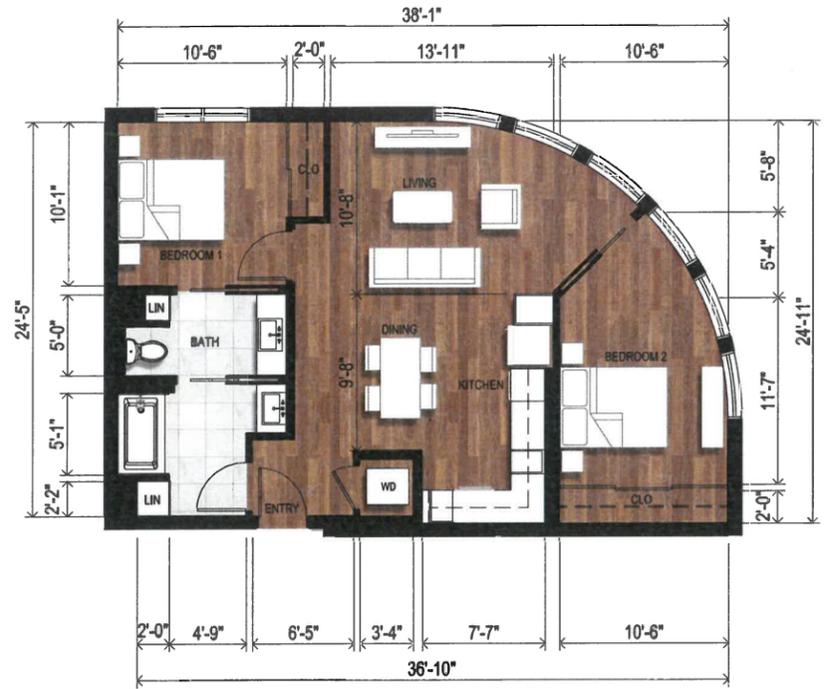
EXHIBIT "A"
Page No. 22 of 27
Case No. CRC-2020-0946-PS-
MCP - HCA



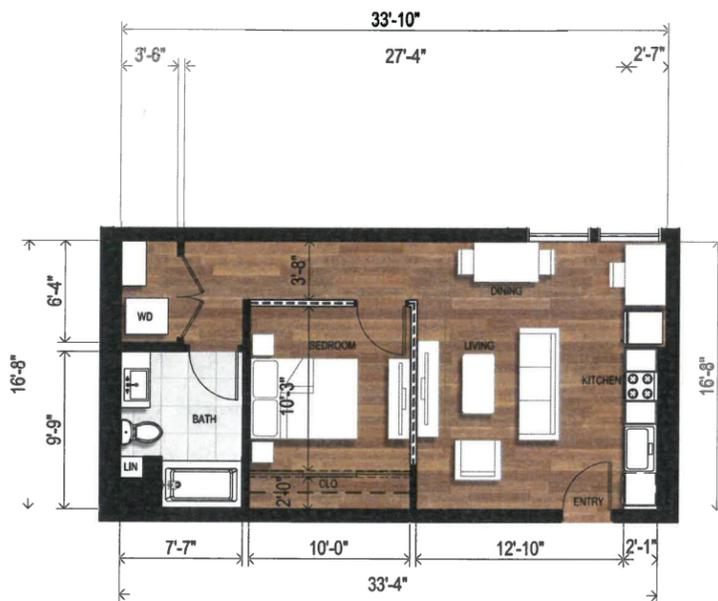
UNIT C3
 FAR = 971 SF
 NRSF = 990 SF



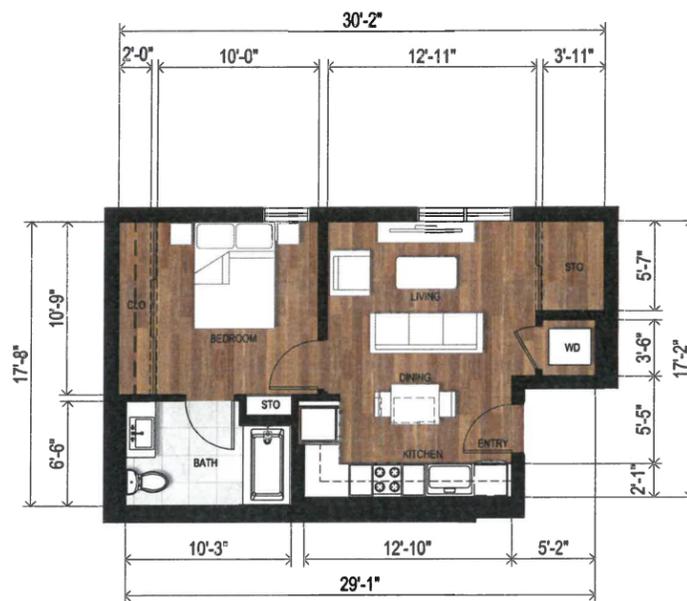
UNIT C2
 FAR = 949 SF
 NRSF = 899 SF



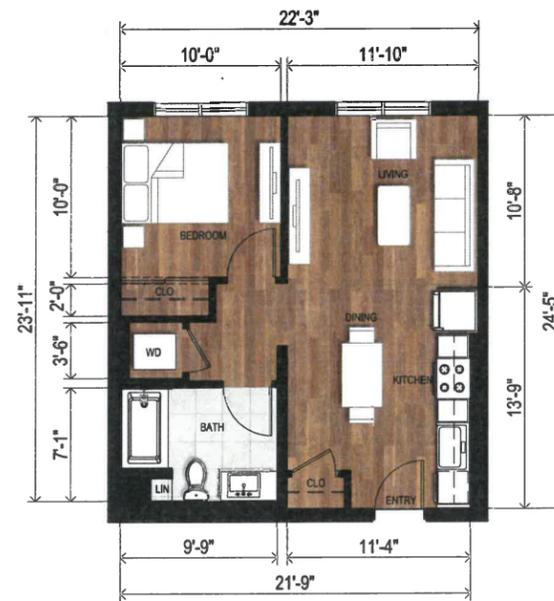
UNIT C1
 FAR = 896 SF
 NRSF = 945 SF



UNIT B3
 FAR = 627 SF
 NRSF = 635 SF



UNIT B2
 FAR = 506 SF
 NRSF = 552 SF



UNIT B1
 FAR = 579 SF
 NRSF = 598 SF



UNIT A1
 FAR = 421 SF
 NRSF = 435 SF

EXHIBIT "A"
 Page No. 23 of 27
 Case No. CP-2020-0946-DB

UNIT TYPES

THE VILLAGE MIXED USE

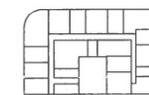
9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
 DATE: 04/01/21

SCALE: 1/4" = 1'-0"



A5.10 mcp -kca



KEYPLAN



1657 alvira street second floor los angeles, ca 90035
 tel. 323.954.9996
 u-a-lab.com © 2016



EX. TREE (TO REMAIN)

EX. TREE (TO REMAIN)

TREE QUANTITY:

(2) EX. TREES IN THE PUBLIC RIGHT OF WAY (TO REMAIN)

LEGEND

- 1 ROOF GARDEN
- 2 OUTDOOR DINING AREA
- 3 OUTDOOR BBQ AREA
- 4 OUTDOOR FIRE PIT
- 5 OUTDOOR LOUNGE AREA
- 6 OUTDOOR TABLE GAME
- 7 FARM TO TABLE PLANTERS
- 8 SUCCULENT GARDEN
- 9 LEVEL 3 COURTYARD
- 10 RAISED PLANTER WALL
- 11 WILDLIFE GARDEN
- 12 SCULPTURAL SEATING
- 13 WOOD DECK PATH WITH SEATING
- 14 OVERSIZED PLANTER POTS
- 15 LEVEL 2 COURTYARD
- 16 OUTDOOR WORKSPACE AREAS
- 17 RECTILINEAR PLANTER WALLS
- 18 OUTDOOR EXERCISE AREA



EXHIBIT "A"
 Page No. 24 of 27
 Case No. CRC-2020-0946-VB
 mcor- HCA

LANDSCAPE PLAN

THE VILLAGE MIXED USE

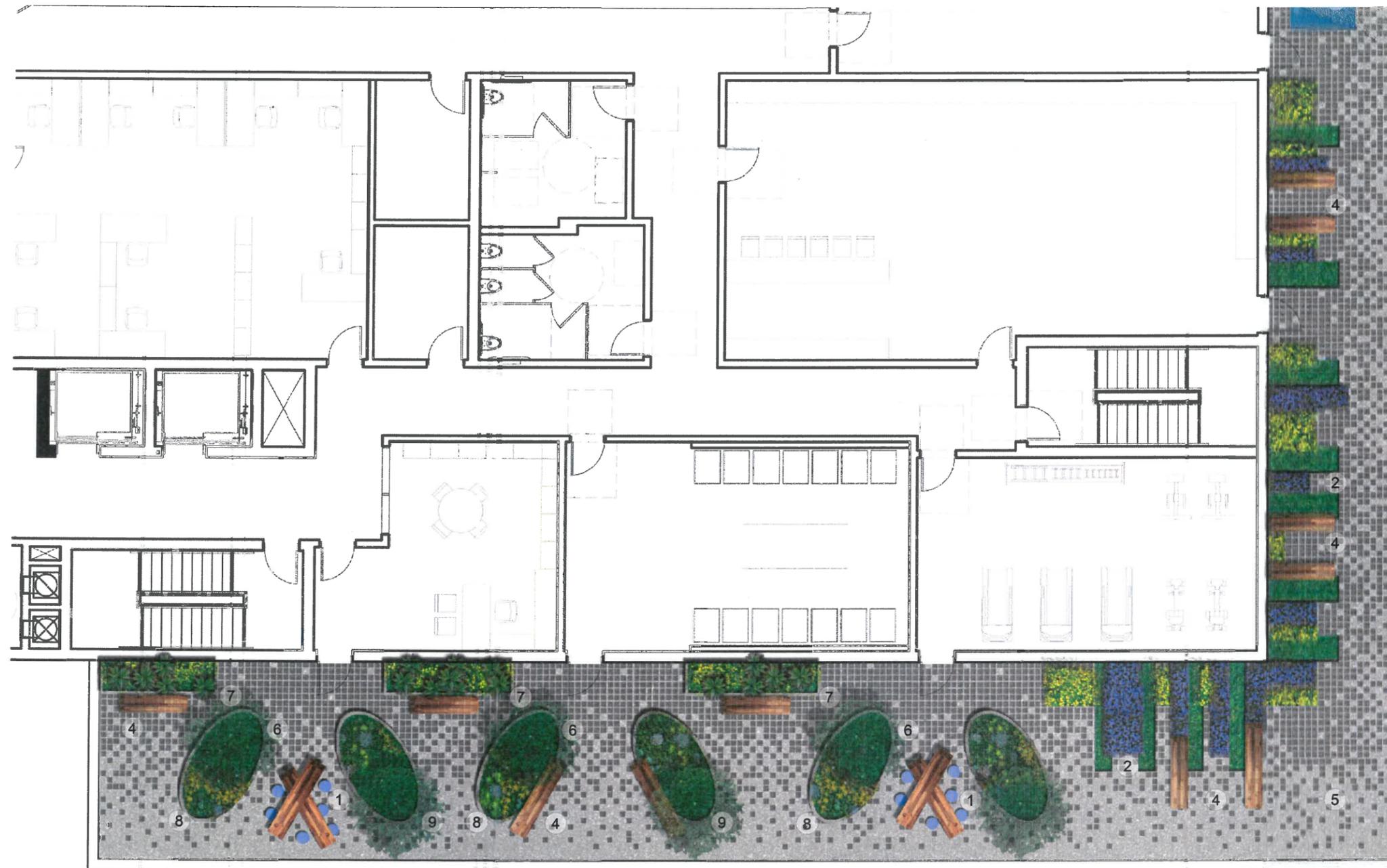
9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
 DATE: 04/01/21

L1.10



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 tel. 323.954.9996
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TREE QUANTITY:

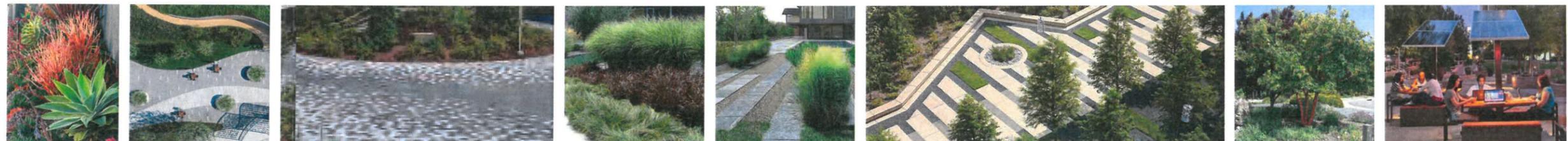
- (2) CITRUS SPP
- (4) OLEA EUROPAEA 'SWAN HILL'

LEGEND

- ① OUTDOOR WORKSPACE TABLES
- ② FRAGRANT PLANT BEDS
- ③ OUTDOOR EXERCISE AREA
- ④ WOOD BENCH
- ⑤ PIXELATED PAVER PATTERN
- ⑥ RAISED OVAL PLANTER AREAS
- ⑦ RAISED RECTILINEAR PLANTERS
- ⑧ SUCCULENT PLANT BEDS
- ⑨ NATIVE PLANT BEDS



EXHIBIT "A"
 Page No. 25 of 27
 Case No. CRC-2020-0946-PB-
 PACB-HCA



LANDSCAPE SECOND FLOOR PLAN

THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
 DATE: 04/01/21

L1.11



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 tel. 323.554.9999
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TREE QUANTITY:

(3) ARBUTUS MARINA

(3) CERCIS CANADENSIS

LEGEND

- ① RAISED PLANTER WALL
- ② WILDLIFE GARDEN
- ③ SCULPTURAL INTEGRAL COLOR SEAT WALLS
- ④ WOOD DECK PATH
- ⑤ WOOD BENCH
- ⑥ OVERSIZED PLANTER POTS
- ⑦ SCULPTURAL BENCHES
- ⑧ INDOOR/OUTDOOR PAVERS



EXHIBIT "A"
 Page No. 26 of 27
 Case No. LC-2020-0946-DB

MCP - HCA



LANDSCAPE THIRD FLOOR PLAN

THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
 DATE: 04/01/21

L1.12



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 tel. 323.954.9996
 u-a-lab.com © 2016



TREE QUANTITY:
 (2) CERCIS CANADENSIS
 (4) OLEA EUROPAEA 'SWAN HILL'

- LEGEND**
- ① OUTDOOR DINING AREA
 - ② OUTDOOR BBQ AREA
 - ③ OUTDOOR FIRE PIT
 - ④ OUTDOOR LOUNGE AREA
 - ⑤ OUTDOOR GAME TABLE
 - ⑥ FARM TO TABLE PLANTERS
 - ⑦ SUCCULENT GARDEN
 - ⑧ PIXELATED PEDESTAL PAVERS
 - ⑨ MODERN TRELLIS WITH VINES
 - ⑩ MOVEABLE TABLES AND LOUNGE CHAIRS
 - ⑪ BISTRO TABLES AND CHAIRS



EXHIBIT "A"
 Page No. 27 of 27
 Case No. CPC-2020-0946-

OB-MCUP-124



LANDSCAPE ROOF PLAN
THE VILLAGE MIXED USE

9224 PICO BOULEVARD, LOS ANGELES CA. 90035

ENTITLEMENT PACKAGE
 DATE: 04/01/21

L1.13

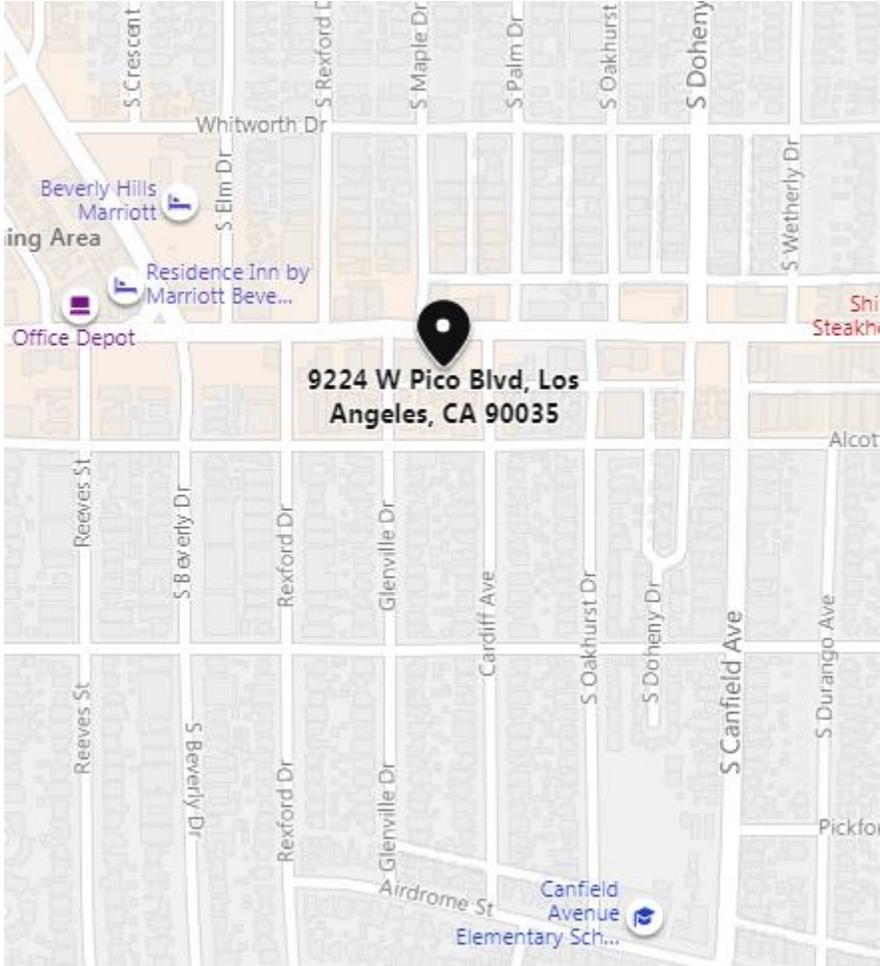


EXHIBIT B

Maps

Vicinity Map
Radius Map
Zoning Map

Vicinity Map



Address: 9224 PICO BLVD

 #19-482



Address: 9224 W PICO BLVD
 APN: 4306004007
 PIN #: 132B169 897

Tract: TR 7580
 Block: None
 Lot: 8
 Arb: None

Zoning: C4-1VL-O
 General Plan: Neighborhood Commercial

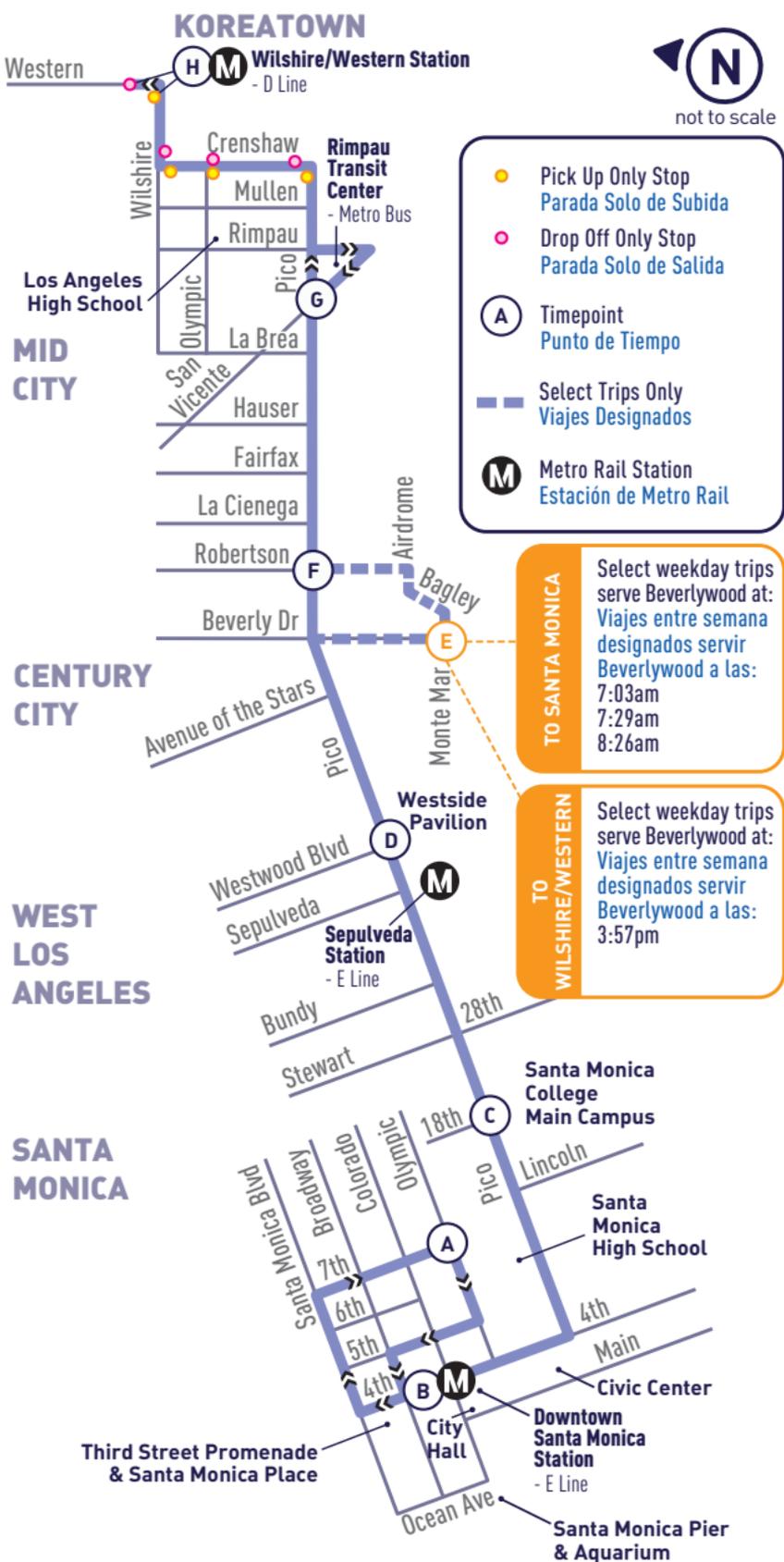


EXHIBIT C

Santa Monica Big Blue Bus Schedules

PICO BLVD

7



DOWNTOWN SM TO WILSHIRE/ WESTERN STATION D LINE

**WEEKDAY
DURANTE LA SEMANA**

A 7th & Olympic	B 4th & Santa Monica Place (Downtown SM Station)	C Pico & 18th (SMC)	D Pico & Westwood	F Pico & Robertson	H Western & Wilshire (Wilshire/ Western Station)
4:50	4:53	4:59	5:06	5:16	5:36
5:20	5:23	5:29	5:38	5:46	6:06
5:35	5:38	5:44	5:53	6:01	6:22
5:50	5:53	6:00	6:10	6:19	6:41
6:04	6:07	6:14	6:24	6:33	6:55
6:18	6:21	6:28	6:38	6:47	7:09
6:32	6:35	6:42	6:52	7:01	7:23
6:46	6:49	6:56	7:06	7:16	7:39
7:00	7:03	7:10	7:20	7:30	7:54
7:14	7:18	7:25	7:37	7:49	8:14
Then service every 14 minutes until:					
3:10	3:14	3:23	3:53	4:03 ^E	4:35
3:24	3:28	3:37	3:57	4:14	4:46
3:38	3:42	3:51	4:11	4:28	5:00
3:52	3:56	4:05	4:25	4:42	5:14
4:06	4:10	4:19	4:39	4:56	5:28
4:20	4:24	4:33	4:53	5:10	5:42
4:34	4:38	4:47	5:07	5:24	5:56
4:48	4:52	5:01	5:21	5:38	6:10
5:02	5:06	5:15	5:35	5:52	6:24
5:16	5:20	5:29	5:50	6:06	6:34
5:30	5:33	5:42	6:03	6:19	6:45
5:44	5:47	5:56	6:16	6:31	6:57
5:58	6:01	6:10	6:30	6:45	7:11
6:12	6:15	6:24	6:42	6:57	7:23
6:26	6:29	6:38	6:55	7:08	7:34
6:40	6:43	6:52	7:09	7:22	7:48
6:54	6:57	7:06	7:23	7:36	7:59
7:08	7:11	7:20	7:32	7:43	8:06
7:22	7:25	7:33	7:45	7:56	8:19
7:36	7:39	7:47	7:59	8:10	8:33
7:50	7:53	8:01	8:13	8:24	8:47
8:04	8:07	8:17	8:26	8:35	8:57
8:18	8:21	8:29	8:40	8:49	9:11
8:32	8:35	8:43	8:54	9:03	9:25
8:46	8:49	8:57	9:08	9:17	9:39
9:00	9:03	9:10	9:20	9:29	9:51
9:15	9:18	9:25	9:35	9:44	10:06
9:30	9:33	9:39	9:49	9:58	10:19
9:50	9:53	9:59	10:09	10:18	10:39
10:10	10:13	10:19	10:29	10:38	10:59
10:30	10:33	10:39	10:49	10:57	11:18
11:00	11:03	11:09	11:19	11:27	11:48

Trip deviates from Pico Blvd. to serve ^E Beverlywood./
Viaje se desvía de Pico Blvd. para servir ^E Beverlywood.

