



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: February 9, 2023
Time: after 8:30 a.m.
Place: Due to concerns over COVID-19 and continued concerns that meeting in person would present imminent risks to the health and safety of the attendees, the CPC 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/commissions-boards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: November 30, 2022
Appeal Status: Off-Menu Density Bonus Housing Incentives are not appealable by any party. On-Menu Density Bonus, Conditional Use, and Site Plan Review are appealable to City Council
Expiration Date: February 9, 2023
Multiple Approval: Yes

PROJECT LOCATION: **2211 South Western Avenue**
(legally described as Lots FR 1, POR 2 Arb 3, FR PVT DRIVEWAY Arb 3, 29 Arb 3, FR 30 Arb 3, Lots FRPVT DRIVEWAY Arb 4, FR 30 Arb 1, 29 Arb 1, 28, FR PVT DRIVEWAY Arb 2 POR 3, and POR 2 Arb 2), Block None, Berkeley Square Tract – Lots FR 2 Arb 1 and 2, 4 Arb 1 and 2, 6 Arb 1, 2, and 3, 8 Arb 1 and 2, and 10 Arb 2), Block None, Grand View Heights Tract)

PROPOSED PROJECT: The project is the construction of a new eight-story, L-shaped, 89-foot 11-inches tall mixed-use building comprised of 364 dwelling units (including 38 Very Low Income units) and 70,220 square feet of two-story commercial space fronting Western Avenue. The project will be approximately 325,302 square feet in floor area with a Floor Area Ratio ("FAR") of 3.25:1 on a site totaling 2.29 acres. The project will provide 309 residential and 205 commercial parking spaces in one subterranean and four above grade parking levels. The site is partially improved with vacant land and surface parking which will be removed for the project. The project will also involve the grading of approximately 35,055 cubic yards of soil.

REQUESTED ACTION: 1. Pursuant to CEQA Guidelines Sections 15168 and 15162, the adequacy of the project being within the scope of the South Los Angeles Community Plan Program EIR No. 2008-1781-EIR, SCH No. 2008101098; the environmental effects of the project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur

Case No.: CPC-2021-8442-CU-DB-SPR-HCA
CEQA No.: ENV-2021-8443-EAF
Incidental Cases: N/A
Related Cases: ADM-2022-3350-CPIOC
Council No.: 10 – Hutt
Plan Area: South Los Angeles
Plan Overlay: South LA CPIO (General Corridor Subarea); South Los Angeles Alcohol Sales Specific Plan
Certified NC: United Neighborhoods
GPLU: Neighborhood Commercial
Zone: C2-1-O-CPIO
Applicant: 2231 Western (LA), LLC
Representative: Michael Gonzales, Gonzales Law Group

and no new mitigation is required; and the City has incorporated all feasible mitigation measures from the Program EIR on the Project.

2. Pursuant to Los Angeles Municipal Code (“LAMC”) Section 12.22 A.25(g)(2), a Density Bonus Compliance Review to allow the construction of 364 units, reserving 38 units for Very Low Income Household occupancy for a period of 55 years, with the following requested Incentives:
 - a. An on-menu incentive to allow a 12 percent reduction in the required open space, to allow 33,528 square feet in lieu of the 38,100 square feet required by LAMC Section 12.21 G;
 - b. An off-menu incentive to allow a height of 88'-4" in lieu of a 33' transitional height otherwise required in the C2-1-O-CPIO Zone;
 - c. An off menu incentive to allow a Floor Area Ratio (“FAR”) of 3.25:1 in lieu of 1.5:1 as otherwise permitted in the C2-1-O-CPIO Zone.
2. Pursuant to LAMC Section 12.22 A.25(g)(3), the following four (4) Waivers of Development Standard:
 - a. A Waiver to allow the temporary removal of 61 on-site surface parking spaces covenanted for the adjacent residential units and commercial space and replacement of 61 parking spaces in the new mixed-use building;
 - b. A Waiver to allow a 5-foot front yard setback in lieu of the otherwise required 15 feet by the C2-1-O-CPIO Zone;
 - c. A Waiver to allow a 5-foot westerly side yard setback in lieu of the otherwise required 11 feet by the C2-1-O-CPIO Zone; and
 - d. A Waiver to allow a 5-foot rear yard setback in lieu of the otherwise required 20 feet by the C2-1-O-CPIO Zone.
3. Pursuant to LAMC Section 12.24 U.26, a Conditional Use Permit for a 45 percent increase in density over the Project site.
4. Pursuant to LAMC Section 16.05, a Site Plan Review for a development project resulting in an increase in 50 or more dwelling units.

RECOMMENDED ACTIONS:

1. FIND, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the project is within the scope of the South Los Angeles Community Plan Program EIR No. ENV-2008-1781-EIR, SCH No. 200810109, pursuant to CEQA Guidelines Sections 15168 and 15162; the environmental effects of the Project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur and no new mitigation is required; and the City has incorporated all feasible mitigation measures from the Program EIR on the Project.