ALL PM
TIMES IN
BOLD

ROUTE
7

WILSHIRE/WESTERN STATION D LINE TO DOWNTOWN SM

WEEKDAY DURANTE LA SEMANA

	Wilshire & Western (Wilshire/Western Station) (H)	Rimpau Transit Center (G)	Pico & Robertson (F)	Pico & Westwood (D)	Pico & 18th (SMC) (C)	4th & Broadway (Downtown SM Station) (B)	7th & Olympic (A)
5:00	5:07	5:18	5:26	5:37	5:44	5:50	
5:14	5:21	5:32	5:40	5:51	5:58	6:04	
5:28	5:35	5:46	5:54	6:05	6:12	6:18	
5:42	5:49	6:00	6:07	6:18	6:25	6:31	
5:56	6:03	6:14	6:23	6:34	6:41	6:47	
6:10	6:17	6:28	6:37	6:48	6:55	7:01	
6:24	6:31	6:43	6:52	7:04	7:11	7:17	
6:32	6:40	6:53	7:03	7:15	7:22	7:28	
6:40	6:48	E	7:11	7:23	7:30	7:36	
6:48	6:56	7:10	7:21	7:33	7:40	7:46	
6:56	7:05	7:19	7:30	7:42	7:50	7:56	
7:02	7:11	E	7:39	7:51	7:59	8:05	
7:12	7:21	7:37	7:49	8:01	8:09	8:15	
7:20	7:30	7:46	7:59	8:11	8:19	8:25	
7:28	7:35	7:55	8:10	8:22	8:30	8:36	
7:36	7:46	8:04	8:19	8:31	8:39	8:45	
7:45	7:55	8:13	8:28	8:40	8:48	8:54	
7:55	8:05	E	8:38	8:50	8:58	9:04	
8:02	8:12	8:30	8:45	8:57	9:05	9:11	
8:16	8:26	8:42	8:56	9:08	9:16	9:22	
8:30	8:40	8:56	9:10	9:22	9:30	9:36	
8:44	8:54	9:10	9:23	9:35	9:44	9:50	
Then service every 14 minutes until:							
3:30	3:40	3:54	4:08	4:21	4:30	4:36	
3:45	3:55	4:09	4:23	4:36	4:45	4:51	
4:00	4:10	4:24	4:38	4:51	5:00	5:06	
4:15	4:25	4:39	4:53	5:06	5:15	5:21	
4:30	4:40	4:54	5:08	5:21	5:30	5:36	
4:45	4:55	5:09	5:23	5:36	5:45	5:51	
5:00	5:10	5:23	5:35	5:47	5:56	6:02	
5:15	5:25	5:38	5:50	6:02	6:11	6:17	
5:30	5:39	5:53	6:04	6:16	6:25	6:31	
5:45	5:54	6:08	6:19	6:31	6:40	6:46	
6:00	6:09	6:23	6:34	6:46	6:55	7:01	
6:15	6:24	6:38	6:48	7:00	7:08	7:14	
6:30	6:39	6:53	7:03	7:15	7:23	7:29	
6:45	6:54	7:08	7:18	7:30	7:38	7:44	
7:00	7:08	7:21	7:31	7:43	7:51	7:57	
7:15	7:23	7:36	7:45	7:56	8:03	8:09	
7:30	7:38	7:51	8:00	8:11	8:18	8:24	
7:44	7:52	8:04	8:13	8:23	8:30	8:36	
7:59	8:07	8:19	8:28	8:38	8:45	8:51	
8:14	8:21	8:33	8:41	8:51	8:58	9:04	
8:29	8:36	8:48	8:56	9:06	9:13	9:19	
8:44	8:50	9:02	9:10	9:20	9:27	9:33	
8:59	9:05	9:17	9:25	9:35	9:42	9:48	
9:15	9:21	9:33	9:41	9:51	9:58	10:04	
9:35	9:41	9:53	10:01	10:11	10:18	10:24	
9:55	10:01	10:12	10:19	10:28	10:34	10:40	
10:15	10:21	10:32	10:39	10:48	10:54	11:00	
10:35	10:41	10:52	10:59	11:08	11:14	11:20	
10:55	11:01	11:12	11:19	11:28	11:34	11:40	

Trip deviates from Pico Blvd. to serve E Beverlywood./
Viaje se desvía de Pico Blvd. para servir E Beverlywood.

ALL PM
TIMES IN
BOLD

ROUTE
7

DOWNTOWN SM TO WILSHIRE/ WESTERN STATION D LINE

**SATURDAY
SÁBADO**

	A 7th & Olympic	B 4th & Santa Monica Place (Downtown SM Station)	C Pico & 18th (SMC)	D Pico & Westwood	F Pico & Robertson	H Western & Wilshire (Wilshire/ Western Station)
5:35	5:38	5:42	5:51	5:59	6:16	
5:50	5:53	5:57	6:06	6:14	6:31	
6:05	6:08	6:12	6:21	6:29	6:46	
6:20	6:23	6:27	6:36	6:44	7:01	
6:35	6:38	6:42	6:51	6:59	7:16	
6:50	6:53	6:58	7:08	7:16	7:34	
7:05	7:08	7:13	7:23	7:31	7:49	
7:20	7:23	7:28	7:38	7:46	8:04	
7:35	7:38	7:43	7:54	8:04	8:24	
7:50	7:53	7:58	8:09	8:19	8:39	
8:05	8:08	8:14	8:26	8:37	8:58	
8:20	8:23	8:29	8:41	8:52	9:13	
8:35	8:38	8:46	8:59	9:10	9:32	
8:50	8:53	9:01	9:14	9:25	9:47	
9:05	9:08	9:16	9:29	9:40	10:02	
9:20	9:23	9:31	9:44	9:55	10:17	
9:35	9:38	9:46	9:59	10:10	10:32	
9:47	9:50	9:58	10:12	10:24	10:47	
10:02	10:05	10:13	10:27	10:39	11:02	
10:15	10:19	10:27	10:42	10:54	11:20	
10:30	10:34	10:42	10:57	11:09	11:35	
10:45	10:49	10:58	11:14	11:26	11:52	
11:00	11:04	11:13	11:29	11:41	12:07	
11:15	11:19	11:28	11:44	11:56	12:22	
11:27	11:32	11:41	11:58	12:12	12:38	
11:42	11:47	11:56	12:13	12:27	12:53	
11:57	12:03	12:12	12:29	12:43	1:09	
12:12	12:18	12:27	12:44	12:58	1:24	
Then service every 15 minutes until:						
5:55	6:01	6:10	6:26	6:39	7:05	
6:10	6:16	6:25	6:39	6:50	7:16	
6:25	6:31	6:40	6:54	7:05	7:31	
6:40	6:46	6:55	7:09	7:20	7:46	
6:55	7:01	7:10	7:24	7:35	8:01	
7:10	7:16	7:25	7:38	7:48	8:13	
7:30	7:36	7:45	7:58	8:08	8:33	
7:50	7:56	8:05	8:18	8:28	8:53	
8:10	8:16	8:25	8:38	8:48	9:13	
8:30	8:35	8:44	8:56	9:06	9:29	
8:50	8:55	9:04	9:16	9:26	9:49	
9:10	9:14	9:23	9:33	9:43	10:06	
9:30	9:34	9:43	9:53	10:03	10:26	
9:50	9:54	10:03	10:13	10:23	10:46	
10:10	10:13	10:22	10:32	10:41	11:02	
10:30	10:33	10:42	10:52	11:01	11:22	
11:00	11:03	11:10	11:19	11:28	11:47	

ALL PM
TIMES IN
BOLD

ROUTE
7

WILSHIRE/WESTERN STATION D LINE TO DOWNTOWN SM

**SATURDAY
SÁBADO**

Wilshire & Western (Wilshire/Western Station) (H)	Rimpau Transit Center (G)	Pico & Robertson (F)	Pico & Westwood (D)	Pico & 18th (SMC) (C)	4th & Broadway (Downtown SM Station) (B)	7th & Olympic (A)
5:32	5:38	5:49	5:57	6:06	6:12	6:17
5:47	5:53	6:04	6:12	6:21	6:27	6:32
6:02	6:08	6:19	6:27	6:37	6:43	6:49
6:17	6:23	6:34	6:42	6:52	6:58	7:04
6:30	6:36	6:47	6:55	7:05	7:11	7:17
6:45	6:53	7:04	7:13	7:24	7:30	7:36
7:00	7:08	7:19	7:28	7:39	7:45	7:51
7:13	7:21	7:32	7:41	7:52	7:58	8:04
7:28	7:36	7:48	7:58	8:10	8:19	8:25
7:43	7:51	8:03	8:13	8:25	8:34	8:40
7:59	8:07	8:20	8:30	8:43	8:53	8:59
8:14	8:22	8:35	8:45	8:58	9:08	9:14
8:29	8:37	8:50	9:00	9:13	9:23	9:29
8:44	8:52	9:05	9:15	9:28	9:38	9:44
8:59	9:07	9:20	9:30	9:43	9:53	9:59
9:14	9:22	9:35	9:45	9:58	10:08	10:14
9:29	9:37	9:50	10:00	10:13	10:23	10:29
9:42	9:51	10:05	10:16	10:32	10:42	10:48
9:56	10:05	10:19	10:30	10:46	10:56	11:02
10:11	10:20	10:34	10:45	11:01	11:11	11:17
10:26	10:35	10:49	11:00	11:16	11:26	11:32
10:41	10:50	11:04	11:15	11:31	11:41	11:47
10:56	11:05	11:19	11:30	11:46	11:56	12:02
11:11	11:20	11:34	11:45	12:01	12:11	12:17
11:24	11:34	11:48	12:01	12:19	12:29	12:36

Then service every 15 minutes until:

5:42	5:51	6:02	6:12	6:30	6:40	6:46
5:57	6:06	6:17	6:27	6:45	6:55	7:01
6:12	6:21	6:32	6:42	6:56	7:05	7:11
6:27	6:36	6:47	6:57	7:11	7:20	7:26
6:42	6:51	7:02	7:12	7:26	7:35	7:41
6:58	7:07	7:18	7:28	7:42	7:51	7:57
7:15	7:24	7:35	7:45	7:59	8:08	8:14
7:35	7:44	7:54	8:03	8:15	8:24	8:29
7:55	8:04	8:14	8:23	8:35	8:44	8:49
8:15	8:24	8:34	8:43	8:55	9:04	9:09
8:35	8:43	8:53	9:02	9:11	9:19	9:24
8:55	9:03	9:13	9:22	9:31	9:39	9:44
9:15	9:23	9:33	9:42	9:51	9:59	10:04
9:35	9:42	9:52	10:00	10:08	10:15	10:19
9:55	10:02	10:12	10:20	10:28	10:35	10:39
10:15	10:22	10:32	10:40	10:48	10:55	10:59
10:35	10:42	10:52	11:00	11:08	11:15	11:19
10:55	11:02	11:12	11:20	11:28	11:35	11:39

ALL PM
TIMES IN
BOLD

ROUTE
7

DOWNTOWN SM TO WILSHIRE/ WESTERN STATION D LINE

**SUNDAY
DOMINGO**

A 7th & Olympic	B 4th & Santa Monica Place (Downtown SM Station)	C Pico & 18th (SMC)	D Pico & Westwood	F Pico & Robertson	H Western & Wilshire (Wilshire/Western Station)
6:05	6:08	6:13	6:24	6:32	6:48
6:35	6:38	6:43	6:54	7:02	7:18
6:50	6:53	6:58	7:09	7:17	7:33
7:05	7:08	7:13	7:24	7:32	7:48
7:20	7:23	7:29	7:39	7:48	8:05
7:35	7:38	7:44	7:54	8:03	8:20
7:50	7:53	7:59	8:10	8:19	8:38
8:05	8:09	8:15	8:27	8:36	8:56
8:20	8:24	8:30	8:42	8:51	9:11
8:35	8:39	8:45	8:57	9:06	9:26
8:50	8:54	9:00	9:13	9:24	9:45
9:05	9:09	9:15	9:28	9:39	10:00
9:20	9:24	9:30	9:43	9:54	10:15
9:33	9:37	9:43	9:58	10:10	10:33
9:48	9:52	9:58	10:13	10:25	10:48
10:03	10:07	10:13	10:28	10:40	11:03
10:16	10:20	10:28	10:45	10:58	11:22
10:31	10:35	10:43	11:00	11:13	11:37
10:45	10:50	10:59	11:16	11:29	11:53
11:00	11:05	11:14	11:31	11:44	12:08
11:15	11:20	11:29	11:46	11:59	12:23
11:30	11:35	11:44	12:01	12:14	12:38
11:45	11:50	11:59	12:16	12:29	12:53
12:00	12:05	12:14	12:31	12:44	1:08
12:12	12:18	12:28	12:45	1:00	1:24
Then service every 15 minutes until:					
5:40	5:46	5:55	6:12	6:26	6:49
5:55	6:01	6:10	6:27	6:41	7:04
6:10	6:16	6:25	6:42	6:56	7:19
6:30	6:36	6:45	6:59	7:12	7:35
6:50	6:56	7:05	7:19	7:32	7:55
7:10	7:15	7:24	7:38	7:51	8:13
7:30	7:35	7:44	7:58	8:11	8:33
7:50	7:55	8:04	8:18	8:31	8:53
8:10	8:15	8:22	8:36	8:48	9:08
8:30	8:35	8:41	8:54	9:05	9:25
8:50	8:55	9:01	9:14	9:25	9:45
9:10	9:15	9:21	9:32	9:42	10:02
9:30	9:35	9:41	9:52	10:02	10:22
9:50	9:55	10:01	10:12	10:22	10:42
10:10	10:14	10:20	10:31	10:41	11:00
10:30	10:34	10:40	10:50	10:59	11:17
11:00	11:03	11:10	11:19	11:28	11:47

ALL PM
TIMES IN
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ROUTE
7

WILSHIRE/WESTERN STATION D LINE TO DOWNTOWN SM

**SUNDAY
DOMINGO**

Wilshire & Western (Wilshire/Western Station) (H)	Rimpau Transit Center (G)	Pico & Robertson (F)	Pico & Westwood (D)	Pico & 18th (SMC) (C)	4th & Broadway (Downtown SM Station) (B)	7th & Olympic (A)
6:00	6:08	6:18	6:26	6:34	6:41	6:46
6:15	6:23	6:33	6:41	6:49	6:56	7:01
6:30	6:38	6:48	6:58	7:07	7:14	7:19
6:45	6:53	7:03	7:14	7:25	7:32	7:37
7:00	7:08	7:18	7:29	7:40	7:47	7:52
7:15	7:23	7:33	7:44	7:55	8:02	8:07
7:31	7:39	7:50	8:02	8:15	8:22	8:27
7:43	7:51	8:02	8:14	8:27	8:34	8:39
7:58	8:06	8:17	8:29	8:42	8:49	8:54
8:13	8:21	8:32	8:44	8:57	9:04	9:09
8:28	8:36	8:47	8:59	9:12	9:19	9:24
8:43	8:51	9:04	9:16	9:29	9:37	9:43
8:58	9:06	9:19	9:31	9:44	9:52	9:58
9:12	9:20	9:33	9:45	9:58	10:06	10:12
9:27	9:35	9:48	10:00	10:13	10:21	10:27
9:42	9:50	10:03	10:15	10:30	10:40	10:46
9:57	10:05	10:18	10:30	10:45	10:55	11:01
10:12	10:20	10:34	10:46	11:01	11:11	11:17
10:27	10:35	10:49	11:01	11:16	11:26	11:32
10:42	10:50	11:04	11:16	11:31	11:41	11:47
10:57	11:05	11:19	11:31	11:46	11:56	12:02
11:12	11:20	11:34	11:46	12:01	12:11	12:17
11:27	11:36	11:50	12:02	12:18	12:29	12:35
11:42	11:51	12:05	12:17	12:33	12:44	12:50
11:57	12:06	12:20	12:34	12:51	1:03	1:10
12:12	12:21	12:35	12:49	1:06	1:18	1:25
12:27	12:36	12:50	1:04	1:21	1:33	1:40
12:42	12:51	1:05	1:19	1:36	1:48	1:55
12:57	1:06	1:20	1:34	1:51	2:03	2:10
1:12	1:21	1:35	1:49	2:06	2:18	2:25
1:27	1:36	1:50	2:04	2:21	2:33	2:40
1:42	1:51	2:05	2:19	2:36	2:48	2:55
1:57	2:06	2:20	2:34	2:51	3:03	3:10
2:16	2:25	2:39	2:52	3:08	3:19	3:25
Then service every 15 minutes until:						
5:31	5:40	5:52	6:04	6:18	6:28	6:34
5:46	5:55	6:07	6:19	6:33	6:43	6:49
6:01	6:10	6:22	6:34	6:48	6:58	7:04
6:17	6:26	6:38	6:50	7:04	7:14	7:20
6:37	6:46	6:58	7:10	7:24	7:34	7:40
Then service every 20 minutes until:						
8:55	9:03	9:14	9:23	9:32	9:40	9:45
9:15	9:23	9:34	9:43	9:52	10:00	10:05
9:35	9:41	9:52	10:01	10:09	10:16	10:21
9:55	10:01	10:12	10:21	10:29	10:36	10:41
10:15	10:21	10:31	10:39	10:46	10:53	10:58

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TIMES IN
BOLD

ROUTE
7

PICO BLVD

rapid

7

MONDAY - FRIDAY SERVICE ONLY



DOWNTOWN SM TO WILSHIRE/ WESTERN STATION D LINE

**WEEKDAY
DURANTE LA SEMANA**

7th & Olympic (A)	4th & Santa Monica Place (Downtown SM Station) (B)	Pico & Westwood (C)	Western & Wilshire (Wilshire/ Western Station) (E)
6:41	6:45	7:03	7:35
6:55	6:59	7:17	7:49
7:09	7:13	7:31	8:03
7:23	7:27	7:45	8:17
7:37	7:41	7:59	8:31
Then service every 14 minutes until:			
2:51	2:55	3:20	4:01
3:00	3:04	3:29	4:10
3:05	3:09	3:34	4:15
3:16	3:20	3:45	4:28
3:19	3:23	3:48	4:31
3:33	3:37	4:02	4:45
3:47	3:51	4:18	5:01
4:01	4:05	4:32	5:15
4:15	4:19	4:46	5:29
4:29	4:33	5:00	5:43
4:43	4:47	5:14	5:57
4:57	5:01	5:28	6:11
5:11	5:15	5:42	6:25
5:25	5:29	5:54	6:31
5:39	5:43	6:07	6:44
5:53	5:57	6:21	6:56
6:07	6:11	6:35	7:10
6:27	6:31	6:52	7:27
6:47	6:51	7:12	7:40
7:07	7:11	7:28	7:56
7:27	7:31	7:48	8:16

Rapid 7 does not operate on weekends or the following holidays: / Rapid 7 no opera los fines de semana, ni en los siguientes días festivos:

New Year's Day	Memorial Day	Independence Day
Labor Day	Thanksgiving Day	Day After Thanksgiving
Christmas Eve	Christmas Day	New Year's Eve

ALL PM
TIMES IN
BOLD

**RAPID
7**

WILSHIRE/WESTERN STATION D LINE TO DOWNTOWN SM

**WEEKDAY
DURANTE LA SEMANA**

Wilshire & Western (Wilshire/ Western Station) (E)	Rimpau Transit Center (D)	Pico & Westwood (C)	7th & Olympic (A)
6:05	6:12	6:31	6:55
6:19	6:26	6:45	7:09
6:33	6:41	7:00	7:24
6:47	6:55	7:16	7:40
6:55	7:03	7:24	7:48
7:01	7:09	7:30	7:54
7:15	7:24	7:49	8:13
7:29	7:38	8:10	8:34
Then service every 14 minutes until:			
3:25	3:33	3:56	4:22
3:40	3:48	4:11	4:37
3:55	4:03	4:26	4:52
4:10	4:18	4:41	5:07
4:25	4:33	4:56	5:22
4:40	4:48	5:11	5:37
4:55	5:03	5:26	5:52
5:10	5:18	5:41	6:07
5:25	5:33	5:56	6:22
5:42	5:50	6:13	6:39
5:57	6:05	6:28	6:54
6:12	6:20	6:43	7:09

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New Year's Day	Memorial Day	Independence Day
Labor Day	Thanksgiving Day	Day After Thanksgiving
Christmas Eve	Christmas Day	New Year's Eve

ALL PM
TIMES IN
BOLD

**RAPID
7**

EXHIBIT D

Environmental Documents

ENV-2020-0947-CE, Justification Letter and Technical Studies

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

HELEN LEUNG

KAREN MACK

DANA M. PERLMAN
YVETTE LOPEZ-LEDESMA

JENNA HORNSTOCK

VACANT

VACANT

**CITY OF LOS ANGELES
CALIFORNIA**



ERIC GARCETTI
MAYOR

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DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

April 15, 2021

Cornerstone Housing for Adults with
Disabilities (A)
13034 Saticoy Street
North Hollywood, CA 91605

The Bobys Company LLC (O)
444 North Kenter Avenue
Los Angeles, CA 90049

Dana Sayles (R)
Three6ixty
11287 West Washington Boulevard
Culver City, CA 90230

RE: Case No. CPC-2020-0946-DB-MCUP-HCA
Address: 9224 West Pico Boulevard; 1410
South Glendale Drive
Community Plan: West Los Angeles
Zone : C4-1VL-O
D. M. : 132A167, 132B169
C. D. : 5
CEQA : ENV-2020-0947-CE

RE: ENV-2020-0947-CE (Categorical Exemption - Class 32)

The project site consists of three (3) rectangular parcels on relatively flat terrain encompassing a total lot area of 17,604 square feet. The subject property abuts an Alley to the south and has approximately 160 feet of street frontage along Pico Boulevard and 110 feet of frontage along Glendale Drive. The site is currently developed with a one-story brick building, constructed in 1928, containing approximately 11,802 square feet of commercial uses. This structure, along with an existing billboard on the corner parcel, are proposed to be demolished as part of the project. The subject site is located within the West Los Angeles Community Plan area and is zoned C4-1VL-O with a corresponding land use designation of Neighborhood Commercial.

The project is located within a Methane Zone and Special Grading Area (BOE Basic Grid Map A-13372) and proposes to export 13,200 cubic yards of earth. As a result, the project will be required to comply with all applicable federal, state, and local regulations to prevent any adverse impact. Furthermore, a Soils Report was prepared by Geotechnologies, Inc. for the project on November 16, 2020. The Soils Report was reviewed and approved by the Los Angeles Department of Safety, Grading Division, with a Soils Report Approval Letter issued on January 14, 2021 which details a list of conditions that must be complied with during site development. The project is not located on a substandard street in a Hillside area, Very High Fire Severity Zone, Flood Zone, or Hazardous Waste Zone. The subject property is approximately 1.25 kilometers from the nearest known fault (Newport – Inglewood Fault Zone). The property is not within the boundaries or any specific plan, community design overlay, or interim control ordinance.

The proposed project involves the demolition of existing single-story commercial structures and the construction, use, and maintenance of a new (7) seven-story mixed-use building with 64 dwelling units and 9,440 square feet of ground floor restaurant and retail space over two (2) levels of subterranean parking. The proposed mixed-use building would be seven stories with a maximum height of 89 feet, although the seventh story (13 feet in height) is only comprised of rooftop restrooms and open space shade structures. The total building floor area will be approximately 66,081 square feet which equates to a Floor Area Ratio of 3.87 to 1. The proposed structure would observe a zero-foot front yard on Glenville, a zero-foot rear yard, a zero-foot side yard along Pico Boulevard and a 15-foot side yard along the adjacent Alley. There are no protected trees on the site or on the public right-of-way. All units will be designated as supportive housing for individuals with Intellectual and Developmental Disabilities (“IDD”). The dwelling units would include 28 studio units, 24 one-bedroom units, and 12 two-bedroom units, all of which have in-building access to various supportive and training services as well as opportunities for socializing and community-building. The project also proposes the sale and dispensing of alcoholic beverages for on- and off-site consumption in conjunction with three (3) or more establishments in order to accommodate future commercial tenants to be located at the ground floor. A total of 55 parking spaces and 87 bicycle parking spaces (77 long-term spaces and 10 short-term spaces) will be provided at-grade and across two (2) subterranean levels with access provided off a 20-foot public alley to the south.

The project is requesting the following discretionary actions:

1. Pursuant to Section 12.22-A,25 of the Los Angeles Municipal Code (LAMC), a Density Bonus Compliance Review for a project totaling 64 dwelling units, reserving eight (8) dwelling units for Very Low Income household occupancy for a period of 55 years, with vehicular parking provided pursuant to Assembly Bill 2345 and the following Off-Menu Incentives and Waivers of Development Standards:
 - a. An off-menu incentive to allow a maximum floor area ratio of 3.87 to 1 in lieu of the otherwise permitted 1.5 to 1 pursuant to LAMC Section 12.21.1-A;
 - b. An off-menu incentive to allow a zero-foot rear yard in lieu of the otherwise required 19 feet pursuant to LAMC Section 12.10-C,3 in order to permit occupiable residential open space in the rear yard at the second floor;
 - c. An off-menu incentive to allow a maximum height of 89 feet in lieu of the otherwise permitted 45 feet in the C4-1VL-O Zone pursuant to LAMC Section 12.21.1-A; and
 - d. An off-menu waiver to allow for a 400 square-foot commercial loading zone in lieu of the otherwise required 600 square-foot loading zone pursuant to LAMC Section 12.21-C,6.
2. Pursuant to Section 12.24-W,1 of the LAMC, a Master Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on- and off-site consumption in conjunction with three (3) or more establishments; and
3. Any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation (13,200 cubic yards of dirt will be exported), haul route, tree planting, and building permits.

The proposed project would not have a significant effect on the environment. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment” (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act

(CEQA) Guidelines, which establish guidelines and thresholds of significant impact, and provide the methods for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project has been determined that it is Categorically Exempt from environmental review pursuant to Article 19, Section 15332 of the CEQA Guidelines (Class 32) and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. As such, the subject project has been issued a Notice of Exemption for a Class 32 Categorical Exemption.

CLASS 32 CATEGORICAL EXEMPTION

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects.” A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five applicable conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

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

The proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The subject property is located within the West Los Angeles Community Plan Area, which is one of the 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property with a land use designation of Neighborhood Commercial, corresponding to the C1, C1.5, C2, C4, RAS3, RAS4, and P Zones. The subject property is zoned C4-1VL-O and is thus consistent with the existing land use designation. The “O” Oil Drilling District pertains to oil drilling activities and operations, which are not a part of the project. The subject property is not located within the boundaries, or subject to, any additional specific plan, community design overlay, or interim control ordinance.

The proposed project (64-unit mixed-use development) meets the intent of the following Objectives and Policies of the West Los Angeles Community Plan:

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.3: Provide for adequate multi-family residential development.

Objective 1-2: To reduce vehicular trips and congestion by developing new housing in proximity to adequate services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

- Objective 1-4: To promote adequate and affordable housing and increase its accessibility to more segments of the population, especially students and senior citizens.
- Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.
- Policy 1-4.3: Encourage multiple residential development in specified commercial zones.
- Objective 2-1: To conserve and strengthen viable commercial development and to provide additional opportunities for new commercial development and services within existing commercial areas.
- Policy 2-1.1: New commercial uses shall be located in existing established commercial areas or shopping centers.
- Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.
- Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.
- Policy 2-2.2: Promote mixed-use projects along transit corridors and in appropriate commercial areas.
- Policy 2-2.3: Require the mixed use projects and development in pedestrian oriented districts be designated and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.
- Policy 2-2.5: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.
- Objective 2-3: To enhance the appearance of commercial districts.

The proposed mixed-use project will provide new housing options, including restricted affordable units and supportive housing for individuals with intellectual and developmental disabilities, as well as thriving businesses and flexible jobs. The nature of mixed-use development encourages the co-location of residences with commercial uses and amenities, thus reducing vehicular trips and congestion. Additionally, the proximity of the project to Rapid bus lines and high quality, pedestrian-friendly design encourages accessibility from more segments of the population. The proposed mixed-use project is appropriate given the site's commercially zoned designation and frontage along Pico Boulevard, a major commercial corridor that serves both the immediate and surrounding neighborhood. The commercial component of the proposed project will be entirely located on the ground floor and designed with high quality materials and architectural features. Both the physical appearance and proposed uses of the project are compatible with the existing neighborhood and land use policies governing the area. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan and Community Plan.

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

The subject property is located wholly within the West Los Angeles Community Plan Area within the City of Los Angeles. The subject site consists of three (3) lots that total approximately 17,604 square feet, or approximately 0.40 acres, in size. The project site is substantially surrounded by urban uses and is not located near any areas designated for farmland or agricultural uses. The neighborhood is fully built-out with a variety of multi-family and commercial uses that are consistent with their General Plan land use designations and zoning. Pico Boulevard is a heavily trafficked, major commercial corridor that is well-served by public transit and various commercial uses and amenities.

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

The existing site consists of a one-story commercial structure, providing 10,751 square feet of leasable space, and a billboard which will be demolished as part of the project. The project site is located in a well-established urban area which is fully developed with residential and commercial uses. There are currently no trees on the project site or public right-of-way. The project site is not located in a riparian area or other sensitive plant community, and has no value as habitat for endangered species, rare, or threatened species.

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

Traffic

Based upon the existing mobility and circulation networks near the proposed project, the project will not result in significant traffic impacts in the community. A Transportation Assessment was prepared by Overland Traffic Consultants, Inc. in October of 2020 with a subsequent revision dated February 2021 for the proposed mixed-use project. The Los Angeles Department of Transportation (LADOT) reviewed the report and issued a determination, dated April 5, 2021 and attached to the subject case file. In accordance with the LADOT Transportation Assessment Guidelines (TAG) and West Los Angeles thresholds for significant vehicles miles traveled (VMT) impacts, LADOT concluded that implementation of the project would result in no significant VMT impact. Since the project's retail portion is less than the 50,000 square feet threshold, the retail component is determined to have a less than significant impact for the work VMT per employee. Additionally, as cited in the VMT Analysis report prepared by Overland Traffic Consultants, Inc., the VMT projections for the household VMT per capita portion is 5.4 which is beneath the 7.4 threshold of significance. Therefore, the project is not expected to result in any significant impact relating to traffic.

Noise

A Noise and Vibration Impact Assessment and Technical Memorandum was prepared by Terry A. Hayes Associates Inc. on December 10, 2020 for the proposed project. Given that the project would be required to comply with all existing and applicable noise regulations at the federal, state, and local level, the study concluded that the project would not result in any significant noise or vibration impacts in the context of the Appendix G Environmental Checklist criteria of the CEQA Guidelines during construction or operational activities. In analyzing the potential noise and vibration impacts that may arise from impacts related to construction and operations, the project would be required to comply with the following Regulatory Compliance Measures:

- RCM-1: The proposed project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574 (see LAMC Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.
- RCM-2: Construction shall be restricted to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. Construction activity is not permitted on any Sunday or federal holiday.
- RCM-3: Per LAMC Section 112.05, noise-generating equipment operated at the development site shall be equipped with the most effective and technologically feasible noise control devices, such as sound barriers, mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures.
- RCM-4: The proposed project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.
- RCM-5: The Project shall comply with LAMC Section 112.02, which prohibits the operation of Heating, ventilation, and air conditioning (HVAC) or similar mechanical equipment from exceeding the ambient noise level at adjacent occupied properties by more than five (5) decibels.
- RCM-6: Parking structure ramps shall be constructed with concrete and not metal. Interior ramps shall be textured to prevent tire squeal at turning areas.

Complete elimination of construction activity noise is technically infeasible; however, incorporation of the best available noise reduction methods will minimize impacts on the residential uses bordering the project site. Compliance with the various local regulatory measure will further minimize any adverse construction noise impact potential. Regarding vibration impacts, it is not anticipated that project-related trucks would generate perceptible vibration adjacent to the roadway network. Therefore, no impact would occur related to construction vibration.

As the project is primarily a residential development, the project is not expected to generate significant permanent operational noise impacts. Noise generated through human conversation and activities (particularly in outdoor recreational spaces, such as balconies and patios), landscape maintenance, or trash collection would not exceed the recommended noise compatibility guidelines. Any new stationary sources of noise, such mechanical HVAC equipment, installed on the proposed development will be required to comply with LAMC Sections 112.02 and 112.05 which prohibit noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level at neighboring occupied properties by more than five dBA. In addition, the project is

not expected to generate a substantial number of vehicle trips which could in turn generate additional noise. The proposed project is expected to generate a negligible increase in ambient noise from operation.

Through compliance with all existing regulations governing both construction and operational noise, any noise impacts resulting from the project will be less than significant.

Air Quality

The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. By adhering to the stringent SCAQMD rules and regulations pertaining to fugitive dust control and maintaining maximum daily emissions below the SCAQMD mass daily thresholds, proposed project construction activities would be consistent with the goals and objectives of the AQMP to improve air quality in the South Coast Air Basin and would not result in an air quality violation. Additionally, the project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities, thus reducing the vehicle miles traveled for employees, residents, and visitors. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas.

Best Management Practices (BMP) will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing BMPs, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Furthermore, an Air Quality Impacts Assessment Technical Memorandum was prepared by Terry A. Hayes Associates Inc. on December 10, 2020 which is included in the subject case file. The study quantifies the estimated daily construction and operational emissions for various pollutants from the project site using CalEEMod simulations. Based on the simulation results, none of the construction and operational emissions are expected to exceed the South Coast Air Quality Management District (SCAQMD) air quality

significance thresholds. Furthermore, the report finds that the project is consistent with all applicable aspects of the City's General Plan Air Quality Element. The technical report does not recommend any mitigation measures as all construction and operational emissions are expected to be far below the thresholds considered by SCAQMD to be significant under CEQA guidelines. Potential impacts related to air quality from the project will therefore be less than significant.

Water Quality

With regard to water quality, a significant impact would occur if the project would: 1) exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB); 2) increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded; or 3) increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. All wastewater from the project would be treated according to requirements of the National Pollutant Discharge Elimination System (NPDES) permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.

Additionally, 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. Therefore, the proposed project would not result in a significant impact related to water or wastewater infrastructure.

Lastly, 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. 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 not result in a significant impact related to existing storm drain capacities.

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

The site is currently and will continue to be adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. As a result of these regulations, which are required of all projects, the proposed project is not expected to create any impact on existing utilities and public services.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

The City has further considered whether the proposed project is subject to any of the six exceptions set forth in State CEQA Guidelines Section 15300.2 that would prohibit the use of any categorical exemption. Planning staff has determined that none of the exceptions apply to the proposed project, as described below.

- (a) **Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.**

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The project site is in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and is not located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

- (b) **Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

The development of the project site with a 64-unit mixed-use development is consistent with the zone and land use designation of the site, as designated by the West Los Angeles Community Plan, and as permitted by the City and State's Density Bonus incentive program pursuant to LAMC 12.22-A.25. A successive project of the same type and nature would reflect a development that is consistent with the underlying land use designation and the Los Angeles Municipal Code, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact.

The project would not result in a cumulatively considerable contribution to any impact. The threshold of significance for a cumulatively considerable contribution to a traffic impact is the same as the threshold of significance for a project impact. Therefore, since the project would not exceed that threshold it would have neither a project-specific significant impact nor the potential to result in a cumulatively considerable contribution to a significant traffic impact. The same is true for air quality thresholds of significance; the project does not have the potential to result in a project-specific significant air quality impact, and therefore, does not have the potential to result in a cumulatively considerable contribution to a significant air quality impact.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate impacts related to Air Quality, Construction Noise/Vibrations, Operational Noise/Vibrations, and Transportation/traffic. Numerous Los Angeles Municipal Code Sections provide requirements for construction activities and ensure impacts from construction related noise, traffic, and parking are less than significant. The Noise Regulation Ordinance, No. 144,331, provides regulatory compliance measures related to construction noise and maximum noise levels for all activities. LAMC Section 62 provides specific regulatory compliance measures related to construction traffic and parking. LAMC Section 41 requires construction site postings listing representative contact information and permitted construction/demolition hours as established by the Department of Building and Safety. Additionally, there is insufficient evidence to conclude that significant impacts will occur based on past project approvals or in progress entitlement applications and that the proposed project will have adverse impacts on the cumulative impacts of construction noise and transportation/traffic in this area. Further, there is insufficient evidence to conclude that the proposed project will be under construction at the same time as projects within the vicinity. Thus, this exception does not apply.

- (c) **Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

The project proposes to construct a 64-unit mixed-use development with two levels of subterranean parking. The project site is comprised of approximately 17,604 square feet of lot area located in an urbanized area within the City of Los Angeles. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zoning. The project site is a long-established neighborhood and is surrounded by various residential, commercial, and civic uses. The site does not demonstrate any unusual circumstances, and the project will not generate any significant impacts regarding traffic, noise, air quality, or water quality. There are no special districts or other known circumstances that indicate a sensitive surrounding environment. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

- (d) **Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.**

Based on a review of the California Scenic Highway Mapping System, the subject site is not located along a California State Scenic Highway and will not impact any identified scenic resources, including trees, historic buildings, rock outcroppings, or other similar resources, within a highway officially designated as a State Scenic Highway. Furthermore, the street is not designated as a scenic highway in the General Plan, Wilshire Community Plan, or City of Los Angeles Zone Information & Map Access System (ZIMAS). Therefore, this exception does not apply.

- (e) **Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**

Based on a review of the California Department of Toxic Substances Control "Envirostor Database," no known hazardous waste sites are located on the project site. There are also no listed sites within the immediate vicinity of the project site. The subject property has been previously developed with neighborhood-serving commercial and institutional uses which are not expected to utilize hazardous waste or materials that pose significant constraint on the site.

- (f) **Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.**

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. While the existing structure was built in 1928, the project site is not identified as a historic resource subject to historic preservation review, nor is it located within a Historic Preservation Overlay Zone. Additionally, the project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. For these reasons,

construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, and this exception does not apply to the proposed project.

CONCLUSION

The proposed project involves the construction of a new seven-story, 89-foot high, 64-unit mixed-use building with 9,440 square feet of ground floor restaurant and retail space over two levels of subterranean parking. The project will also involve the demolition of existing single-story commercial structures and a billboard across three (3) lots that encompass approximately 17,604 square feet of lot area. There are no trees on the site. The project is consistent with the surrounding developments (which consist of established residential, commercial, and public uses), is permitted by the City and State's Density Bonus Program and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not result in any significant impacts with regard to environmental habitat, noise, air quality, or water quality. The project is located in an urbanized and long-developed area, and thus will be adequately served by all required public utilities and services.

In addition, as the project is in an urbanized area, it is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential and commercial uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.

CITY OF LOS ANGELES
CALIFORNIA

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

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DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

OSAMA YOUNAN, P.E.
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

JOHN WEIGHT
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

January 14, 2021

LOG # 115778
SOILS/GEOLOGY FILE - 2

Cornerstone Housing
444 Ocean Blvd.
Long Beach, CA 90802

TRACT: TR 7580
LOT(S): 8, 9 & 10
LOCATION: 9224 W. Pico Blvd.

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Soils Report	22041	11/16/2020	Geotechnologies, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provides recommendations for the proposed 6-story mixed-use building over two levels of subterranean parking garage. The earth materials at the subsurface exploration locations consist of up to 3 feet of uncertified fill underlain by native soils. The consultants recommend to support the proposed structure on mat-type foundations bearing on native undisturbed soils.

The subsurface exploration encountered groundwater at a depth of 65 feet, and the depth to historical high groundwater level is about 20 feet below the surface, according to the consultants.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis () refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program for the proposed removal of support and/or retaining of slopes adjoining to public way (3307.3.2).

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2. Provide a notarized letter from all adjoining property owners, for shoring purposes, allowing tie-back anchors on their property (7006.6).

3. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).
4. All recommendations of the report that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
5. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
6. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
7. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Board of Building and Safety Commission Office. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period.
8. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
9. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
10. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
11. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

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12. All loose foundation excavation material shall be removed prior to commencement of framing (7005.3).
13. Controlled Low Strength Material, CLSM (slurry) proposed to be used for backfill shall satisfy the requirements specified in P/BC 2020-121.
14. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).

15. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
16. Where any excavation, not addressed in the approved reports, would remove lateral support (as defined in 3307.3.1) from a public way, adjacent property or structures, a supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring, underpinning, and sequence of construction. Shoring recommendations shall include the maximum allowable lateral deflection of shoring system to prevent damage to adjacent structures, properties and/or public ways. Report shall include a plot plan and cross-section(s) showing the construction type, number of stories, and location of adjacent structures, and analysis incorporating all surcharge loads that demonstrate an acceptable factor of safety against failure. (7006.2 & 3307.3.2)
17. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
18. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).
19. Prior to the issuance of the permits, the soils engineer and the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
20. Unsurcharged temporary excavations over 5 feet exposing soil shall be trimmed back at a gradient not exceeding 1:1, as recommended.
21. Shoring shall be designed for the lateral earth pressures specified in the section titled "Shoring Design" starting on page 26 of the 11/16/2020 report; all surcharge loads shall be included into the design.
22. Shoring shall be designed for a maximum lateral deflection of ½ inch where a structure is within a 1:1 plane projected up from the base of the excavation, and for a maximum lateral deflection of 1 inch provided there are no structures within a 1:1 plane projected up from the base of the excavation, as recommended.
23. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
24. All foundations shall derive entire support from native undisturbed soils, as recommended and approved by the soils engineer by inspection.
25. The structure shall be supported on a mat foundation designed to resist uplift hydrostatic pressures that would develop due to the historic high groundwater level conditions or the current groundwater level, whichever is higher, as recommended on page 19 of the

11/16/2020 report. The below-grade building walls shall be designed to resist the hydrostatic pressure that would develop if the groundwater level rose to the ground surface, as recommended on page 22 of the 11/16/2020 report.

26. Slabs placed on approved compacted fill shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.
27. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.
28. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check. According to ASCE 7-16 Section 11.4.8, the long period coefficient (F_v) may be selected per Table 11.4-2 in ASCE 7-16, provided that the value of the Seismic Response Coefficient (C_s) is determined by Equation 12.8-2 for values of the fundamental period of the building (T) less than or equal to $1.5T_s$, and taken as 1.5 times the value computed in accordance with either Equation 12.8-3 for T greater than $1.5T_s$ and less than or equal to T_L or Equation 12.8-4 for T greater than T_L . Alternatively, a supplemental report containing a site-specific ground motion hazard analysis in accordance with ASCE 7-16 Section 21.2 shall be submitted for review and approval.
29. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Wall Design" starting on page 22 of the 11/16/2020 report. Note: All surcharge loads shall be included into the design.
30. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 23 of the 11/16/2020 report (1803.5.12).

Note: Lateral earth pressure due to earthquake motions shall be in addition to static lateral earth pressures and other surcharge pressures.
31. Basement walls and other walls in which horizontal movement is restricted at the top shall be designed for at-rest pressure and hydrostatic pressure as specified on page 22 of the 11/16/2020 report (1610.1). All surcharge loads shall be included into the design.
32. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
33. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
34. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).

35. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
36. Where the ground water table is lowered and maintained at an elevation not less than 6 inches below the bottom of the lowest floor, or where hydrostatic pressures will not occur, the floor and basement walls shall be damp-proofed. Where a hydrostatic pressure condition exists, and the design does not include a ground-water control system, basement walls and floors shall be waterproofed. (1803.5.4, 1805.1.3, 1805.2, 1805.3)
37. The structure shall be connected to the public sewer system per P/BC 2020-027.
38. The infiltration facility design and construction shall comply with the minimum requirements specified in the Information Bulletin P/BC 2020-118.
39. The infiltration system shall be constructed at the location shown on the drawing attached to the current report.
40. The construction of the infiltration system shall be provided under the inspection and approval of the soils engineer.
41. An overflow outlet shall be provided to conduct water to the street in the event that the infiltration system capacity is exceeded. (P/BC 2020-118)
42. Approval for the proposed infiltration system from the Bureau of Sanitation, Department of Public Works shall be secured. In particular, infiltration below the highest historical ground water table shall be approved by the Bureau of Sanitation.
43. A minimum distance of 10 feet (in any direction) shall be provided from adjacent proposed/existing footings to the discharge of the proposed infiltration system. A minimum distance of 10 feet horizontally shall be provided from private property lines to the proposed infiltration system.
44. The dry well area between the blank casing and the surround soils shall be sealed to a minimum depth of 15 feet below the bottom of any adjacent foundation with bentonite slurry (or equivalent) to prevent unintended leakage or horizontal infiltration (See page 37).
45. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).
46. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).
47. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

48. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; protection fences; and, dust and traffic control will be scheduled (108.9.1).
49. Installation of shoring shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).
50. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whichever is more restrictive. Research Report #23835
51. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).
52. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

Leila Etaat

LEILA ETAAT
Structural Engineering Associate II

LE/le
Log No. 115778
213-482-0480

cc: Applicant
Geotechnologies, Inc., Project Consultant
WL District Office

CITY OF LOS ANGELES
 DEPARTMENT OF BUILDING AND SAFETY
 Grading Division

District <u>WLA</u>	Log No. <u>115778</u>
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APPLICATION FOR REVIEW OF TECHNICAL REPORTS

INSTRUCTIONS

- A. Address all communications to the Grading Division, LADBS, 201 N. Figueroa St., 3rd Fl., Los Angeles, CA 90012
 Telephone No. (213)482-0480.
- B. Submit three copies (four for subdivisions) of reports, one "pdf" copy of the report on a CD-Rom,
 and one copy of application with items "1" through "10" completed.
- C. Check should be made to the City of Los Angeles.

<p>1. LEGAL DESCRIPTION</p> <p>Tract: <u>TR 7580</u></p> <p>Block: _____ Lots: <u>8, 9, 10</u></p> <p>3. OWNER: <u>Cornerstone Housing</u></p> <p>Address: <u>444 W. Ocean Blvd, 650</u></p> <p>City: <u>Long Beach</u> Zip: <u>90802</u></p> <p>Phone (Daytime): <u>775 338 5637</u></p>	<p>2. PROJECT ADDRESS: <u>9224 W. Pico, 1410 Glenville 90035</u></p> <p>4. APPLICANT <u>Same</u></p> <p>Address: _____</p> <p>City: _____ Zip: _____</p> <p>Phone (Daytime): _____</p> <p>E-mail address: _____</p>
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5. Report(s) Prepared by: _____ 6. Report Date(s): _____

7. Status of project: Proposed Under Construction Storm Damage

8. Previous site reports? YES if yes, give date(s) of report(s) and name of company who prepared report(s)

9. Previous Department actions? YES if yes, provide dates and attach a copy to expedite processing.

Dates: _____

10. Applicant Signature: [Signature] Position: _____

(DEPARTMENT USE ONLY)

REVIEW REQUESTED	FEES	REVIEW REQUESTED	FEES
<input checked="" type="checkbox"/> Soils Engineering	<u>363.00</u>	No. of Lots	
<input type="checkbox"/> Geology		No. of Acres	
<input type="checkbox"/> Combined Soils Engr. & Geol.		<input type="checkbox"/> Division of Land	
<input type="checkbox"/> Supplemental		Other	
<input type="checkbox"/> Combined Supplemental		<input checked="" type="checkbox"/> Expedite	<u>181.50</u>
<input type="checkbox"/> Import-Export Route		<input type="checkbox"/> Response to Correction	
Cubic Yards: _____		<input type="checkbox"/> Expedite ONLY	
		Sub-total	<u>544.50</u>
		One-Stop Surcharge	<u>129.80</u>
		TOTAL FEE	<u>674.30</u>

Fee Due: \$674.30

Fee Verified By: BJ Date: 1/4/21

(Cashier Use Only)

Los Angeles Department of Building and Safety
 Metro 4th Floor 01/05/2021 10:59:05 AM
 User ID: rkhachatryan
 Receipt Ref Mbr: 2021005001-24
 Transaction ID: 2021005001-24-1
 GRADING REPORT \$363.00
 SYSTEMS DEV SURCH \$32.67
 GEN PLAN MAINT SURCH \$38.12
 DEV SERV CENTER SURCH \$16.34
 CITY PLAN SURCH \$32.67
 PLAN APPROVAL FEE \$181.50
 MISC OTHER \$10.00
 Amount Paid: \$674.30
 PCIS Number: NA
 Job Address: 9224 W PICO
 Owners Name: CORNERSTON HOUSING

ACTION BY: _____

THE REPORT IS: NOT APPROVED

APPROVED WITH CONDITIONS BELOW ATTACHED

_____	_____
For Geology	Date
_____	_____
For Soils	Date



Technical Memorandum

TO: Cornerstone Housing for Adults with Disabilities
444 West Ocean Boulevard, Suite 650
Long Beach, CA 90802

FROM: Terry A. Hayes Associates Inc.

DATE: December 10, 2020

RE: **Etta Village Project – Air Quality Impacts Assessment**

SUMMARY

The purpose of this Technical Memorandum is to evaluate potential air quality impacts in accordance with California Environmental Quality Act (CEQA) requirements for the Etta Village Project (proposed project). The proposed project would not result in a significant air quality impact in the context of the Appendix G Environmental Checklist criteria of the CEQA Guidelines during construction or operational activities. Therefore, the proposed project would satisfy the requirements of a Class 32, Infill Categorical Exemption (CEQA Guidelines Section 15332).

PROJECT DESCRIPTION

The proposed project is located at 9224 West Pico Boulevard and 1410 South Glenville Drive in the City of Los Angeles. An existing 10,751-square-foot commercial building would be demolished for a six-story mixed-use building with 64 residential units for intellectually or developmentally disabled adults (with eight very low-income units), common areas with learning facilities and 9,440 square feet of retail/restaurant space on the ground and second floors. Parking would be provided on the ground floor and two basement levels. Construction is anticipated to begin in the second quarter of 2022 and require 15,500 cubic yards of export.

The proposed project anticipated to open in 2023, there will be 141 residents and 28 employees. According to the Traffic Assessment prepared for the proposed project, this would generate an increase of 543 net daily trips with 55 net vehicle trips during the AM peak hour and 47 net trips during the PM peak hour. The daily trips would result in 3,086 vehicle miles traveled on the local and regional roadway network.



Terry A. Hayes Associates Inc.
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Culver City, California 90232
310.839.4200 fax 310.839.4201

AIR QUALITY TOPICAL BACKGROUND

Air quality is typically characterized by ambient air concentrations of seven specific pollutants identified by the United States Environmental Protection Agency (USEPA) to be of concern with respect to health and welfare of the general public. These specific pollutants, known as criteria air pollutants, are pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. These pollutants are common by products of human activities and have been documented through scientific research to cause adverse health effects. The federal ambient concentration criteria are known as the National Ambient Air Quality Standards (NAAQS), and the California ambient concentration criteria are referred to as the California Ambient Air Quality Standards (CAAQS). Federal criteria air pollutants include ground-level ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), respirable particulate matter ten microns or less in diameter (PM₁₀), fine particulate matter 2.5 microns or less in diameter (PM_{2.5}), and lead. In addition to the federal criteria pollutants, the State regulates visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Air toxics are generally defined as those contaminants that are known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard. Air toxics are also defined as an air pollutant that may increase a person's risk of developing cancer and/or other serious health effects; however, the emission of a toxic chemical does not automatically create a health hazard. Air toxics include, but are not limited to, diesel particulate matter (PM), metals, gases absorbed by particles, and certain vapors from fuels and other sources.

REGULATORY FRAMEWORK

Federal

The Clean Air Act (CAA) governs air quality at the national level and the USEPA is responsible for enforcing the regulations provided in the CAA. The USEPA is authorized to establish the NAAQS that set protective limits on concentrations of air pollutants in ambient air. Enforcement of the NAAQS is required under the 1977 CAA and subsequent amendments. The CAA grants the USEPA authority to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS concentrations have been met on a regional scale relying upon air monitoring data from the most recent three-year period. The USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, State, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP. The NAAQS and the attainment status of each criteria pollutant are summarized in **Table 1**. The South Coast Air Basin (SCAB) does not meet the NAAQS for O₃ and PM_{2.5}.

State

Air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). The CCAA is administered by the California Air Resources Board (CARB) at the State level and by the air quality management districts at the regional and local levels. The CCAA requires all areas of the state to achieve and maintain the CAAQS by the earliest feasible date, which is determined in the most recent SIP based on existing emissions and reasonably foreseeable control measures that will be implemented in the future. The CAAQS are also summarized in **Table 1**, which presents the attainment status designations for the Los Angeles County portion of the SCAB. The SCAB does not meet the CAAQS for O₃, PM₁₀, and PM_{2.5}.

TABLE 1: AMBIENT AIR QUALITY STANDARDS AND ATTAINMENT STATUS DESIGNATIONS					
Pollutant	Averaging Period	California		Federal	
		Standards (CAAQS)	Attainment Status	Standards (NAAQS)	Attainment Status
Ozone (O ₃)	1-Hour Average	0.09 ppm (180 µg/m ³)	Nonattainment	--	--
	8-Hour Average	0.070 ppm (137 µg/m ³)	Nonattainment	0.070 ppm (137 µg/m ³)	Nonattainment
Carbon Monoxide (CO)	1-Hour Average	20 ppm (23 mg/m ³)	Attainment	35.0 ppm (40 mg/m ³)	Attainment
	8-Hour Average	9.0 ppm (10 mg/m ³)	Attainment	9.0 ppm (10 mg/m ³)	Attainment
Nitrogen Dioxide (NO ₂)	1-Hour Average	0.18 ppm (338 µg/m ³)	Attainment	0.10 ppm (188 µg/m ³)	Attainment
	Annual Arithmetic Mean	0.03 ppm (57 µg/m ³)	Attainment	0.053 ppm (100 µg/m ³)	Attainment
Sulfur Dioxide (SO ₂)	1-Hour Average	0.25 ppm (655 µg/m ³)	Attainment	0.075 ppm (196 µg/m ³)	Attainment
	24-Hour Average	0.04 ppm (105 µg/m ³)	Attainment	0.14 ppm (365 µg/m ³)	Attainment
	Annual Arithmetic Mean	--	--	0.030 ppm (80 µg/m ³)	Attainment
Respirable Particulate Matter (PM ₁₀)	24-Hour Average	50 µg/m ³	Nonattainment	150 µg/m ³	Attainment
	Annual Arithmetic Mean	20 µg/m ³	Nonattainment	--	--
Fine Particulate Matter (PM _{2.5})	24-Hour Average	--	--	35 µg/m ³	Nonattainment
	Annual Arithmetic Mean	12 µg/m ³	Nonattainment	12.0 µg/m ³	Nonattainment
Lead (Pb)	30-day Average	1.5 µg/m ³	Attainment	--	--
	Calendar Quarter	--	--	1.5 µg/m ³	Attainment (Project Area)
	Rolling 3-Month Average	--	--	0.15 µg/m ³	Attainment (Project Area)
Sulfates	24-Hour Average	25 µg/m ³	Attainment	No Federal Standards	
Hydrogen Sulfide	1-Hour Average	0.03 ppm (42 µg/m ³)	Attainment		
Vinyl Chloride	24-Hour Average	0.01 ppm (26 µg/m ³)	Attainment		

Note: ppm = parts per million; µg/m³ = micrograms per cubic meter.
SOURCE: CARB, *Air Quality Standards and Area Designations*, December 3, 2019.

The California Toxic Air Contaminant Identification and Control Act created a program to reduce exposure to air toxics. The CARB is required to prioritize the identification and control of air toxics emissions. In selecting substances for review, the CARB must consider criteria relating to the risk of harm to public health, such as amount or potential amount of emissions, manner of and exposure to usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community.

Regional

The South Coast Air Quality Management District (SCAQMD) was created to coordinate air quality planning efforts in non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, the Riverside County portion of the Salton Sea and Mojave Desert Air Basins, and Orange County. The SCAQMD is tasked with preparing regional programs and policies designed to improve air quality within the SCAB, which are assessed and published in the form of the Air Quality Management Plan (AQMP). The AQMP is updated every four years to evaluate the effectiveness of the adopted programs and policies and to forecast attainment dates for nonattainment pollutants to support the SIP based on measured regional air quality and anticipated implementation of new technologies and emissions reductions. The most recent publication is the 2016 AQMP, which is intended to serve as a regional blueprint for achieving the federal air quality standards and healthful air. The AQMP includes strategies to ensure that attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the air quality standards are not met by the established date.

The AQMP also includes an element that is related to transportation and sustainable communities planning. Pursuant to California Health and Safety Code Section 40450, the Southern California Association of Governments (SCAG) has the responsibility of preparing and approving the portions of the AQMP relating to regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. The analysis incorporated into the 2016 AQMP is based on the forecasts contained within the SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG has approved the 2020-2045 RTP/SCS, although these growth projections have not been incorporated by SCAQMD into the current AQMP.

The SCAQMD has also established various rules to manage and improve air quality in the SCAB. The City would be required to comply with all applicable SCAQMD Rules and Regulations pertaining to construction activities, including, but not limited to:

- Rule 402 (Nuisance) states that a person should not emit air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- Rule 403 (Fugitive Dust) controls fugitive dust through various requirements including applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, limiting vehicle speeds on unpaved roads to 15 miles per hour, and maintaining effective cover over exposed areas. Rule 403 also prohibits the release of fugitive dust emissions from any active operation, open storage piles, or disturbed surface area beyond the property line of the emission source and prohibits particulate matter deposits on public roadways.

EXISTING CONDITIONS

Local Climate

The SCAB is subject to high levels of air pollution due to the immense magnitude of emissions sources and the combination of topography, low mean atmospheric mixing height, and abundant sunshine. Although the SCAB has a semiarid climate, air near the surface is generally moist because of the presence of a shallow marine layer. With very low average wind speeds, there is a limited capacity to disperse air contaminants horizontally. The mountains and hills surrounding the SCAB contribute to the variation of rainfall, temperature, and winds throughout the region. During the spring and early summer, pollution produced during any one day is typically blown out of the SCAB through mountain passes or lifted by warm, vertical currents adjacent to mountain slopes. The vertical dispersion of air pollutants in the SCAB is limited by temperature inversions in the atmosphere close to the Earth's surface. The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants become more concentrated in urbanized areas with pollution sources of greater magnitude.

Monitored Pollutant Concentrations

Air quality within the SCAB region is characterized by concentrations of air pollutants measured at 37 monitoring stations located throughout the SCAQMD jurisdiction.¹ The SCAB is divided geographically into 38 source receptors areas (SRAs), each of which contains an air quality monitoring station excluding SRA 7. The SRA boundaries were drawn based on proximity to the nearest air monitoring station, the local emission inventories, and surrounding topography. The proposed project site is located in SRA 2 (Northwest Los Angeles County Coastal). The monitoring station that collects ambient air quality data in SRA 2 is the West Los Angeles-Veterans Administration Monitoring Station, although this station only monitors O₃ and NO₂.² Based on the project location and meteorological conditions, the Downtown Los Angeles Monitoring Station located in SRA 1 (Central Los Angeles County) best represents PM₁₀ and PM_{2.5} data. The SCAQMD has discontinued permanent monitoring activities for ambient CO and SO₂ concentrations following an extended trend of concentrations decreasing and remaining well below established ambient air quality standards.

Concentrations of air pollutants measured between 2017 and 2019 are presented below in **Table 2**.³ CARB has not posted air quality data from 2020. Consistent with the federal nonattainment designations for Los Angeles County, ambient concentrations of O₃ and PM_{2.5} exceeded the associated NAAQS and CAAQS numerous times over the three-year period. Additionally, concentrations of PM₁₀ exceeded the CAAQS in all three years. The data demonstrate the ongoing challenges that the region faces with regards to improving air quality and bringing the SCAB into attainment of the federal and State standards.

¹SCAQMD, *Annual Air Quality Monitoring Network Plan*, July 1, 2018.

²CARB, *Quality Assurance Air Monitoring Site Information*, November 4, 2020.

³CARB, *iADAM: Air Quality Data Statistics*, November 4, 2020.

TABLE 2: AMBIENT AIR QUALITY DATA				
Pollutant	Air Quality Standards and Metrics	Maximum Concentrations and Frequency of Exceeded Standards		
		2017	2018	2019
Ozone (O ₃)	Maximum 1-hr Concentration (ppm) Days > 0.09 ppm (State 1-hr Standard)	0.099 1	0.094 0	0.086 0
	Maximum 8-hr Concentration (ppm) Days > 0.070 ppm (State and National 8-hr Standard)	0.077 3	0.073 2	0.075 1
Nitrogen Dioxide (NO ₂)	Maximum 1-hr Concentration (ppm) Days > 0.18 ppm (State 1-hr standard)	0.056 0	0.065 0	0.049 0
	Days > 0.100 ppm (National 1-hr standard)	0	0	0
	Maximum 24-hr Concentration (µg/m ³) Days > 50 µg/m ³ (State 24-hr Standard) Days > 150 µg/m ³ (Federal 24-hr Standard)	96.2 40 0	81.2 31 0	93.9 15 0
Respirable Particulate Matter (PM ₁₀)	Annual Concentration (µg/m ³) Exceed State Annual Standard (20 µg/m ³)	26 Yes	30 Yes	23 Yes
	Maximum 24-hr Concentration (µg/m ³) Days > 35 µg/m ³ (National 24-hr Standard)	61.7 6	65.3 6	43.5 1
Fine Particulate Matter (PM _{2.5})	Annual Concentration (µg/m ³) Exceed State Annual Standard (12 µg/m ³) Exceed Federal Annual Standard (12.0 µg/m ³)	16.3 Yes Yes	16.0 Yes Yes	10.8 No No

SOURCE: CARB, *Air Quality Data Statistics, Top 4 Summary*, <http://www.arb.ca.gov/adam/topfour/topfour1.php>, accessed November 4, 2020.

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The CARB has identified the following groups who are most likely to experience adverse health effects due to exposure to air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, land uses that constitute sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The SCAQMD has established 500 meters, or 1,640 feet, as the distance for assessing localized air quality impacts. The development site is primarily surrounded by high-density multi-family and single-family residential communities and commercial uses.

SIGNIFICANCE THRESHOLDS

The assessment has considered the potential to result in significant environmental impacts related to air quality in the context of the Appendix G Environmental Checklist criteria of the CEQA Statute and Guidelines. Implementation of the project may result in a significant impact related to air quality if it would:

- a) Conflict with or obstruct implementation of the applicable air quality plan;
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- c) Expose sensitive receptors to substantial pollutant concentrations; and/or
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The SCAQMD published a CEQA Air Quality Handbook to guide air quality assessments for CEQA projects within its jurisdiction. SCAQMD methodologies recommend that air pollutant emissions be analyzed in both regional and local contexts. Regional emissions refer to all emissions that would be associated with construction and operation of a project, while localized emissions refer to only those emissions that would be produced by sources located on the project site. To assist in the assessment of air pollutant emissions, the SCAQMD established maximum daily threshold values for air pollutant emissions from CEQA projects within the SCAB. The mass daily thresholds were derived using regional emissions modeling techniques to prevent the occurrence of air quality violations that would obstruct implementation of the AQMP and hinder efforts to improve regional air quality.

Table 3 presents the SCAQMD mass daily air quality significance thresholds for regional and localized emissions of regulated pollutants resulting from construction activities.⁴ The localized air quality significance thresholds are specific to SCAQMD SRA 2 for a one-acre construction site with sensitive receptors within 25 meters and were obtained from the SCAQMD localized significance threshold (LST) guidance document.^{5,6} The LST values were derived from regionally-specific modeling of pollutant emissions and designed to prevent localized pollutant concentrations from exceeding applicable ambient air quality standards near construction sites based on existing ambient air quality.

TABLE 3: SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS – MASS DAILY EMISSIONS						
Pollutant	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
CONSTRUCTION						
Regional Threshold (lb/day)	75	100	550	150	150	55
Localized Threshold (lb/day)	--	103	562	--	4	3
OPERATION						
Regional Threshold (lb/day)	55	55	550	150	150	55
Note: LST values selected for one-acre daily disturbance based on equipment inventory and 25-meter receptor distance in SRA 2.						
SOURCE: SCAQMD, 2015; 2009.						

Furthermore, SCAQMD is tasked with managing exposure of sensitive receptors to air toxics and carcinogenic risk. According to SCAQMD methodology, health effects from carcinogenic air toxics are described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person continuously exposed to concentrations of toxic air contaminants (TACs) over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. SCAQMD has stated that the incremental cancer risk should not exceed 10 persons in one million, and the chronic and acute risks should not exceed a calculated Hazard Index value of 1.0.

METHODOLOGY

Construction

Emissions of air pollutants that would be generated by construction activities were calculated using the California Emissions Estimator Model (CalEEMod, Version 2016.3.2). CalEEMod is the preferred regulatory tool for estimating air pollutant emissions associated with land use developments in California. Land use inputs to CalEEMod included 64 apartment units, 9,440 square feet retail/restaurant space on

⁴SCAQMD, *SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds*, March 2015.

⁵SCAQMD, *Final Localized Significance Threshold Methodology Appendix C Mass Rate Lookup Tables*, October 21, 2009.

⁶SCAQMD, *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, 2008.

ground and second floors, and 55 parking spaces in on the ground floor and two basement levels with an elevator. Sources of air pollutant emissions associated with proposed project construction include heavy-duty diesel equipment exhaust, fugitive dust generation from material movement, off-gassing of volatile compounds from architectural finishing, haul truck trips, vendor material delivery trips, and construction worker trips. Detailed construction modeling data can be found in the technical Appendix.

Operations

CalEEMod was also used to produce estimates of daily air pollutant emissions during future operation. CalEEMod generates default estimates of population growth and daily vehicle trips associated with land uses in lieu of project-specific information. The proposed project would result in an increase of 543 net daily trips with 55 net vehicle trips during the AM peak hour and 47 net trips during the PM peak hour. The daily trips would result in 3,086 vehicle miles traveled on the local and regional roadway network. Direct sources of operational emissions would include mobile source trips and area source emissions such as consumer product use (i.e., household cleaners) and landscaping activities. Indirect source emissions during operations would include energy consumption such as natural gas use associated with space heating, water heating, and stoves. Detailed operational emissions data can be found in the technical Appendix.

IMPACT ASSESSMENT

a) Would the proposed project conflict with or obstruct implementation of the applicable air quality plan? (Less-than-Significant Impact)

The currently applicable air quality plan is the 2016 AQMP. The ensuing discussions address potential environmental impacts in the context of consistency with the 2016 AQMP and the underlying growth projections derived from the RTP/SCS.

Construction

According to SCAQMD, there are two key indicators of consistency with the AQMP:

- 1) Whether the proposed project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan; and,
- 2) Whether the proposed project would exceed the forecasted growth incorporated into the AQMP. Construction activity would not affect forecasted growth assumptions.

The following analysis addresses the first consistency criterion, which is related to violations of the CAAQS and NAAQS. Short-term, temporary emissions associated with construction activities would not have the potential to conflict with implementation of the AQMP so long as no SCAQMD air quality mass daily thresholds of significance are exceeded. SCAQMD advises that daily emissions below the thresholds presented in **Table 3** can be considered less-than-significant. As shown in **Table 4**, below, maximum daily regional and localized emissions associated with proposed project construction would not exceed any applicable SCAQMD significance threshold for ozone precursors and criteria pollutants.

Localized emissions were analyzed in order to ascertain potential effects on localized concentrations and determine if there is a potential for emissions from sources located on the proposed project site to cause or affect a violation of the air quality standards. As shown in **Table 4**, localized emissions from on-site sources would remain substantially below the applicable SCAQMD LST values for a one-acre site in SRA 2. Therefore, emissions associated with construction of the proposed project would not have the potential to conflict with or obstruct implementation of the AQMP based on the frequency of air quality violations.

TABLE 4: ESTIMATED DAILY EMISSIONS – CONSTRUCTION						
Phase	Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
DEMOLITION						
On-Site Emissions	0.7	6.4	7.5	<0.0	0.3	0.3
Off-Site Emissions	1.0	26.9	7.7	0.1	2.2	0.6
Total	1.7	33.3	15.2	0.1	2.5	1.0
SITE PREPARATION						
On-Site Emissions	1.4	13.9	11.3	<0.0	3.3	1.9
Off-Site Emissions	0.7	16.4	5.3	0.1	1.5	0.4
Total	2.1	30.3	16.6	0.1	4.8	2.3
BUILDING CONSTRUCTION						
On-Site Emissions	1.0	8.5	8.8	<0.0	0.4	0.4
Off-Site Emissions	0.3	1.3	2.4	<0.0	0.8	0.2
Total	1.3	9.8	11.2	<0.0	1.2	0.6
ARCHITECTURAL COATING						
On-Site Emissions	66.3	1.3	1.8	<0.0	0.1	0.1
Off-Site Emissions	<0.0	<0.0	0.3	<0.0	0.1	<0.0
Total	66.3	1.3	2.1	<0.0	0.2	0.1
CONSTRUCTION + ARCHITECTURAL COATING						
On-Site Emissions	67.2	9.8	10.7	<0.0	0.5	0.5
Off-Site Emissions	0.3	1.3	2.7	<0.0	0.9	0.2
Total	67.5	11.1	13.4	<0.0	1.4	0.7
REGIONAL ANALYSIS						
Maximum Regional Daily Emissions	67.6	33.3	16.6	0.1	4.8	2.4
Regional Significance Threshold	75	100	550	150	150	55
Exceed Regional Threshold?	No	No	No	No	No	No
LOCALIZED ANALYSIS						
Maximum Localized Daily Emissions	--	20.3	18.8	--	3.6	2.3
Localized Significance Threshold	--	103	562	--	4	3
Exceed Localized Threshold?	--	No	No	--	No	No
Note: Emissions modeling files can be found in the technical Appendix. SOURCE: TAHA, 2020.						

Construction activities would comply with State and local strategies designed to control air pollution, such as SCAQMD Rules 402 and 403. Best management practices for fugitive dust control include application of water at least three times daily to disturbed ground areas and material stockpiles, as well as limiting off-road vehicle speeds to 15 miles per hour. By adhering to the stringent SCAQMD rules and regulations pertaining to fugitive dust control and maintaining maximum daily emissions below the SCAQMD mass daily thresholds, proposed project construction activities would be consistent with the goals and objectives of the AQMP to improve air quality in the SCAB and would not result in an air quality violation.

Operations

The potential to interfere with the attainment of State and federal air quality standards is related to permanent source of proposed project-related emissions. Operation of the proposed project following the completion of construction activities would involve typical residential use of the multi-family development. The predominant source of emissions would be attributed to mobile vehicle trips by proposed project residents. The proposed project would also include area sources of emissions associated with consumer products use within the dwelling units and around the property, as well as landscaping of the green space.

Daily air pollutant emissions that would occur during proposed project operation were estimated using CalEEMod based on the design parameters and are shown by source type in **Table 5**. Daily emissions of the six regulated pollutants would remain well below the applicable SCAQMD standards for operational activities, and therefore operation of the proposed project would not have the potential to cause or contribute to an air quality violation.

TABLE 5: ESTIMATED DAILY EMISSIONS – OPERATIONS						
Operational Emissions Source	Daily Emissions (lbs/day)					
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Area Sources	1.2	0.1	5.3	<0.0	<0.0	<0.0
Energy Sources	0.1	0.7	0.6	<0.0	0.1	0.1
Mobile Sources	0.6	2.4	5.3	<0.0	1.4	0.4
REGIONAL ANALYSIS						
Daily Operational Emissions	1.9	3.2	11.2	<0.0	1.5	0.5
Regional Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
SOURCE: TAHA, 2020. Emissions modeling files can be found in Appendix.						

Regarding growth forecasts, implementation of the proposed project would add 64 dwelling units and 141 residents to the City of Los Angeles. The 2016 AQMP is formulated based on regional growth projections assessed in the RTP/SCS. The demographic forecast analysis predicts that between 2016 and 2045, the City of Los Angeles will increase its population from 3,933,800 to 4,771,300—an increase of 837,500 people—and will increase its number of households from 1,367,000 to 1,793,000, a change of 426,000. Increases in population and housing within the City of Los Angeles resulting from implementation of the proposed project would constitute less than 0.01 percent of the anticipated growth between 2016 and 2040. Therefore, population and employment projections for the region would not be affected. The proposed project would have no potential to result in growth that would exceed the projections incorporated into the AQMP.

- b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard? (Less-than-Significant Impact)***

Construction

The SCAB is designated as nonattainment of the CAAQS and NAAQS for O₃, PM₁₀, and PM_{2.5}. Therefore, there is an ongoing regional cumulative impact associated with these air pollutants. Taking into account the existing environmental conditions, the SCAQMD propagated guidance that an individual project can emit allowable quantities of these pollutants on a regional scale without significantly contributing to the cumulative impacts. As discussed above and shown in **Table 4**, air pollutant emissions associated with construction of the proposed project would not exceed any applicable SCAQMD air quality thresholds of significance. Despite the region being in nonattainment of the ambient air quality standards for O₃, PM₁₀, and PM_{2.5}, the SCAQMD does not consider individual project emissions of lesser magnitude than the mass daily thresholds to be cumulatively considerable. Therefore, the proposed project would not result in a cumulatively considerable net increase of nonattainment pollutants.

Operations

Implementation of the proposed project would not result in operational emissions near or exceeding any applicable regulatory threshold. As shown in **Table 5**, emissions would be far below the SCAQMD air quality significance thresholds and would be consistent with the land use type. There is no potential for the proposed project to result in a cumulatively considerable net increase of nonattainment pollutants.

- c) Would the proposed project expose sensitive receptors to substantial pollutant concentrations? (Less-than-Significant Impact)***

Construction

The SCAQMD devised its LST values to prevent the occurrence of localized hot spots of criteria pollutant concentrations at sensitive receptor locations surrounding the project site. The LST values were determined using emissions modeling based on ambient air quality measured throughout the SCAB. If maximum daily emissions remain below the LST values during construction activities, it is highly unlikely that air pollutant concentrations in ambient air would reach substantial levels sufficient to create public health concerns for sensitive receptors. As shown in **Table 4**, maximum daily emissions of criteria pollutants and ozone precursors would not exceed any applicable LST values. Therefore, construction of the proposed project would not result in exposure of sensitive receptors to substantial concentrations of criteria pollutants.

With regards to emissions of air toxics, carcinogenic risks, and non-carcinogenic hazards, the use of heavy-duty construction equipment and haul trucks during construction activities would release diesel PM to the atmosphere through exhaust emissions. Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. However, carcinogenic risks are typically assessed over timescales of several years to decades, as the carcinogenic dose response is cumulative in nature. Short-term exposures to diesel PM would have to involve extremely high concentrations in order to exceed the SCAQMD significance threshold of 10 excess cancers per million.

Over the course of construction activities, average diesel PM emissions from on-site equipment would be approximately 0.45 pounds per day. It is highly unlikely that diesel PM concentrations would be of any public health concern during the approximately one year construction period, and diesel PM emissions would cease upon completion of construction activities. Therefore, the proposed project would result in a less than significant impact related to construction TACs.

Operations

The proposed project would introduce a new multi-family residential land use with ground-floor retail to the City of Los Angeles. The proposed project does not include an industrial component that would constitute a new substantial stationary source of operational air pollutant emissions, nor does it include a land use that would generate a substantial number of heavy-duty truck trips within the region. There would be no substantial source of TACs.

d) Would the proposed project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Less-than-Significant Impact)

Construction

The only source of potentially impactful construction emissions other than criteria pollutants, O₃ precursors, and TACs would be emissions leading to odors. Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of architectural coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed project site, would be temporary in nature, and would not persist beyond the termination of construction activities. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. There is no potential for a construction-related odor impact.

Operations

The only source of potentially impactful emissions other than criteria pollutants, ozone precursors, and TACs would be emissions leading to odors. 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 project would not include a land use typically associated with odor impacts. There is no potential for an operational-related odor impact.

REFERENCES

California Air Resources Board, *iADAM: Air Quality Data Statistics*, November 4, 2020.

California Air Resources Board, *Quality Assurance Air Monitoring Site Information*, December 3, 2019.

Overland Traffic Consultants, Inc., *Traffic Assessment for Etta Village Mixed-Use Project*, October 2020.

South Coast Air Quality Management District & BREEZE Software, *California Emissions Estimator Model (CalEEMod, Version 2016.3.2)*, October 2017.

South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017.

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South Coast Air Quality Management District, *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, 2008.

South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology Appendix C – Localized Significance Threshold Screening Tables*, October 21, 2009.

South Coast Air Quality Management District, *SCAQMD Air Quality Significance Thresholds*, March 2015.

Southern California Association of Governments, *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 2020.

TECHNICAL APPENDIX

California Emission Estimator Model
(CalEEMod) Output Files –
Daily Emissions.

Etta Village Project - Los Angeles-South Coast County, Winter

Etta Village Project
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	55.00	Space	0.00	22,000.00	0
High Turnover (Sit Down Restaurant)	9.44	1000sqft	0.00	9,440.00	0
Apartments Mid Rise	64.00	Dwelling Unit	0.44	37,832.00	141

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	490.36	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Etta Village Project - Los Angeles-South Coast County, Winter

Project Characteristics - SCE 2019 ESG/Sustainability Template - Section 2: Quantitative Information
 490.36 CO2/MWh for operational year 2023, assuming SCE power mix of 40% renewable power sources.

Land Use - 64 residential units. 9,440 sq ft of retail/restaurant space. 55 parking spaces provided.

Construction Phase - Construction to start 2nd quarter 2022 and will be operational by 2023.

Off-road Equipment - Construction info from Applicant

Off-road Equipment - Construction info provided by Applicant

Trips and VMT - 10-15 workers/day for Demo, Site Prep, Grading, and Paving. 30 workers/day for construction. 5 workers/day for AC. Truck haul trips to haul away demolition debris of existing 10,751 structure and 15,500 CY of excavated material for subterranean parking.

Demolition -

Grading - 0.5 acres graded per day for 30 days during site preparation.

0.1 acres graded per day for 20 days during grading

Vehicle Trips - 543 net daily trips with 55 net vehicle trips during the AM peak hour and 47 net trips during the PM peak hour.

Woodstoves - No fireplaces

Energy Use -

Construction Off-road Equipment Mitigation - SCAQMD Rule 403

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation - 50% waste diversion to recycling required under CalGreen Building Code

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	100.00	180.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	5.00	10.00

Etta Village Project - Los Angeles-South Coast County, Winter

tblConstructionPhase	NumDays	1.00	30.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	NumberGas	54.40	0.00
tblFireplaces	NumberNoFireplace	6.40	0.00
tblFireplaces	NumberWood	3.20	0.00
tblGrading	AcresOfGrading	12.50	2.00
tblGrading	MaterialExported	0.00	15,500.00
tblLandUse	LandUseSquareFeet	64,000.00	37,832.00
tblLandUse	LotAcreage	0.49	0.00
tblLandUse	LotAcreage	0.22	0.00
tblLandUse	LotAcreage	1.68	0.44
tblLandUse	Population	183.00	141.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Paving
tblOffRoadEquipment	PhaseName		Grading

Etta Village Project - Los Angeles-South Coast County, Winter

tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	PhaseName		Building Construction
tblProjectCharacteristics	CO2IntensityFactor	702.44	490.36
tblTripsAndVMT	WorkerTripNumber	15.00	20.00
tblTripsAndVMT	WorkerTripNumber	15.00	30.00
tblTripsAndVMT	WorkerTripNumber	13.00	30.00
tblTripsAndVMT	WorkerTripNumber	59.00	60.00
tblTripsAndVMT	WorkerTripNumber	13.00	20.00
tblTripsAndVMT	WorkerTripNumber	12.00	10.00
tblVehicleTrips	ST_TR	6.39	2.02
tblVehicleTrips	ST_TR	158.37	43.86
tblVehicleTrips	SU_TR	5.86	2.02
tblVehicleTrips	SU_TR	131.84	43.86
tblVehicleTrips	WD_TR	6.65	2.02
tblVehicleTrips	WD_TR	127.15	43.86
tblWoodstoves	NumberCatalytic	3.20	0.00
tblWoodstoves	NumberNoncatalytic	3.20	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00

2.0 Emissions Summary

Etta Village Project - Los Angeles-South Coast County, Winter

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	1.1940	0.0609	5.2878	2.8000e-004		0.0293	0.0293		0.0293	0.0293	0.0000	9.5215	9.5215	9.1800e-003	0.0000	9.7509
Energy	0.0818	0.7341	0.5549	4.4600e-003		0.0565	0.0565		0.0565	0.0565		892.2671	892.2671	0.0171	0.0164	897.5694
Mobile	0.6874	2.8360	7.2696	0.0252	2.1393	0.0201	2.1593	0.5725	0.0187	0.5911		2,573.1272	2,573.1272	0.1377		2,576.5707
Total	1.9632	3.6310	13.1123	0.0300	2.1393	0.1058	2.2451	0.5725	0.1044	0.6769	0.0000	3,474.9157	3,474.9157	0.1640	0.0164	3,483.8910

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	1.1940	0.0609	5.2878	2.8000e-004		0.0293	0.0293		0.0293	0.0293	0.0000	9.5215	9.5215	9.1800e-003	0.0000	9.7509
Energy	0.0818	0.7341	0.5549	4.4600e-003		0.0565	0.0565		0.0565	0.0565		892.2671	892.2671	0.0171	0.0164	897.5694
Mobile	0.6084	2.4109	5.3286	0.0167	1.3477	0.0138	1.3615	0.3607	0.0128	0.3735		1,707.7077	1,707.7077	0.0991		1,710.1844
Total	1.8842	3.2059	11.1713	0.0215	1.3477	0.0996	1.4473	0.3607	0.0986	0.4593	0.0000	2,609.4962	2,609.4962	0.1254	0.0164	2,617.5047

Etta Village Project - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	4.02	11.71	14.80	28.36	37.00	5.92	35.53	37.00	5.58	32.15	0.00	24.90	24.90	23.58	0.00	24.87

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	5/2/2022	5/13/2022	5	10	
2	Site Preparation	Site Preparation	5/16/2022	6/24/2022	5	30	
3	Grading	Grading	6/27/2022	7/22/2022	5	20	
4	Building Construction	Building Construction	7/25/2022	3/31/2023	5	180	
5	Paving	Paving	4/3/2023	4/14/2023	5	10	
6	Architectural Coating	Architectural Coating	4/17/2023	4/21/2023	5	5	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 2

Acres of Paving: 0

Residential Indoor: 76,610; Residential Outdoor: 25,537; Non-Residential Indoor: 14,160; Non-Residential Outdoor: 4,720; Striped Parking Area: 1,320 (Architectural Coating – sqft)

OffRoad Equipment

Etta Village Project - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Crushing/Proc. Equipment	2	6.00	85	0.78
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Excavators	2	8.00	158	0.38
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Crawler Tractors	1	8.00	212	0.43
Grading	Graders	2	1.00	187	0.41
Grading	Rollers	1	8.00	80	0.38
Grading	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	1	7.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Etta Village Project - Los Angeles-South Coast County, Winter

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	20.00	0.00	1,063.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	6	30.00	0.00	1,938.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	30.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	6	60.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 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	1.4286	11.2514	13.9661	0.0225		0.6076	0.6076		0.5927	0.5927		2,144.6977	2,144.6977	0.2768		2,151.6177
Total	1.4286	11.2514	13.9661	0.0225		0.6076	0.6076		0.5927	0.5927		2,144.6977	2,144.6977	0.2768		2,151.6177

Etta Village Project - Los Angeles-South Coast County, Winter

3.2 Demolition - 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	0.8638	26.7911	7.0028	0.0804	1.8588	0.0772	1.9360	0.5095	0.0739	0.5834		8,735.9119	8,735.9119	0.6220		8,751.4613
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	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	0.9534	26.8500	7.6812	0.0825	2.0823	0.0790	2.1613	0.5688	0.0755	0.6443		8,942.8258	8,942.8258	0.6277		8,958.5176

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	1.4286	11.2514	13.9661	0.0225		0.6076	0.6076		0.5927	0.5927	0.0000	2,144.6977	2,144.6977	0.2768		2,151.6177
Total	1.4286	11.2514	13.9661	0.0225		0.6076	0.6076		0.5927	0.5927	0.0000	2,144.6977	2,144.6977	0.2768		2,151.6177

Etta Village Project - Los Angeles-South Coast County, Winter

3.2 Demolition - 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	0.8638	26.7911	7.0028	0.0804	1.8588	0.0772	1.9360	0.5095	0.0739	0.5834		8,735.9119	8,735.9119	0.6220		8,751.4613
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	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	0.9534	26.8500	7.6812	0.0825	2.0823	0.0790	2.1613	0.5688	0.0755	0.6443		8,942.8258	8,942.8258	0.6277		8,958.5176

3.3 Site Preparation - 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					
Fugitive Dust					6.6108	0.0000	6.6108	3.3763	0.0000	3.3763			0.0000			0.0000
Off-Road	1.9864	20.9565	16.2899	0.0317		0.9366	0.9366		0.8617	0.8617		3,070.8227	3,070.8227	0.9932		3,095.6519
Total	1.9864	20.9565	16.2899	0.0317	6.6108	0.9366	7.5474	3.3763	0.8617	4.2380		3,070.8227	3,070.8227	0.9932		3,095.6519

Etta Village Project - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 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	0.5250	16.2813	4.2557	0.0489	1.1296	0.0469	1.1765	0.3097	0.0449	0.3546		5,308.9361	5,308.9361	0.3780		5,318.3857
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	0.1344	0.0884	1.0175	3.1100e-003	0.3353	2.6200e-003	0.3380	0.0889	2.4200e-003	0.0914		310.3708	310.3708	8.5500e-003		310.5845
Total	0.6593	16.3697	5.2732	0.0520	1.4649	0.0496	1.5145	0.3986	0.0473	0.4459		5,619.3070	5,619.3070	0.3865		5,628.9702

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					2.5782	0.0000	2.5782	1.3168	0.0000	1.3168			0.0000			0.0000
Off-Road	1.9864	20.9565	16.2899	0.0317		0.9366	0.9366		0.8617	0.8617	0.0000	3,070.8227	3,070.8227	0.9932		3,095.6519
Total	1.9864	20.9565	16.2899	0.0317	2.5782	0.9366	3.5148	1.3168	0.8617	2.1785	0.0000	3,070.8227	3,070.8227	0.9932		3,095.6519

Etta Village Project - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 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	0.5250	16.2813	4.2557	0.0489	1.1296	0.0469	1.1765	0.3097	0.0449	0.3546		5,308.9361	5,308.9361	0.3780		5,318.3857
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	0.1344	0.0884	1.0175	3.1100e-003	0.3353	2.6200e-003	0.3380	0.0889	2.4200e-003	0.0914		310.3708	310.3708	8.5500e-003		310.5845
Total	0.6593	16.3697	5.2732	0.0520	1.4649	0.0496	1.5145	0.3986	0.0473	0.4459		5,619.3070	5,619.3070	0.3865		5,628.9702

3.4 Grading - 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					
Fugitive Dust					0.1061	0.0000	0.1061	0.0115	0.0000	0.0115			0.0000			0.0000
Off-Road	0.8855	10.3049	6.2841	0.0145		0.4356	0.4356		0.4007	0.4007		1,399.3851	1,399.3851	0.4526		1,410.6999
Total	0.8855	10.3049	6.2841	0.0145	0.1061	0.4356	0.5416	0.0115	0.4007	0.4122		1,399.3851	1,399.3851	0.4526		1,410.6999

Etta Village Project - Los Angeles-South Coast County, Winter

3.4 Grading - 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	0.1344	0.0884	1.0175	3.1100e-003	0.3353	2.6200e-003	0.3380	0.0889	2.4200e-003	0.0914		310.3708	310.3708	8.5500e-003		310.5845
Total	0.1344	0.0884	1.0175	3.1100e-003	0.3353	2.6200e-003	0.3380	0.0889	2.4200e-003	0.0914		310.3708	310.3708	8.5500e-003		310.5845

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0414	0.0000	0.0414	4.4700e-003	0.0000	4.4700e-003			0.0000			0.0000
Off-Road	0.8855	10.3049	6.2841	0.0145		0.4356	0.4356		0.4007	0.4007	0.0000	1,399.3851	1,399.3851	0.4526		1,410.6999
Total	0.8855	10.3049	6.2841	0.0145	0.0414	0.4356	0.4769	4.4700e-003	0.4007	0.4052	0.0000	1,399.3851	1,399.3851	0.4526		1,410.6999

Etta Village Project - Los Angeles-South Coast County, Winter

3.4 Grading - 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	0.1344	0.0884	1.0175	3.1100e-003	0.3353	2.6200e-003	0.3380	0.0889	2.4200e-003	0.0914		310.3708	310.3708	8.5500e-003		310.5845
Total	0.1344	0.0884	1.0175	3.1100e-003	0.3353	2.6200e-003	0.3380	0.0889	2.4200e-003	0.0914		310.3708	310.3708	8.5500e-003		310.5845

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	0.9630	8.4887	8.8485	0.0140		0.4358	0.4358		0.4061	0.4061		1,311.4170	1,311.4170	0.3819		1,320.9636
Total	0.9630	8.4887	8.8485	0.0140		0.4358	0.4358		0.4061	0.4061		1,311.4170	1,311.4170	0.3819		1,320.9636

Etta Village Project - Los Angeles-South Coast County, Winter

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	0.0360	1.1050	0.3189	2.9700e-003	0.0768	2.1500e-003	0.0790	0.0221	2.0600e-003	0.0242		317.9643	317.9643	0.0200		318.4639
Worker	0.2687	0.1767	2.0351	6.2300e-003	0.6707	5.2500e-003	0.6759	0.1779	4.8400e-003	0.1827		620.7417	620.7417	0.0171		621.1690
Total	0.3047	1.2817	2.3540	9.2000e-003	0.7475	7.4000e-003	0.7549	0.2000	6.9000e-003	0.2069		938.7060	938.7060	0.0371		939.6329

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	0.9630	8.4887	8.8485	0.0140		0.4358	0.4358		0.4061	0.4061	0.0000	1,311.4170	1,311.4170	0.3819		1,320.9636
Total	0.9630	8.4887	8.8485	0.0140		0.4358	0.4358		0.4061	0.4061	0.0000	1,311.4170	1,311.4170	0.3819		1,320.9636

Etta Village Project - Los Angeles-South Coast County, Winter

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	0.0360	1.1050	0.3189	2.9700e-003	0.0768	2.1500e-003	0.0790	0.0221	2.0600e-003	0.0242		317.9643	317.9643	0.0200		318.4639
Worker	0.2687	0.1767	2.0351	6.2300e-003	0.6707	5.2500e-003	0.6759	0.1779	4.8400e-003	0.1827		620.7417	620.7417	0.0171		621.1690
Total	0.3047	1.2817	2.3540	9.2000e-003	0.7475	7.4000e-003	0.7549	0.2000	6.9000e-003	0.2069		938.7060	938.7060	0.0371		939.6329

3.5 Building Construction - 2023

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	0.8867	7.8392	8.7750	0.0140		0.3754	0.3754		0.3498	0.3498		1,312.0866	1,312.0866	0.3799		1,321.5838
Total	0.8867	7.8392	8.7750	0.0140		0.3754	0.3754		0.3498	0.3498		1,312.0866	1,312.0866	0.3799		1,321.5838

Etta Village Project - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023

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	0.0267	0.8369	0.2834	2.8800e-003	0.0768	1.0200e-003	0.0779	0.0221	9.8000e-004	0.0231		308.0896	308.0896	0.0176		308.5294
Worker	0.2532	0.1598	1.8706	6.0000e-003	0.6707	5.1000e-003	0.6758	0.1779	4.7000e-003	0.1826		598.0323	598.0323	0.0154		598.4171
Total	0.2799	0.9967	2.1540	8.8800e-003	0.7475	6.1200e-003	0.7536	0.2000	5.6800e-003	0.2057		906.1219	906.1219	0.0330		906.9465

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	0.8867	7.8392	8.7750	0.0140		0.3754	0.3754		0.3498	0.3498	0.0000	1,312.0866	1,312.0866	0.3799		1,321.5838
Total	0.8867	7.8392	8.7750	0.0140		0.3754	0.3754		0.3498	0.3498	0.0000	1,312.0866	1,312.0866	0.3799		1,321.5838

Etta Village Project - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023

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	0.0267	0.8369	0.2834	2.8800e-003	0.0768	1.0200e-003	0.0779	0.0221	9.8000e-004	0.0231		308.0896	308.0896	0.0176		308.5294
Worker	0.2532	0.1598	1.8706	6.0000e-003	0.6707	5.1000e-003	0.6758	0.1779	4.7000e-003	0.1826		598.0323	598.0323	0.0154		598.4171
Total	0.2799	0.9967	2.1540	8.8800e-003	0.7475	6.1200e-003	0.7536	0.2000	5.6800e-003	0.2057		906.1219	906.1219	0.0330		906.9465

3.6 Paving - 2023

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	0.6910	6.8044	9.9310	0.0153		0.3383	0.3383		0.3112	0.3112		1,476.2394	1,476.2394	0.4775		1,488.1756
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6910	6.8044	9.9310	0.0153		0.3383	0.3383		0.3112	0.3112		1,476.2394	1,476.2394	0.4775		1,488.1756

Etta Village Project - Los Angeles-South Coast County, Winter

3.6 Paving - 2023

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	0.0844	0.0533	0.6235	2.0000e-003	0.2236	1.7000e-003	0.2253	0.0593	1.5700e-003	0.0609		199.3441	199.3441	5.1300e-003		199.4724
Total	0.0844	0.0533	0.6235	2.0000e-003	0.2236	1.7000e-003	0.2253	0.0593	1.5700e-003	0.0609		199.3441	199.3441	5.1300e-003		199.4724

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	0.6910	6.8044	9.9310	0.0153		0.3383	0.3383		0.3112	0.3112	0.0000	1,476.2394	1,476.2394	0.4775		1,488.1756
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6910	6.8044	9.9310	0.0153		0.3383	0.3383		0.3112	0.3112	0.0000	1,476.2394	1,476.2394	0.4775		1,488.1756

Etta Village Project - Los Angeles-South Coast County, Winter

3.6 Paving - 2023

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	0.0844	0.0533	0.6235	2.0000e-003	0.2236	1.7000e-003	0.2253	0.0593	1.5700e-003	0.0609		199.3441	199.3441	5.1300e-003		199.4724
Total	0.0844	0.0533	0.6235	2.0000e-003	0.2236	1.7000e-003	0.2253	0.0593	1.5700e-003	0.0609		199.3441	199.3441	5.1300e-003		199.4724

3.7 Architectural Coating - 2023

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	66.0705					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	66.2622	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Etta Village Project - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2023

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	0.0422	0.0266	0.3118	1.0000e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304		99.6721	99.6721	2.5700e-003		99.7362
Total	0.0422	0.0266	0.3118	1.0000e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304		99.6721	99.6721	2.5700e-003		99.7362

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	66.0705					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	66.2622	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Etta Village Project - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2023

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	0.0422	0.0266	0.3118	1.0000e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304		99.6721	99.6721	2.5700e-003		99.7362
Total	0.0422	0.0266	0.3118	1.0000e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304		99.6721	99.6721	2.5700e-003		99.7362

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Limit Parking Supply

Etta Village Project - Los Angeles-South Coast County, Winter

	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	0.6084	2.4109	5.3286	0.0167	1.3477	0.0138	1.3615	0.3607	0.0128	0.3735		1,707.707 7	1,707.707 7	0.0991		1,710.184 4
Unmitigated	0.6874	2.8360	7.2696	0.0252	2.1393	0.0201	2.1593	0.5725	0.0187	0.5911		2,573.127 2	2,573.127 2	0.1377		2,576.570 7

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	129.28	129.28	129.28	441,769	278,315
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	414.04	414.04	414.04	564,264	355,486
Total	543.32	543.32	543.32	1,006,034	633,801

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Etta Village Project - Los Angeles-South Coast County, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Enclosed Parking with Elevator	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
High Turnover (Sit Down Restaurant)	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0818	0.7341	0.5549	4.4600e-003		0.0565	0.0565		0.0565	0.0565		892.2671	892.2671	0.0171	0.0164	897.5694
NaturalGas Unmitigated	0.0818	0.7341	0.5549	4.4600e-003		0.0565	0.0565		0.0565	0.0565		892.2671	892.2671	0.0171	0.0164	897.5694

Etta Village Project - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1616.12	0.0174	0.1489	0.0634	9.5000e-004		0.0120	0.0120		0.0120	0.0120		190.1319	190.1319	3.6400e-003	3.4900e-003	191.2617
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	5968.15	0.0644	0.5851	0.4915	3.5100e-003		0.0445	0.0445		0.0445	0.0445		702.1352	702.1352	0.0135	0.0129	706.3076
Total		0.0818	0.7341	0.5549	4.4600e-003		0.0565	0.0565		0.0565	0.0565		892.2671	892.2671	0.0171	0.0164	897.5694

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.61612	0.0174	0.1489	0.0634	9.5000e-004		0.0120	0.0120		0.0120	0.0120		190.1319	190.1319	3.6400e-003	3.4900e-003	191.2617
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	5.96815	0.0644	0.5851	0.4915	3.5100e-003		0.0445	0.0445		0.0445	0.0445		702.1352	702.1352	0.0135	0.0129	706.3076
Total		0.0818	0.7341	0.5549	4.4600e-003		0.0565	0.0565		0.0565	0.0565		892.2671	892.2671	0.0171	0.0164	897.5694

6.0 Area Detail

Etta Village Project - Los Angeles-South Coast County, Winter

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
- No Hearths Installed
- Use Low VOC Cleaning Supplies

	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	1.1940	0.0609	5.2878	2.8000e-004		0.0293	0.0293		0.0293	0.0293	0.0000	9.5215	9.5215	9.1800e-003	0.0000	9.7509
Unmitigated	1.1940	0.0609	5.2878	2.8000e-004		0.0293	0.0293		0.0293	0.0293	0.0000	9.5215	9.5215	9.1800e-003	0.0000	9.7509

Etta Village Project - Los Angeles-South Coast County, Winter

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	0.0905					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.9438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1597	0.0609	5.2878	2.8000e-004		0.0293	0.0293		0.0293	0.0293		9.5215	9.5215	9.1800e-003		9.7509
Total	1.1940	0.0609	5.2878	2.8000e-004		0.0293	0.0293		0.0293	0.0293	0.0000	9.5215	9.5215	9.1800e-003	0.0000	9.7509

Etta Village Project - Los Angeles-South Coast County, Winter

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	0.0905					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.9438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1597	0.0609	5.2878	2.8000e-004		0.0293	0.0293		0.0293	0.0293		9.5215	9.5215	9.1800e-003		9.7509
Total	1.1940	0.0609	5.2878	2.8000e-004		0.0293	0.0293		0.0293	0.0293	0.0000	9.5215	9.5215	9.1800e-003	0.0000	9.7509

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Etta Village Project - Los Angeles-South Coast County, Winter

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation



Technical Memorandum

TO: Cornerstone Housing for Adults with Disabilities
444 West Ocean Boulevard, Suite 650
Long Beach CA, 90802

FROM: Terry A. Hayes Associates Inc.

DATE: December 10, 2020

RE: **Etta Village Project – Noise and Vibration Impact Assessment**

SUMMARY

The purpose of this Technical Memorandum is to evaluate potential noise and vibration impacts in accordance with California Environmental Quality Act (CEQA) requirements for the Etta Village Project (proposed project). The proposed project would not result in a significant noise or vibration impact in the context of the Appendix G Environmental Checklist criteria of the CEQA Guidelines during construction or operational activities. Therefore, the proposed project would satisfy the requirements of a Class 32 Infill Categorical Exemption (CEQA Guidelines Section 15332).

PROJECT DESCRIPTION

The proposed project is located at 9224 West Pico Boulevard and 1410 South Glenville Drive in the City of Los Angeles. An existing 10,751-square-foot commercial building would be demolished for a six-story mixed-use building with 64 residential units for intellectually or developmentally disabled adults (with 8 very low-income units), common areas with learning facilities and 9,440 square feet of ground and second floor retail/restaurant space. Parking would be provided on the ground floor and two basement levels. Construction is anticipated to begin in the 2nd quarter of 2022 and require 15,500 cubic yards of export.

When the proposed project opens in 2023, it is anticipated that there will be 141 residents and 28 employees. According to the Traffic Assessment prepared for the proposed project, this would generate an increase of 543 net daily trips with 55 net vehicle trips during the AM peak hour and 47 net trips during the PM peak hour. The daily trips would result in 3,086 vehicle miles traveled on the local and regional roadway network.



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NOISE AND VIBRATION FUNDAMENTALS

Noise

The following noise and vibration information is summarized from the California Department of Transportation (Caltrans) guidance.¹ Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound. The standard unit of measurement for noise is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA.

The noise analysis discusses sound levels in terms of Equivalent Noise Level (L_{eq}) and Community Noise Equivalent Level (CNEL). L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA. CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single-event duration, single-event occurrence, frequency and time of day. Due to the lower background noise level, human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, CNEL is always a higher number than the actual 24-hour average sound level.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or “point source,” decreases by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level is 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet. Noise generated by a mobile source decreases by approximately 3 dBA over hard surfaces and 4.8 dBA over soft surfaces for each doubling of the distance. Generally, noise is most audible when the source is in a direct line-of-sight of the receiver. Barriers, such as walls, berms, or buildings that break the line-of-sight between the source and the receiver greatly reduce noise levels from the source since sound can only reach the receiver by bending over the top of the barrier. However, if a barrier is not sufficiently high or long to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and may evoke a community reaction. A 10-dBA increase is subjectively heard as a doubling in loudness and would likely cause a negative community reaction.

¹Caltrans, *Technical Noise Supplement*, September 2013.

Health Effects of Noise²

The most obvious negative effects of noise are physical damage to hearing. Other obvious effects are the interference of noise with certain activities, such as sleeping and conversation. Less obvious are the stress effects of noise.

Hearing Damage. A person exposed to high noise levels can suffer hearing damage, either gradual or traumatic. Sustained exposure to moderately high noise levels over a period of time can cause gradual hearing loss. It starts out as a temporary hearing loss, such as immediately after a loud rock concert. The hearing usually restores itself within a few hours after exposure, although not quite to its pre-exposure level. This is also called a temporary threshold shift. Although the permanent deterioration may be negligible, it will become significant after many repetitions of the exposure. At that time, it is considered permanent hearing damage. The primary cause of permanent hearing damage is daily exposure to industrial noise.

Short, sudden exposure to an extremely high noise level, such as a gunshot or explosion at very close range, can cause a traumatic hearing loss, which is very sudden and can be permanent. Occupational exposure to noise is controlled at the federal level by Occupational Safety and Health Administration and at the state level by the state level by the California Division of Safety and Health. The maximum allowable noise exposure over an eight hours period is a level of 90 dBA. For each halving of the exposure time, the maximum noise level is allowed to increase 5 dBA. Therefore, the maximum allowable noise exposure (100 percent) is 90 dBA for eight hours, 95 dBA for four hours, 100 dBA for two hours, 105 dBA for one hour, 110 dBA for 30 minutes, and 115 dBA for 15 minutes.

Stress-Related Diseases. Noise can cause stress in humans and may be responsible for stress-related diseases, such as hypertension, anxiety, and heart disease. Although noise is probably not the sole culprit in these diseases, it can be a contributor. The degree to which noise contributes to stress-related diseases depends on noise frequencies, their bandwidths, noise levels, and time patterns. In general, higher frequencies, pure tones, and fluctuating noise levels tend to be more stressful than lower frequencies, broadband, and constant-level noise.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as rock blasting, pile driving, and heavy earth-moving equipment. High levels of vibration may cause physical personal injury or damage to buildings. In addition, high levels of vibration may damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes).

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS

²California Department of Transportation, *Technical Noise Supplement*, September 2013.

amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The VdB acts to compress the range of numbers required to describe vibration.³

Health Effects of Vibration

Ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that can affect concentration or disturb sleep. Although responses to vibration differ, 65 Vdb is the approximate threshold of perception for many people. The approximate dividing line between barely and distinctly perceptible is 75 and 85 Vdb is typically only acceptable if there are an infrequent number of events per day.

REGULATORY FRAMEWORK

Noise

Federal. The Noise Control Act of 1972 established programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In 1981, the United States Environmental Protection Agency (USEPA) determined that subjective issues such as noise would be better addressed at local levels of government, thereby allowing more individualized control for specific issues by designated federal, state, and local government agencies. Consequently, in 1982, responsibilities for regulating noise control policies were transferred to specific federal agencies, and state and local governments. However, noise control guidelines and regulations contained in the USEPA rulings in prior years remain in place. No federal noise regulations are directly applicable to the proposed project.

State. The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. State regulations governing noise levels generated by individual motor vehicles and occupational noise control are not applicable to planning efforts, nor are these areas typically subject to CEQA analysis.

Local. The City has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Regarding construction, Los Angeles Municipal Code (LAMC) Section 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) states that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. on Monday through Friday since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment, or other place of residence. Further, no person, other than an individual home owner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 a.m. or after 6:00 p.m. on any Saturday, nor at any time on any Sunday or on a federal holiday.

³FTA, *Transit Noise and Vibration Impact Assessment*, September 2018.

LAMC Section 112.01 (Radios, Television Sets, and Similar Devices) states that it is unlawful to use or operate any radio, musical instrument, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area. A violation of the LAMC results if the noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof. In addition, a violation results if any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property by more than 5 dBA.

LAMC Section 112.04 (Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices) specifies that no person shall operate any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery, equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between the hours of 10:00 p.m. and 7:00 a.m. of the following day.

LAMC Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise-reduction device or techniques during the operation of equipment.

LAMC Section 116.01 (Loud, Unnecessary, and Unusual Noise) states that it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

In addition to the LAMC, the Noise Element of the General Plan includes noise compatibility guidelines. These guidelines may be used to assess potential effects of new projects to the local community. The Noise Compatibility Guidelines are shown in **Table 1**.

Vibration

The City has not established significance thresholds related to vibration. In the absence of City thresholds, Federal Transit Administration (FTA) guidance may be used to assess the potential for vibration-related damage and annoyance.⁴ For damage, the impact criteria are established based on the structural foundation of the potentially impacted building. Site visits indicate that the buildings near the development site are constructed with engineer concrete or reinforced concrete and steel. Vibration levels that exceed a PPV of 0.3 inches per second could potentially damage these thresholds.

⁴FTA, *Transit Noise and Vibration Impact Assessment*, September 2018.

TABLE 1: GUIDELINES FOR NOISE COMPATIBLE LAND USES (dBA, CNEL)				
Land Use	Normally Acceptable /a/	Conditionally Acceptable /b/	Normally Unacceptable /c/	Clearly Unacceptable /d/
Single-Family, Duplex, Mobile Homes	50-60	55-70	70-75	Above 75
Multifamily Homes	50-65	60-70	70-75	Above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	Above 80
Transient Loading – Motels, Hotels	50-65	60-70	70-80	Above 75
Auditoriums, Concert Halls, Amphitheaters	--	50-70	--	Above 70
Sports Arenas, Outdoor Spectator Sports	--	50-75	--	Above 75
Playgrounds, Neighborhood Parks	50-70	--	70-80	Above 80
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	--	70-80	Above 80
Office Buildings, Business and Professional Commercial	50-70	67-77	Above 75	--
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	Above 75	--

/a/ Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
 /b/ New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
 /c/ New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
 /d/ New construction or development should generally not be undertaken.

SOURCE: City of Los Angeles, *Noise Element of the Los Angeles City General Plan*, February 3, 1999.

EXISTING CONDITIONS

The development site is primarily surrounded by commercial uses and medium-density residential uses. Due to COVID-19 traffic volumes have decreased when compared to non-COVID-19 conditions. Traffic noise is the dominant noise source in urban environments and taking noise measurements at this time would not be representative of typical conditions. Existing noise levels were calculated using the Federal Highway Administration’s Traffic Noise Model (TNM) version 3.0. Traffic volumes were obtained from the traffic assessment prepared for the proposed project and Los Angeles Department of Transportation (LADOT) traffic count data. Calculated noise levels are consistent with noise levels previously measured through the City of Los Angeles in similar noise conditions and range between 55.9 dBA L_{eq} and 70.4 dBA L_{eq} . Noise levels are shown in **Table 2** by roadway segment.

TABLE 2: EXISTING AMBIENT NOISE LEVELS		
Roadway Segment	Roadway Type/Noise Condition	Noise Level (dBA, L_{eq})
Pico Blvd. between Beverly Dr. and Robertson Blvd.	Arterial Street	70.4
Glenville Dr. between Alcott St. and Pico Blvd.	Local Street	60.2
Glenville Dr. between Cashio St. and Alcott St.	Local Street	55.9
Alcott St. between Glenville Dr. and Doheny Dr.	Local Street	57.8
SOURCE: TAHA, 2020.		

SIGNIFICANCE THRESHOLDS

In order to satisfy the requirements of environmental review to obtain a Class 32 Exemption, it must be demonstrated that the proposed project would not result in significant noise impacts. The assessment has considered the potential to result in significant environmental impacts related to noise or vibration in the context of the Appendix G Environmental Checklist criteria of the CEQA Statute and Guidelines. Implementation of the proposed project may result in a significant environmental impact related to noise and vibration if it would:

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

Noise

The proposed project would exceed local standards in the LAMC and significantly increase temporary construction noise levels if:

- Construction activities would occur within 500 feet of a noise-sensitive use and outside the hours allowed in the LAMC. The allowable hours of construction in the LAMC include 7:00 a.m. to 9:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday. No construction activity is allowed on Sundays or federal holidays; and/or
- Equipment noise levels would exceed 75 dBA L_{eq} at 50 feet unless technically infeasible.

The proposed project would exceed local standards and significantly increase permanent operational noise levels if:

- Permanent ambient noise level measured at the property line of affected uses increases by 3 dBA CNEL to or within the Normally Unacceptable or Clearly Unacceptable categories, as shown in **Table 1**, or any 5 dBA CNEL or more increase in noise level.

Vibration

The construction-related vibration analysis considers the potential for building damage. Maximum vibration levels were assessed based frequent vibration events happening more than 70 times in one day, which would be consistent with the movement of construction equipment. The proposed project would result in a significant construction or operational vibration impact if:

- Vibration levels would exceed 0.3 inches per second at non-historic structures.

METHODOLOGY

The noise and vibration analysis consider construction and operational sources. Noise levels associated with typical construction equipment were obtained from the FHWA Roadway Construction Noise Model (RCNM).⁵ This model predicts noise from construction based on a compilation of empirical data and the application of acoustical propagation formulas. Maximum equipment noise levels were adjusted based on anticipated percent of use. Combined construction activity noise levels were estimated by combining anticipated equipment for each activity using RCNM. The projected noise level during the construction period at receptors was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source level to the ambient noise level. According to Caltrans guidance, air temperature and humidity affect molecular absorption differently depending on the frequency spectrum and can vary significantly over long distances in a complex manner. Molecular absorption in air also reduces noise levels with distance. According to Caltrans, this process only accounts for about 1 dBA per 1,000 feet, which is an inaudible and negligible difference in noise levels. Noise levels have been estimated using a decrease of 6 dBA over hard surfaces for each doubling of the distance. The methodology and formulas obtained from the Caltrans Technical Noise Supplement can be viewed below.

⁵FHWA, *Roadway Construction Noise Model*, Version 1.1, August 2008.

(1) Noise Distance Attenuation Formula: $dB_{A_2} = dB_{A_1} + 20 \times \text{LOG}_{10} (D_1/D_2)$

Where:

dB_{A_1} = Noise level at the reference distance of 50 feet

dB_{A_2} = Noise level at the receptor

D_1 = Reference distance (50 feet)

D_2 = Distance from source to receptor (measured distance)

(2) Logarithmic Noise Level Addition Formula: $N_c = 10 \times \text{LOG}_{10} ((10^{(N_1/10)}) + (10^{(N_2/10)}))$

Where:

N_c = Combined noise level

N_1 = Noise level one

N_2 = Noise level two

Vibration levels were estimated using example vibration levels and propagation formulas provided by FTA.⁶ Vibration damage is assessed using Formula (3).

(3) Vibration Damage Attenuation Formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

Where:

PPV_{equip} = Peak particles velocity in inches per second of the equipment adjusted for distance

PPV_{ref} = Reference vibration level in inches per second at 25 feet

D = Distance from the equipment to the receptor in feet

Operational mobile noise was assessed qualitatively based upon the potential for the proposed project to double traffic volumes. The potential for a traffic noise impact was analyzed using guidance from the Caltrans, which states that a doubling of traffic would be necessary for an audible increase along a roadway to result.

IMPACT ASSESSMENT

a) Would the proposed project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (No Impact)

The impact analysis is predicated on the location of noise- and vibration-sensitive land uses and the existing setting. Sensitive receptors are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. They typically include residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas. The project area is surrounded primarily by commercial and medium-density residential uses.

⁶FTA, *Transit Noise and Vibration Impact Assessment*, September 2018.

Construction

The proposed project would be constructed in a similar manner as other urban infill projects located in the City. A mix of typical construction equipment would be used to clear the development site, excavate the subterranean parking level, and construct the structures. Specific construction equipment has not been identified at this point in the approval process. It is assumed that the proposed project would use standard pieces of equipment such as backhoes, loaders, compressors, and trucks. Pile driving would not be required to set the foundations. The number of pieces of equipment that could operate simultaneously would be constrained by the relatively small 0.45-acre development site and construction noise levels would be relatively lower than that of larger sites. Construction noise levels were calculated using the FHWA RCNM. **Table 3** summarizes noise levels produced by construction equipment that is commonly used for urban infill projects. Noise levels would fluctuate depending on equipment type, horsepower, and atmospheric conditions, among other factors. Construction equipment is expected to generate noise levels ranging from approximately 70.3 dBA L_{eq} to 82.6 dBA L_{eq} at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance. Noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Noise associated with construction is controlled by the City of Los Angeles Noise Ordinance.

TABLE 3: CONSTRUCTION EQUIPMENT NOISE LEVEL RANGES	
Construction Equipment	Noise Levels at 50 feet (dBA)
Backhoe	73.6
Compressor (air)	73.7
Concrete Mixer Truck	74.8
Concrete Saw	82.6
Crane	72.6
Crushing Equipment (Hydra Break Ram)	80.0
Dozer	77.7
Excavator	76.7
Flat Bed Truck	70.3
Front End Loader	75.1
Generator	77.6
Gradall (forklift)	79.4
Grader	81.0
Paver	74.2
Pickup Truck	71.0
Roller	73.0
Tractor	80.0
Welder/Torch	70.0
SOURCE: FHWA, RCNM Version 1.1, 2008.	

Table 4 takes into account that multiple pieces of construction equipment would be operating simultaneously. When considered as an entire process with multiple pieces of equipment, project-related activity (i.e., site preparation and building construction) would generate noise levels between 73.7 and 85.6 dBA L_{eq} at 50 feet.

TABLE 4: TYPICAL OUTDOOR CONSTRUCTION NOISE LEVELS	
Construction Method	Noise Level at 50 feet (dBA, L_{eq})
Demolition	85.6
Site Preparation	84.1
Grading	84.3
Building Construction	83.5
Paving	78.4
Architectural Coating	73.7
SOURCE: TAHA, 2020; FHWA, <i>RCNM Version 1.1</i> , 2008.	

Daytime construction noise is not typically a concern for human health and is a common occurrence within the urban environment. The impact analysis is based on the construction limits in the LAMC. Construction activity would comply with the allowable hours of construction in the LAMC, including 7:00 a.m. to 9:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. on Saturday, and no construction activity on Sundays or federal holidays. The LAMC limits equipment noise levels to 75 dBA L_{eq} at 50 feet unless technically infeasible. Regulatory Control Measures (RCM)-1 through RCM-4 shown below show the requirements of the LAMC. The use of mufflers can produce between 5 dB to 25 dB in noise reductions depending on the type of muffler. Typical mufflers produce a reduction of 5 dB. Enclosures can produce approximately a 10 dB to 20 dB reduction. Sound barriers are most effective when they are constructed from acoustical materials and placed in the direct line-of-site between construction equipment and adjacent land uses. The proposed project would comply with the LAMC and associated standards to control construction noise.

- RCM-1:** The proposed project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574 (see Los Angeles Municipal Code (LAMC) Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.
- RCM-2:** Construction shall be restricted to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. Construction activity is not permitted on any Sunday or federal holiday.
- RCM-3:** Per LAMC Section 112.05, noise-generating equipment operated at the development site shall be equipped with the most effective and technologically feasible noise control devices, such as sound barriers, mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures.
- RCM-4:** The proposed project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner’s agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

Construction activity would also generate noise through off-site truck trips. Construction would require the export of 15,500 cubic yards of material. The maximum hourly haul truck volume would occur during the demolition phases, resulting in approximately 14 truck trips per hour over a 10 day demolition period. A haul plan has not been developed at this time in the planning process, although it is likely that haul trucks would

either access Interstate 405 by traveling west on Pico Boulevard or access Interstate 10 by traveling east on Pico Boulevard and south on La Cienega Boulevard. A doubling of traffic volume is typically needed to audibly increase noise levels along a roadway segment. According to the traffic assessment prepared for the proposed project, Pico Boulevard within the vicinity of the development site has approximately 2,667 AM peak-hour trips and 2,719 PM peak-hour trips. An additional 14 trucks trips per hour would not double the volume on any roadway segment. It is not anticipated that off-site vehicle activity would audibly change average daily noise levels due to the low volume of haul truck trips per day. The proposed project would not result in a short-term and temporary noise impact from construction trucks.

Operations

Stationary noise sources related to long-term operations include mechanical equipment, parking activity, and automobiles. Mechanical equipment heating, ventilation, and air conditioning (HVAC) equipment would be designed to be located within an enclosure. Mechanical equipment typically generates noise levels of approximately 60 dBA at 50 feet.⁷ In addition, mechanical equipment would be located on rooftops, screened from view as much as possible, and enclosed within a structure which would reduce noise levels reduce by at least 10 dBA. The proposed project would be required to comply with RCM-5, which regulates mechanical equipment noise.

RCM-5: The Project shall comply with LAMC Section 112.02, which prohibits the operation of Heating, ventilation, and air conditioning (HVAC) or similar mechanical equipment from exceeding the ambient noise level at adjacent occupied properties by more than five (5) decibels.

Vehicular access to parking would be provided from the east-west alley along the southern boundary of the site. This alley connects to South Glenville Drive at the west and to Cardiff Avenue to the east. Sources of noise would include engines accelerating, doors slamming, car alarms, and people talking. Subterranean parking activity would not generate noise at the street level and would not audibly increase the noise levels at nearby land uses. In addition, implementation of RCM-6 into the design of the proposed project would further control parking-related noise by requiring concrete and not metal for construction of parking ramps and textured interior ramps to prevent tire squeal at turning areas.

RCM-6: Parking structure ramps shall be constructed with concrete and not metal. Interior ramps shall be textured to prevent tire squeal at turning areas.

Another potential source of project noise is mobile noise associated with resident trips. According to the Traffic Assessment prepared for the proposed project, this would generate an increase of 543 net daily trips with 55 net vehicle trips during the AM peak hour and 47 net trips during the PM peak hour. Caltrans has stated that a doubling of traffic volumes on a roadway segment is typically needed to audibly increase traffic noise.⁸ According to the traffic assessment prepared for the proposed project, existing daily peak-hour traffic along Pico Boulevard is approximately 2,667 AM peak-hour trips and 2,719 PM peak-hour trips, along Beverly Drive is 1,408 AM peak-hour trips and 1,577 PM peak hour trips, along Doheny Drive is 957 AM peak hour trips, and 1,011 PM peak hour trips. The proposed project would not double the AM or PM peak-hour trips on any of these streets and therefore would not result in an audible increase in traffic noise. There would not be an audible increase in increase mobile source noise.

⁷Cowan, James P., *Handbook of Environmental Acoustics*, 1994.

⁸Caltrans, *Technical Noise Supplement*, page 6-5, September 2013.

Considered together, the individual sources have limited potential to generate permanent noise beyond the property line. It is possible that voices of residents would be audible at neighboring properties, although this is also a condition within the existing condition. There is no potential for the proposed project to increase daily noise by 3 dBA CNEL to or within the Normally Unacceptable or Clearly Unacceptable categories, as shown in **Table 1**, or any 5 dBA CNEL or more increase in noise level. The proposed project would not result in a long-term and permanent noise impact.

b) *Would the proposed project result in generation of excessive ground-borne vibration or ground-borne noise levels? (No Impact)*

Construction

Construction activity can generate varying degrees of vibration, depending on the procedure and equipment. Equipment movements generate vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, and to slight damage at the highest levels. In most cases, the primary concern regarding construction vibration relates to damage.

Vibration levels for various types of construction equipment with an average source level reported in terms of velocity are shown in **Table 5**. Based on visual characteristics of adjacent structures (e.g., age), the adjacent building foundations are assumed to be constructed of engineered concrete and masonry. According to the FTA guidance, these buildings can withstand up to 0.3 inches per second without experiencing damage. Due to the size of the development site, equipment that would be utilized would be most similar to a small bulldozer or an excavator. A small bulldozer would generate a vibration level of 0.003 inches per second at 25 feet. The excavator would generate a vibration level of 0.04 inches per second at 25 feet. The excavator would largely be stationary on the project site and would not regularly traverse the site resulting in the generation of vibration at off-site uses. Structures adjacent to the development site would typically be at least 10 feet from the construction activity. A small bulldozer would generate vibration levels of approximately 0.012 inches per second at this distance, which would be below the damage threshold of 0.3 inches per second. An excavator would generate a vibration level of 0.158 inches per second at this distance, which would also be below the damage threshold of 0.3 inches per second. No historic uses have been identified within 500 feet of construction activity. In addition to on-site construction activities, construction trucks on the roadway network have the potential to expose vibration-sensitive land uses. Rubber-tired vehicles, including trucks, rarely generate perceptible vibration.⁹ It is not anticipated that project-related trucks would generate perceptible vibration adjacent to the roadway network. Therefore, no impact would occur related to construction vibration.

⁹FTA, *Transit Noise and Vibration Impact Assessment*, September 2018.

TABLE 5: TYPICAL OUTDOOR CONSTRUCTION VIBRATION LEVELS	
Equipment	PPV at 25 feet (Inches/Second)
Jackhammer	0.035
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003
Excavator	0.04
SOURCE: FTA, <i>Transit Noise and Vibration Impact Assessment</i> , September 2018; New Hampshire Department of Transportation, <i>Ground Vibrations Emanating from Construction Equipment</i> , September 8, 2012.	

Operations

The residential development would not include a significant source of permanent vibration. Project-related vehicle trips could generate vibration, although similar to the existing condition, roadway vibration from passenger vehicles would not be perceptible outside of the roadway right-of-way. Therefore, no impact would occur related to operational vibration.

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

The development site is not located within an airport land use plan nor is it located within two miles of a private airstrip or public airport. There is no potential for the proposed project to expose people working or residing in the area to excessive aircraft noise. Therefore, no impact would occur.

REFERENCES

- California Office of Noise Control, Department of Health Services.
- Caltrans, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.
- City of Los Angeles, *Noise Element of the Los Angeles City General Plan*, February 3, 1999.
- Cowan, James P., *Handbook of Environmental Acoustics*, 1994.
- Federal Highway Administration, *Roadway Construction Noise Model, Software Version 1.1*, 2008.
- Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.
- Los Angeles Municipal Code, *Section 112.01 (Radios, Television Sets, and Similar Devices)*.
- Los Angeles Municipal Code, *Section 112.04 (Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices)*.
- Los Angeles Municipal Code, *Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools)*.
- Los Angeles Municipal Code, *Section 116.01 (Loud, Unnecessary, and Unusual Noise)*.
- Los Angeles Municipal Code, *Section 41.40 (Noise Due to Construction, Excavation Work – When Prohibited)*.
- Los Angeles Municipal Code, *Section 91.106.4.8*.
- Overland Traffic Consultants, Inc., *Traffic Assessment for Etta Village Mixed-Use Project*, October 2020.
- New Hampshire Department of Transportation, *Ground Vibrations Emanating from Construction Equipment*, September 8, 2012.

TECHNICAL APPENDIX

Noise and Vibration Calculations and
Traffic Noise Model Existing Noise
Runs

Noise Formulas

Noise Distance Attenuation

Hard Site

Equation: $N_i = N_o - 20 \times (\log D_i/D_o)$ D_i = distance to receptor ($D_i > D_o$)

N_i = attenuated noise level of interest D_o = reference distance
 N_o = reference noise level

Source: (Bolt, Beranek, and Newman, 1971)

Summation of Noise Levels

Equation: $N_s = 10 \times \text{LOG}_{10}((10^{(N_1/10)}) + (10^{(N_2/10)}) + (10^{(N_3/10)}) + (10^{(N_4/10)}))$

N_s = Noise Level Sum
 N_1 = Noise Level 1
 N_2 = Noise Level 2
 N_3 = Noise Level 3
 N_4 = Noise Level 4

Source: California Department of Transportation, Technical Noise Supplement, 2013

Phased Construction Noise Levels	
Construction Equipment	Noise Level at 50 feet (dBA)
Demolition	
Concrete Saw	82.6
Crushing Equipment (Hydra Break Ram)	80
Backhoe	73.6
Dozer	77.7
Demolition Combined	85.6
Site Preparation	
Backhoe	73.6
Dozer	77.7
Excavator	76.7
Grader	81
Site Preparation Combined	84.1
Grading	
Tractor	80
Rollers	73
Backhoe	73.6
Grader	81
Grading Combined	84.3
Building Construction	
Crane	72.6
Gradall	79.4
Backhoe	73.6
Concrete Mixer Truck	74.8
Generator	77.6
Welder/Torch	70
Building Construction Combined	83.5
Paving	
Pavers	74.2
Rollers	73
Backhoe	73.6
Paving Combined	78.4
Architectural Coating	
Compressor	73.7

Source: FHWA, RCNM, 2008

Vibration Formulas

Vibration PPV Attenuation

Equation: $PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$
PPV (equip) is the peak particle velocity in in/sec of the equipment adjusted for distance
PPV (ref) is the reference vibration level in in/sec at 25 feet from Table 12-2
D is the distance from the equipment to the receiver.

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

Vibration VdB Attenuation

Equation: $L_v(D) = L_v(25 \text{ ft}) - 30 \log(D/25)$
D = Distance (feet)
 $L_v(D)$ = Vibration Level

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

Vibration Velocities for Construction Equipment		
Equipment	PPV at 25 Feet (Inches/Second)	VdB at 25 feet (Micro-Inches/Second)
Hoe Ram	0.089	87
Caisson Drilling	0.089	87
Jackhammer	0.035	79
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Small Bulldozer	0.003	58
Excavator	0.04	N/A

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018; New Hampshire Department of Transportation, *Ground Vibrations Emanating from Construction Equipment*, September 8, 2012.

Construction Vibration Analysis		
Equipment	PPV at 25 Feet (Inches/Second)	PPV at 10 Feet (Inches/Second)
Small Bulldozer	0.003	0.012
Excavator	0.04	0.158

REPORT:

Results: Sound Levels - No Barrier Objects

TNM VERSION	3.0.7.60002	REPORT DATE:	10 December 2020
CALCULATED WITH:	3.0.7.60002	CALCULATION DATE:	12/10/2020 9:36:52 AM
CASE:	Etta Village	ORGANIZATION:	
UNITS:	English	ANALYSIS BY:	Kieran Bartholow
DEFAULT GROUND TYPE:	Pavement	PROJECT/CONTRACT	
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency substantiates the use of a different type with approval FHWA.	
PAVEMENT TYPE(S) USED:	Average		

Receiver				Modeled Traffic Noise Levels					
Name	No.	Nb. R.R.	Existing LAeq dBA	LAeq		Increase over Existing		Type of Impact	
				Calc.	Absolute Criterion	Calc.	Relative Criterion		
				dBA	dBA	dBA	dBA		
Pico Blvd WB	1	1	---	69.2	0.0	---	---	Sound Level	
Pico Blvd EB	2	1	---	71.5	0.0	---	---	Sound Level	
Glenville Dr. between Alcott St. and Pico Blvd.	3	1	---	60.2	0.0	---	---	Sound Level	
Glenville Dr. between Cashio St. and Alcott St.	4	1	---	55.9	0.0	---	---	Sound Level	
Alcott St. between Glenville Dr. and Doheny Dr.	5	1	---	57.8	0.0	---	---	Sound Level	

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

9224 West Pico Boulevard
DOT Case No. Other WLA20-110154

Date: April 5, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

Robert Sanchez (Apr 5, 2021 16:42 PDT)

From: Robert Sanchez, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED MIXED-USE: RESIDENTIAL, RETAIL, AND RESTAURANT PROJECT TO BE LOCATED AT 9224 WEST PICO BOULEVARD (THE VILLAGE) – [CPC-2020-946-DB-MCUP-HCA/ ENV-2020-947-EAF]**

The Department of Transportation (DOT) has reviewed the transportation assessment prepared by Overland Traffic Consultants, Inc. (OTC) dated October, 2020 with a subsequent revision dated February, 2021 for the proposed mixed-use residential, retail, and restaurant project located at 9224 West Pico Boulevard. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project is for the construction of a six story mixed use residential and commercial building on the southeast corner of Pico Boulevard and Glenville Drive in West Los Angeles. The proposed project consists of a total of 64 residential housing units for intellectual or development disorder (IDD) residents (8 of these units will be designated as very low income), and 9,440 square feet of ground floor and second floor retail and restaurant space. The project will also provide a community area on the second floor for the residents. The project site currently contains a one-story commercial building providing 10,751 square feet of leasable space and will be removed to allow for the construction of the new development. After proposed reductions, the project is to provide a combined total of 60 vehicle parking spaces on the ground floor and within a two-level subterranean parking garage, and 87 bicycle parking spaces exceeding the LAMC requirement. Vehicular access will be provided via a southerly abutting alley running east-west, parallel to Pico Boulevard between Glenville Drive and Cardiff Avenue as illustrated in **Attachment "A"** to this report. The project is expected to be completed by 2023.

B. Freeway Safety Analysis

Per the interim guideline for Freeway Safety Analysis memorandum issued by DOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queueing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramp and vehicles operating on the freeway mainline.

The evaluation included in the revised February, 2021 assessment identified the number of

project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any of the freeway off-ramps will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineer (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on socioeconomic data and the built environment factors of the project's surroundings, it was determined that the project would generate a net increase of 566 daily vehicle trips, and therefore require a transportation assessment as shown in the VMT Calculator screening report provided as **Attachment "B"** to this letter.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

As cited in the VMT Analysis report, prepared by OTC, the project proposes to incorporate the TDM Strategies of including reduce parking supply, and bike parking per LAMC.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per thresholds T-2.1 is determined by using the VMT calculator and is discussed further below.

D. Transportation Impact

On July 30, 2019, pursuant to Senate Bill (SB) 743 and recent changes to section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criterion in determining transportation impact under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provides instructions on preparing the transportation assessment for land use proposals and defines the significant impact thresholds.

The DOT VMT calculator tool measures project impact in terms of Household VMT per Capita and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the West Los Angeles area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 7.4
- Work VMT per Employee: 11.1

Since the Project's retail portion is less than the 50,000 square feet threshold, the retail component is determined to have a less than significant impact for the work VMT per employee. As cited in the VMT Analysis report, prepared by OTC, the VMT projections for the household VMT per capita portion is 5.4. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment "C"** to this letter.

E. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that the lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analysis were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "Level of Service" screening methodology that indicates that the trips generated by the development will not likely result in adverse circulation conditions at several locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment "D"** to this report.

PROJECT REQUIREMENTS**Project Required TDM Strategies**

The project is proposing to incorporate several TDM strategies as part of the project development and have considered these measure in the VMT calculations in the February, 2021 Transportation Impact Assessment Study. The TDM measures to be implemented as project design features are:

1. **Reduce Parking Supply**
The project proposes to provide a combined total of 60 vehicle parking spaces (12 residential and 48 commercial) which is less than the unadjusted LAMC requirement. This measure encourages alternative transportation choices.
2. **Bicycle Infrastructure – Include Bike Parking per LAMC**
The project will provide a total of 87 bicycle parking spaces (77 long-term and 10 short term) on-site thus exceeding the code required spaces. This measure helps reduce peak-hour vehicle trips by making commuting by bicycle easier and more convenient.

Non-CEQA-Related Requirements

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

- A. **Construction Impacts**
DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible.
- B. **Highway Dedication And Street Widening Requirements**
In order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of

Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.

C. Parking Analysis

The project indicated that 60 vehicular parking spaces and 87 bicycle parking spaces will be provided on the ground floor and within parking garage. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Project Access

Project access to the site will be provided via the existing east-west public alley along the southerly boundary of the project site. Vehicular access to the Project's subterranean parking garage will be provided entirely from the alley. Inbound and outbound circulation at the parking garage is proposed to accommodate full vehicular access (i.e. left-turn and right-turn ingress and egress movements).

E. Driveway Access, Safety and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W Manchester Ave, @ 213-485-1062). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. The applicant should check with City Planning regarding the project's driveway placement and design. All truck loading and unloading should take place on site with no vehicles backing into the project from public streets via any of the project driveways.

F. Development Review Fees

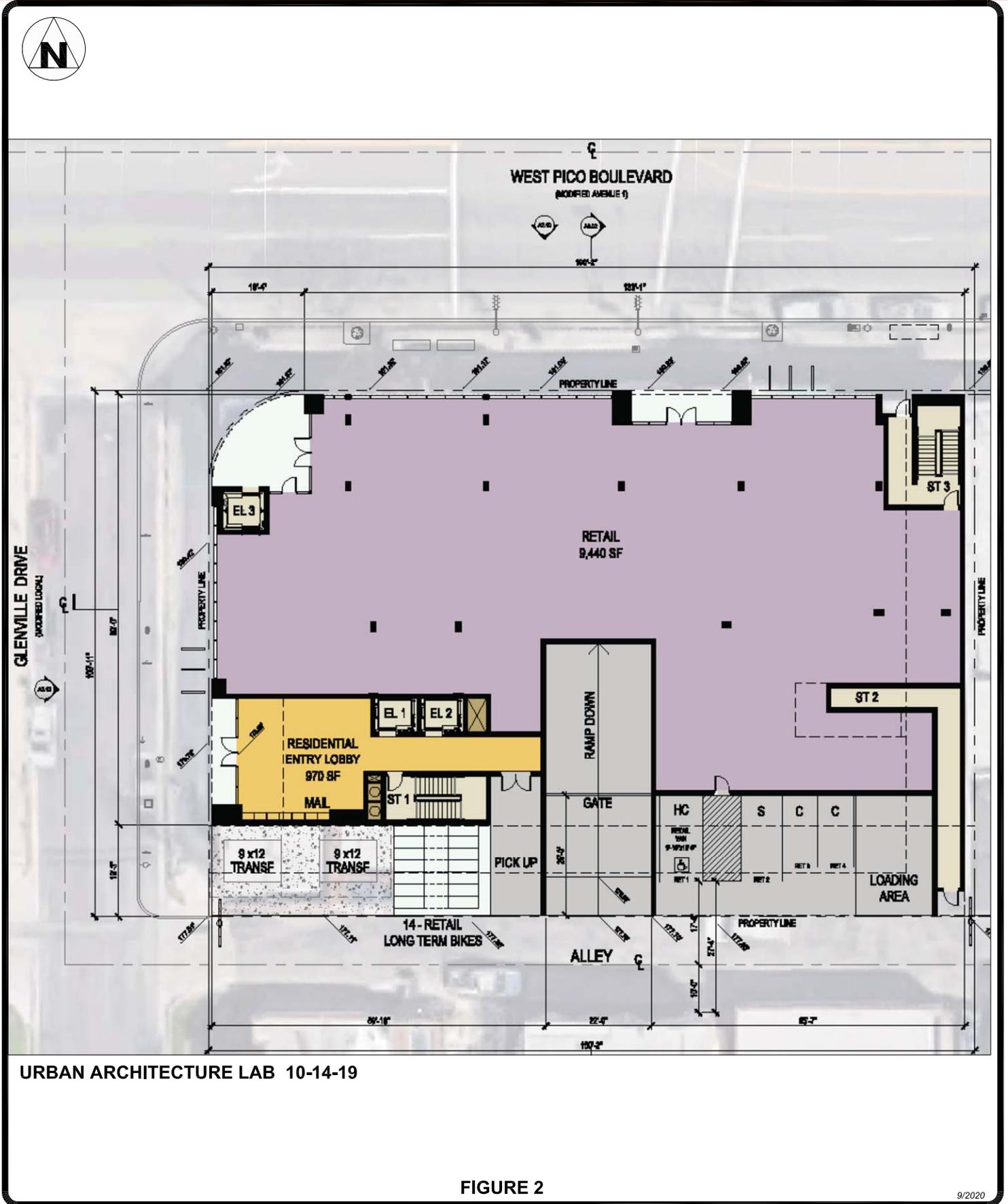
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me or Pedro Ayala at (213) 485-1062.

RS:pa

Attachments

c: Esther Ahn, DCP
Daniel Skolnick, Jay Greenstein, Council District No. 5
Rudy Guevara, DOT
Mike Patonai, Oscar Gutierrez, BOE
Liz Fleming, Overland Traffic Consultants, Inc.



URBAN ARCHITECTURE LAB 10-14-19

FIGURE 2

9/2020

PROJECT SITE PLAN

Overland Traffic Consultants, Inc.

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

9224 W. Pico Blvd.: The Village MU-64-Unit Apt. & 9,440 sf Retail-Restaurant (Other WLA20-110154)

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



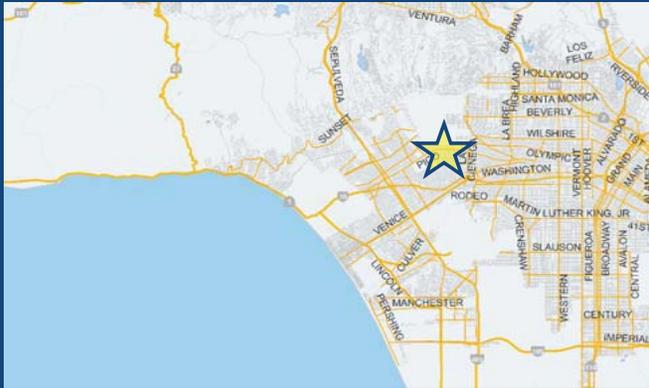
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail General Retail	5.202	ksf
Retail General Retail	5.202	ksf

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Multi-Family	56	DU
Housing Multi-Family	56	DU
Retail General Retail	4.72	ksf
Retail High-Turnover Sit-Down Restaurant	4.72	ksf
Housing Affordable Housing - Special Needs	8	DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
172 Daily Vehicle Trips	738 Daily Vehicle Trips
1,217 Daily VMT	5,027 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	566 Net Daily Trips
The net increase in daily VMT ≤ 0	3,810 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	9,440 ksf
The proposed project is required to perform VMT analysis.	



9224 W. Pico Blvd.: The Village MU-64-Unit Apt. & 9,440 sf Retail-Restaurant (Other WLA20-110154)

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

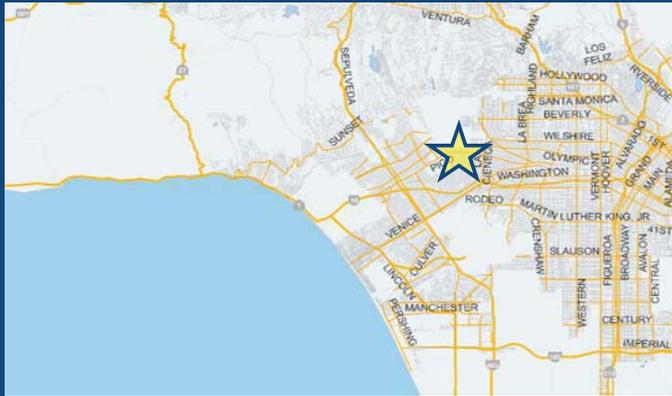


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family		
Retail General Retail		
Retail High-Turnover Sit-D		
Housing Affordable Housin		

TDM Strategies

Select each section to show individual strategies
 Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A **Parking**

Reduce Parking Supply city code parking provision for the project site

Proposed Prj Mitigation actual parking provision for the project site

Unbundle Parking monthly parking cost (dollar) for the project site

Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible

Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)

Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits cost (dollar) of annual permit

Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
707 Daily Vehicle Trips	707 Daily Vehicle Trips
4,821 Daily VMT	4,821 Daily VMT
5.4 Household VMT per Capita	5.4 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 7.4 15% Below APC	Household: No Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	Work: N/A Threshold = 11.1 15% Below APC



Table 7 contains the results of the Existing (2020) and Existing plus Project traffic conditions at the study intersections. Figure 6 displays the Existing Traffic Volumes and Figure 7 displays the Existing +Project Traffic Volumes.

Table 7
Existing Traffic Conditions – Without and With Project

No.	Intersection	Peak Hour	Existing 2020		Existing+ Project	
			Delay (s)	LOS	Delay (s)	LOS
1	PICO BL & BEVERLY DR	AM	22.4	C	22.7	C
		PM	27.7	C	28.7	C
2	PICO BL & GLENVILLE DR (E LEG)	AM	3.1	A	3.2	A
		PM	4.9	A	5.0	A
3	PICO BL & DOHENY BL	AM	12.3	B	12.3	B
		PM	15.2	B	15.4	B

9224 W. Pico Blvd.: The Village MU-64-Unit Apt. & 9,440 sf Retail-Restaurant (Other WLA20-110154)

Table 8 contains the results of the future cumulative plus Project traffic conditions at the study intersections for the 2023 study year.

Table 8
Future Traffic Conditions – Without and With Project

No.	Intersection	Peak Hour	Future (2023) Without Project		Future (2023) With Project	
			Delay (s)	LOS	Delay (s)	LOS
1	PICO BL & BEVERLY DR	AM	24.1	C	24.5	C
		PM	29.8	C	30.5	C
2	PICO BL & GLENVILLE DR (E LEG)	AM	3.3	A	3.3	A
		PM	5.2	A	5.3	A
3	PICO BL & DOHENY BL	AM	15.4	B	15.6	B
		PM	16.5	B	16.8	B

EXHIBIT E
Department Letters

**BOARD OF PUBLIC WORKS
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CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI
MAYOR

**DEPARTMENT OF
PUBLIC WORKS**

**BUREAU OF
ENGINEERING**

GARY LEE MOORE, PE, ENV SP
CITY ENGINEER

1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

Three6ixty
Attn: Olivia Joncich
11287 Washington Boulevard
Culver City, CA 90230

April 1, 2020

Dear Ms. Joncich,

City Planning Case CPC 2020-0946 (DB/MCUP/HCA) was filed for property located at 9224 W. Pico Boulevard. Please be advised that Ordinance No. 184054 adopted by the City Council requires the City Engineer to collect a fee for the investigation of highway dedication and improvements requirements, processing of a report to the City Planning Department and clearance of engineering conditions. This report will provide specific recommendations of the Bureau of Engineering for this project. The total amount owed for this application (including a 3% and 7% surcharge) is \$7,931.00 payable to the City of Los Angeles. Please submit two copies of Master Land Use Permit application, site plans and radius maps to begin the investigation. Further processing of this case will continue upon receipt of payment and failure to pay may delay clearance of engineering conditions required for this project. The fee may be paid in person or by mail at:

Land Development Group
Attn: Public Counter
201 N. Figueroa Street, Suite 290
Los Angeles, CA 90012

Questions may be directed to Quyen M. Phan of my staff at (213) 808-8604.

Sincerely,

Edmond Yew, Division Engineer
Land Development & GIS Division
Bureau of Engineering

cc: Esther Ahn



CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

March 16, 2020

TO: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: Nicholas Hendricks

FROM: Los Angeles Fire Department

SUBJECT: **CITY PLANNING CASE CPC-2020-946 (9224 WEST PICO BOULEVARD.) (EXPEDITE)**

Submit plot plans for Fire Department approval and review prior to recordation of City Planning Case.

RECOMMENDATIONS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

One or more Knox Boxes will be required to be installed for LAFD access to project. location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).

505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

- a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

- b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.
- c. This policy does not apply to single-family dwellings or to non-residential buildings.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department’s review of the plot plan.

The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call **(213) 482-6543**. You should advise any consultant representing you of this requirement as well.

RALPH M. TERRAZAS
Fire Chief

Kristin Crowley, Fire Marshal
Bureau of Fire Prevention and Public Safety

Nicholas Hendricks
March 16, 2020
CPC-2020-946 (EXPEDITE)
Page 3

KC:RED: hk
CPC-2020-946 (**EXPEDITE**)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

9224 W. Pico Blvd.

Date: April 13, 2020

To : Deputy Advisory Agency
Department of City Planning

From: Taimour Tanavoli, Transportation Engineer
Department of Transportation

Subject: **CPC-2020-946-DB-MCUP**

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

1. A minimum of 20-foot reservoir space be provided between any security gate(s) and the alley edge line or to the satisfaction of the Department of Transportation.
2. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk.
3. Driveways and vehicular access to projects shall be provided from the alley which connects Glenville Dr. to Cardiff Ave.
4. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Room 550. For an appointment, please email ladot.onestop@lacity.org

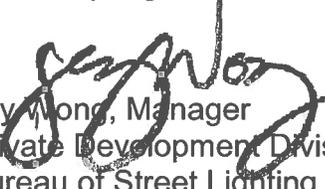
Please contact this section at (213) 482-7024 for any questions regarding the above.

Council District No. 5
Western District

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: 3/10/2020

To: Charlie Rausch, Senior City Planner
Department of City Planning
200 N. Spring St., 6th Floor MS-395

From:  Jay Wong, Manager
Private Development Division
Bureau of Street Lighting

SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: CPC 2020-946 DB MCU
9224 W PICO BLVD

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

IMPROVEMENT CONDITION: No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; two (2) on Pico Blvd.

NOTES:

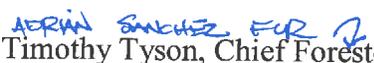
The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: March 13, 2020

TO: Kevin S. Golden, Deputy Advisory Agency
Department of City Planning

FROM:  
Timothy Tyson, Chief Forester
Bureau of Street Services, Urban Forestry Division

SUBJECT: CPC 2020-946 – DB-MCUP - 9224 W. Pico Blvd

In regard to your request for review of this case regarding Urban Forestry requirements, it is our recommendation that:

Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. Parkway tree removals shall be replanted at a 2:1 ratio. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction to expedite tree planting.

Note: 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 for permit information. CEQA document must address parkway tree removals.

TT:AS:djm

EXHIBIT F
Public Correspondence



Esther Ahn
Department of City Planning
200 N. Spring Street
Los Angeles, CA 90012



23 October 2020

Re: Case Number CPC-2020-946-DB-MCUP-HCA

Dear Esther Ahn:

I am writing on behalf of the South Robertson Neighborhoods Council (“SORO NC”) to comment on the proposed 64-unit mixed-use building for the Intellectually and Developmentally Disabled (IDD) population at 9224 W Pico Blvd + 1410 S Glenville Dr.

At a duly-noticed meeting of the General Board on October 15, 2020, SORO NC voted 13 yes / 0 no to recommend that the applicant’s project be approved.

The majority of the board wholly supports this meaningful and unique development opportunity, as do several members of the public who appeared to comment.

Please do not hesitate to contact me if you have any questions about this comment letter.

Sincerely,

Olga Lexell
Corresponding Secretary/Land Use Chair, South Robertson Neighborhoods Council

Charlie Stein
President

Ken Blaker
Vice-President

Jon Liberman
Treasurer

Vacant
Secretary

Charlie Stein
Corresponding Secretary

**South Robertson
Neighborhoods Council**

PO Box 35836
Los Angeles, CA 90035

P: (310) 295-9920
F: (310) 295-9906
E: info@soronc.org

soronc.org

Cc: Aviv Kleinman, Office of Council Member Paul Kretz

Charlie Stein, SORO NC President



Rabbi Kalman Topp
Senior Rabbi
Rabbi Adir Posy
Associate Rabbi
Rabbi Arik Wollheim
Cantor Rabbi
Jonathan Stern
President
Rabbi Simon Dolgin שליט
Rabbi Emeritus

March 1, 2021

Esther Ahn, City Planner
Department of City Planning, City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

RE: *CPC-2020-946-DB-MCUP*
9224 W. Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035

To Esther Ahn,

I am writing as a community rabbi to extend my support for the Cornerstone Housing for Adults with Disabilities' Project located at 9224 Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035. My synagogue, Beth Jacob Congregation, is situated just north of this project at 9030 W. Olympic Blvd and the Pico Robertson neighborhood is very much a part of our community.

I welcome the proposed project in our community as the first truly dedicated housing project for the Intellectually and Developmentally Disabled in the City of Los Angeles. This housing development will serve as a nexus – for residents, for neighbors and for businesses – to come together and make an inspired statement about the unique value of every person. The Jewish concept of *Tikkun Olam* asks us to take collective responsibility to repair the world around us and this project does just that. It ensures that all community members are given a seat at the proverbial table of life – by providing adults with intellectual and developmental disabilities a home, vocational opportunities and perhaps most importantly the abiding support of friends and neighbors.

By approving The Village by Cornerstone, the City will be taking a step toward inclusivity while also filling a need to provide housing to an underserved community. Meanwhile, my congregation gains a new opportunity to be of service and engaged with their community – it's a win-win.

For all of these reasons, I urge the City's approval of this Project. Supporting this Project means supporting inclusive housing and opportunities for all Angelenos, as well as the history of Los Angeles as a center of diversity.

Thank you,

A handwritten signature in black ink that reads 'Kalman Topp'. The signature is written in a cursive, flowing style.

Rabbi Kalman Topp
Beth Jacob Congregation
9030 W. Olympic Blvd., Beverly Hills, CA 90211

February 28, 2021

Esther Ahn, City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

RE: *CPC-2020-946-DB-MCUP*
9224 W. Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035

To Esther Ahn,

I am a stakeholder within the South Robertson neighborhood, located at 8906 W Pico Blvd. As a member of the community, I would like to extend my support for the Cornerstone Housing for Adults with Disabilities' Project located at 9224 Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035.

I welcome the Project in our community as the first truly dedicated housing project for the Intellectually and Developmentally Disabled in the City of Los Angeles. By approving the Project, the City will be taking a step toward inclusivity and independence for a community of people deserving of a home dedicated to their needs and growth. Cornerstone Housing has been transparent and open with our community throughout the planning process and we support the Project wholeheartedly as proposed.

Our congregation, B'nai David-Judea, has worked with the leadership and clients of Cornerstone Housing for many years and have benefited greatly from our partnership and friendship. We are excited to see them continuing their expansion of services to include this incredible project.

For all of these reasons, I urge the City's approval of this Project. Supporting this Project means supporting inclusive housing and opportunities for all Angelenos, as well as the history of Los Angeles as a center of diversity.

Thank you,

A handwritten signature in black ink, appearing to read "Adynna Swarz". The signature is fluid and cursive, with a long horizontal stroke at the end.

Adynna Swarz, Executive Director
B'nai David-Judea Congregation
8906 W Pico Blvd, Los Angeles, CA 90035

February 25, 2021

Esther Ahn, City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

RE: *CPC-2020-946-DB-MCUP*
9224 W. Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035

To Esther Ahn,

I would like to extend my support for the Cornerstone Housing for Adults with Disabilities' Project located at 9224 Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035.

I welcome the Project in this community as the first truly dedicated housing project for the Intellectually and Developmentally Disabled in the City of Los Angeles. By approving the Project, the City will be taking a step toward inclusivity and independence for a community of people deserving of a home dedicated to their needs and growth. Cornerstone Housing has been transparent and open with our community throughout the planning process and we support the Project wholeheartedly as proposed.

My son, Alex, is 28 and a wonderful young man on the Autism Spectrum who loves movies, music, acting and writing and who has worked as an usher in a local movie theater. We have noticed, over the years, how individuals, such as Alex, have pulled families and communities together and brought out the best in all of us. He has enriched our world immensely and has touched everyone he meets.

A strategic plan, with community involvement and the input of the families and residents involved, is what makes this Project so unique and destined for success. It will be a model for other cities and towns all over the world to offer their citizens with disabilities a chance to live an independent, multifaceted life. Every parent of a child with a disability knows that it takes a village to nurture and support that child over a lifetime. THE VILLAGE by Cornerstone Housing will be that place for Alex and its other residents.

For all of these reasons, I urge the City's approval of this Project. Supporting this Project means supporting inclusive housing and opportunities for all Angelenos, as well as the history of Los Angeles as a center of diversity.

Thank you,

Shari C. Forsythe
3031 Hollycrest Avenue
Thousand Oaks, CA 91362

February 25, 2021

Esther Ahn, City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

RE: *CPC-2020-946-DB-MCUP*
9224 W. Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035

To Esther Ahn,

I am a stakeholder within the South Robertson neighborhood, located at 9238 W. Pico Blvd 90035. As a member of the community and a parent of two children on the Autism spectrum, I would like to extend my enthusiastic support for the Cornerstone Housing for Adults with Disabilities' Project located at 9224 Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035.

I welcome the Project in our community as the first truly dedicated housing project for the Intellectually and Developmentally Disabled in the City of Los Angeles. By approving the Project, the City will be taking a step toward inclusivity and independence for a community of people deserving of a home dedicated to their needs and growth. Cornerstone Housing has been transparent and open with our community throughout the planning process and we support the Project wholeheartedly as proposed.

My family has deep roots in Los Angeles from when my grandfather settled in La Cienga Heights. My father attended Hamilton High School and I grew up just north of South Robertson. Thirty years ago, I married Los Angeles Dodgers pitcher, Jim Gott and we chose to raise our family here – including our two sons with Autism. We love Los Angeles and we want our entire family to have a chance at a fruitful life here. My biggest fear as a parent of children with special needs is what will happen to them when I am no longer here to care for them. To that end, this project is a dream come true for my family and many others.

For all of these reasons, I urge the City's approval of this Project. Supporting this Project means supporting inclusive housing and opportunities for all Angelenos, as well as the history of Los Angeles as a center of diversity.

Thank you,

Cathy and Jim Gott
9238 W. Pico Blvd.
Los Angeles, CA 90035

February 26, 2021

Esther Ahn, City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

RE: *CPC-2020-946-DB-MCUP*
9224 W. Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035

Dear Ms. Ahn,

We are stakeholders within the South Robertson neighborhood, located at 9440 Kirkside Rd, Los Angeles 90035. As members of the community, we would like to extend our support for the Cornerstone Housing for Adults with Disabilities' Project located at 9224 Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035.

We welcome the Project in our community as the first truly dedicated housing project for the Intellectually and Developmentally Disabled in the City of Los Angeles. By approving the Project, the City will be taking a step toward inclusivity and independence for a community of people deserving of a home dedicated to their needs and growth. Cornerstone Housing has been transparent and open with our community throughout the planning process and we support the Project wholeheartedly as proposed.

As the parents of a 37 year old man with developmental disabilities, we have been very concerned that our community does Not yet have a facility of this caliber in which our son can establish an independent life. The Cornerstone project represents a state-of – the-art housing option which will enable our son to interact with other individuals with disabilities, as well as with other typical community members who will be enriched by getting to know our son. The residents of this project and the community at large will both directly benefit from the interactions that will take place around this project.

For all of these reasons, we urge the City's approval of this Project. Supporting this Project means supporting inclusive housing and opportunities for all Angelenos, as well as the future of Los Angeles as an international leader in diversity and housing options.

Thank you,

Ernest and Frieda Katz
9440 Kirkside Road
Los Angeles, CA 90035

February 25, 2021

Esther Ahn, City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

RE: CPC-2020-946-DB-MCUP
9224 W. Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035

To Esther Ahn,

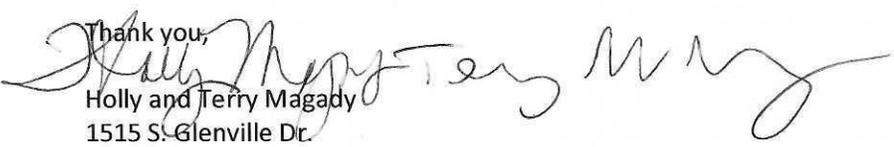
I am a stakeholder within the South Robertson neighborhood, located at 1515 S. Glenville Drive, just a few blocks south of this proposed project. As a member of the community and parent of an adult child with a developmental disability, I would like to extend my support for the Cornerstone Housing for Adults with Disabilities' Project located at 9224 Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035.

I enthusiastically welcome Cornerstone's 'The Village' in our community as the first truly dedicated housing project for the Intellectually and Developmentally Disabled in the City of Los Angeles. By approving the Project, the City will be taking a step toward inclusivity and independence for a community of people deserving of a home dedicated to their needs and growth. Cornerstone Housing has been transparent and open with our community throughout the planning process and we support the Project wholeheartedly as proposed.

The Village is a place that will offer peace of mind to our family, immense social opportunity for my daughter and her husband and, perhaps most importantly, become a vital part of our neighborhood. The Village will be catalyst to uplift the entire community, enriching the lives of residents and neighbors, organizations and businesses. No one who engages with The Village community will walk away untouched.

For all of these reasons, I urge the City's approval of this Project. Supporting this Project means supporting inclusive housing and opportunities for all Angelenos, as well as the history of Los Angeles as a center of diversity.

Thank you,


Holly and Terry Magady
1515 S. Glenville Dr.
Los Angeles, CA 90035

February 23, 2021

Esther Ahn, City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

**RE: CPC-2020-946-DB-MCUP
9224 W. Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles
90035**

To Esther Ahn,

We are stakeholders within the South Robertson neighborhood. We have lived at 1461 Claridge Drive, in the Beverly Hills Post Office area for over 23 years, just a few miles north of South Robertson. As members of the community, we would like to extend our support for the Cornerstone Housing for Adults with Disabilities' Project located at 9224 Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035.

This area is where we live our lives. Our favorite gas station, deli, dry cleaner and auto repair shop are within 2 short blocks of this wonderful new project. I feel certain that it will add even more vitality and heart to this wonderful neighborhood.

We welcome the Project in our community as the first truly dedicated housing project for the Intellectually and Developmentally Disabled in the City of Los Angeles. By approving the Project, the City will be taking a step toward inclusivity and independence for a community of people deserving of a home dedicated to their needs and growth. Cornerstone Housing has been transparent and open with our community throughout the planning process and we support the Project wholeheartedly as proposed.

Our 23 year old son, Ben, was diagnosed with epilepsy at age 2.5 and Autism at age 3. It has been a long road raising him through hundreds of seizures, numerous therapies and special schools aimed at helping him become as independent as possible. He is a wonderful, happy young man with a lot to offer. But he needs a supportive environment to thrive. His intellectual and developmental disabilities make him a lot like a nice 4th grader in an adult body. Capable and helpful in many ways, but in need of a community around him.

When I heard about Cornerstone's Housing Project, I immediately realized that this is exactly what I had been imagining and hoping for. I am a full time mom, I have been very active in the Autism Community over the past 20 years, and have explored many housing options for my son. This is the answer I have been looking for. It's a safe haven in the neighborhood he has lived in all of his life, with all of the tools and "scaffolding" needed to help him utilize his talents, care for his mental health, and remain a productive member of the community and the world.

Our family furniture business, Modernica, has been a fixture in Los Angeles for over 30 years and we have seen a lot of change in Los Angeles. We love it here, we want to stay here, and

we want to see this kind of project flourish here. We have already hired employees on the Autism Spectrum, and we hope to do more. We need to make space and jobs and opportunities for disabled people in our community. We need to take action.

We have all heard the famous quote by Ghandi, that “the true measure of any society can be found in how it treats its most vulnerable members.” We want to see Los Angeles prioritize the wellbeing of adults with disabilities by leading the way with innovative housing solutions. Cornerstone’s Project has thought of everything this population needs in housing.

For all of these reasons, I urge the City’s approval of this Project. Supporting this Project means supporting inclusive housing and opportunities for all Angelenos, as well as the history of Los Angeles as a center of diversity.

Sincerely,
Jennifer and Jay Novak
1461 Claridge Drive
Beverly Hills CA 90210

February 24, 2021

Esther Ahn, City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

RE: *CPC-2020-946-DB-MCUP*
9224 W. Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035

To Esther Ahn,

We live in South Robertson neighborhood, located at 9043 CRESTA DRIVE, LOS ANGELES CA 90035. As members of the community since 1996, we couldn't be happier to support the Cornerstone Housing for Adults with Disabilities' Project located at 9224 Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035.

This will impact the entire community in such a positive way as well filling a void in our City for serving those with disabilities. If approved, the City will be taking a step toward inclusivity and independence of people attending to their needs and growth.

With the world changing as it is----this sends such a positive message to all who will live, work and be a part of this project.

We urge the City's approval!

Thank you,

Steve and Jenny Savitsky

2/23/2021

Esther Ahn, City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

RE: *CPC-2020-946-DB-MCUP*
9224 W. Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035

To Esther Ahn,

I am a stakeholder within the South Robertson neighborhood, located at 9632 Oakmore Rd., Los Angeles, CA 90035. As a member of the community, I would like to extend my support for the Cornerstone Housing for Adults with Disabilities' Project located at 9224 Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035.

I welcome the Project in our community as the first truly dedicated housing project for the Intellectually and Developmentally Disabled in the City of Los Angeles. By approving the Project, the City will be taking a step toward inclusivity and independence for a community of people deserving of a home dedicated to their needs and growth. Cornerstone Housing has been transparent and open with our community throughout the planning process and we support the Project wholeheartedly as proposed.

It will have a profound, positive and meaningful impact, not only for the individuals residing at Cornerstone, but across the broader South Robertson community.

For all of these reasons, I urge the City's approval of this Project. Supporting this Project means supporting inclusive housing and opportunities for all Angelenos, as well as the history of Los Angeles as a center of diversity.

Thank you,

Jonathan Schwartz
9632 Oakmore Rd. , LA, CA 90035

336 South Peck Drive
Beverly Hills, CA 90212

February 23, 2021

Esther Ahn, City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

**RE: CPC-2020-946-DB-MCUP
9224 W. Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles
90035**

Dear Ms. Ahn,

As a parent of an adult child with intellectual and developmental disabilities, we would like to offer our strong support for the Cornerstone Housing for Adults with Disabilities' Project located at 9224 Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035.

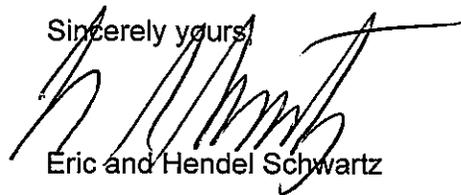
We welcome the Project as the first truly dedicated housing project for the Intellectually and Developmentally Disabled in the City of Los Angeles. By approving the Project, the City will be taking a step toward inclusivity and independence for a community of people deserving of a home dedicated to their needs and growth. Cornerstone Housing has been transparent and open with the community throughout the planning process and we support the Project without reservation as proposed.

This Project will be unique in Los Angeles and serve as a beacon and model for projects of a similar nature around the state and the nation. We are fortunate to have within our city buildings for many diverse needs, but there is very little available for adults with intellectual disabilities. Having a building for this population in the heart of a thriving commercial, transportation-friendly, urban setting will provide opportunities for these adults to work and to live together, as a true community, supporting and encouraging each other to be independent and successful. Moreover, the community at large will benefit from interactions with our population. In our experience, as parents of a young adult with intellectual and developmental disabilities, we find that those interacting with our son gain as much from the interactions as he does.

We urge the City's approval of this Project. Supporting this Project means supporting inclusive housing and opportunities for all Angelenos, and further enhances the long tradition of Los Angeles as a center of diversity.

Thank you.

Sincerely yours,



Eric and Hendel Schwartz

February 28, 2021

Esther Ahn, City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

**RE: CPC-2020-946-DB-MCUP
9224 W. Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035**

To Esther Ahn,

I am a stakeholder living close to the South Robertson neighborhood. As a member of the community, I would like to extend my strong support for the Cornerstone Housing for Adults with Disabilities' Project located at 9224 Pico Boulevard / 1410 S. Glenville Avenue, Los Angeles 90035.

Many of us have elderly relatives who chose to live in retirement communities with others of similar ages and with similar interests. These age 65+ residential communities provide dining, recreation, activities, transportation, and – most importantly – socialization opportunities with others with similar interests and abilities. The community and government support these living options for the elderly and respect the desires of those who wish to live among their peers.

Community members who are Intellectually and Developmentally Disabled deserve the same opportunities to live and socialize with their intellectual and comparable age peers. The decision to live, eat, and participate in activities with people with similar interests and abilities is a right that applies to members of the disabled community in the same way as to the elderly.

My daughter Rachel (age 33 next month) wants to live in her own apartment, just like her brothers and others of her same age. Due to her cognitive and developmental disabilities, however, she cannot live entirely independently. Whereas she can prepare a simple breakfast and make a sandwich, she is unable to make dinners and she needs transportation and supervision in order to shop for groceries or attend a recreational activity. Rachel loves movies, miniature golf, restaurant meals, and watching sports, however these are activities best enjoyed with like-minded friends, not alone. A residential community such as the Cornerstone Housing for Adults with Disabilities project in Los Angeles will present a group of age and developmentally similar friends with whom Rachel can interact and enjoy favorite activities in the same way that her elderly relatives do in their retirement community living projects.

Those of us who are neurotypical can find friends through school and work. Our disabled family members do not have these opportunities and most often remain lonely and socially isolated in their parents' homes or perhaps in an apartment building with no one else of similar developmental status and therefore no friends.

The choice to live in a Cornerstone housing project is Rachel's. It is our duty to respect and support her right to live in a setting with individuals like herself and in which she can receive the supports necessary to ensure she remains safe and as independent as possible. Rachel, and the others who will live in the Cornerstone building, want the autonomy and privacy of their own apartments, along with the social opportunities provided by the proximity of 50 other residents with similar interests and developmental status. They look forward to interacting with the Pico/South Robertson area businesses and residents as their abilities and interests dictate, but they will not be alone due to lack of friends when they do so

For all of these reasons, I urge the City's approval of this Project. Supporting this Project means supporting inclusive housing and opportunities for all Angelenos, as well as the history of Los Angeles as a center of diversity.

Thank you,

Margaret Simons, Ph.D.
620 N. Roxbury Dr.
Beverly Hills, CA 90210

Peggy.simons@gmail.com