2. Approve, pursuant to LAMC Section 12.22 A.25(g)(2) a **Density Bonus Compliance Review** to allow the construction of 364 units, reserving 38 units for Very Low Income Household occupancy for a period of 55 years, with the following requested three On-and Off-Menu Incentives:

- a. An on-menu incentive to allow a 12 percent reduction in the required open space, to allow 33,528 square feet in lieu of the 38,100 square feet required by LAMC Section 12.21 G;
- b. An off-menu incentive to allow a height of 88'-4" in lieu of a 33' transitional height otherwise required in the C2-1-O-CPIO Zone(Off-Menu);
- c. An off-menu incentive to allow a Floor Area Ratio ("FAR") of 3.25:1 in lieu of 1.5:1 as otherwise permitted in the C2-1-O-CPIO Zone.

3. **Approve**, pursuant to LAMC Section 12.22 A.25(g)(3), the following four (4) **Waiver of Development Standard**:

- d. A Waiver to allow the temporary removal of 61 on-site surface parking spaces covenanted for the adjacent residential units and commercial space and replacement of 61 parking spaces in the new mixed-use building;
- e. A Waiver to allow a 5-foot front side yard setback in lieu of the otherwise required 15 feet by the C2-1-O-CPIO Zone;
- f. A Waiver to allow a 5-foot westerly side yard setback in lieu of the otherwise required 11 feet by the C2-1-O-CPIO Zone; and
- g. A Waiver to allow a 5-foot rear side yard setback in lieu of the otherwise required 20 feet by the C2-1-O-CPIO Zone.

4. **Approve**, pursuant to LAMC Section 12.24 U.26, a **Conditional Use Permit** for a 45 percent increase in density over the Project site.

5. **Approve**, pursuant to LAMC Section 16.05, a **Site Plan Review** for a development project resulting in an increase in 50 or more dwelling units.

6. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Theodore L. Irving

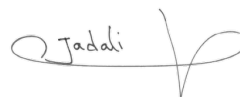
Theodore L. Irving, AICP
Principal City Planner

Michelle Singh

Michelle Singh, Senior City Planner



Sergio Ibarra, City Planner



Helen Jadali, AICP
City Planning Associate

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 273, 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 agendaized 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.

TABLE OF CONTENTS

Project Analysis	A-1
Project Summary	
Background	
Requested Entitlements	
Issues	
Conclusion	
Conditions of Approval.....	C-1
Findings	F-1
Density Bonus / Affordable Housing Incentive Program Findings	
Conditional Use Findings	
Site Plan Review Findings	
CEQA Findings	
Public Hearing and Communications.....	P-1
Exhibits:	
Exhibit A – Project Plans	
Exhibit B – Maps, Site Photos, ZIMAS Profile Report	
Exhibit C – Agency Correspondence	
Exhibit D – PVP Comments	
Exhibit E – EIR Technical Memorandum	
Exhibit F – Public Correspondence	

PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project is for the construction of an eight-story, L-shaped, 89-foot 11-inches tall mixed-use building comprised of 364 dwelling units (including 38 Very Low Income units) and 70,220 square feet of two-story commercial space fronting Western Avenue. The project will be approximately 325,302 square feet in floor area with a Floor Area Ratio ("FAR") of 3.25:1. The project will provide 309 residential and 205 commercial parking spaces in one subterranean level and four above grade parking levels. The project will also involve the grading of approximately 35,055 cubic yards of soil.

The project has frontages on both 24th Street and Western Avenue. The primary residential lobby entrance is located along 24th Street. Residential units are located on upper floors beginning at the 4th floor level and will be comprised of 119 singles/studios, 177 one-bedrooms units, and 68 two-bedroom units. The Project's open space includes a 1,793 square feet amenity room on Level 1; a 1,237 square feet amenity room on the fourth floor; 3,045 square feet amenity room on the fifth floor; open air decks on the first, fourth, fifth, and eighth floors; as well as private balconies across all residential levels for a total of 37,430 square feet of open space. The entrance to the Project's 70,220 square feet of retail floor is provided along Western Avenue. The retail component is split between two floors. Each floor is approximately 15.5 feet in height. The top of the second retail level matches the height of the top of the third floor for the rest of the Project. The primary commercial entrance for pedestrians is located along Western Avenue. Vehicular access for the commercial parking is provided from Western Avenue and vehicular access to the residential parking is provided at 24th Street via two separate driveways. There is also a residential egress onto Western Avenue via the south part of the circular driveway which also functions as a fire lane.

The site is currently improved with surface parking lot, all of which will be demolished for the project. There are no existing trees on site. The project will also involve the grading of approximately 35,055 cubic yards of soil.

BACKGROUND

Subject Property

The project site is located to the west of the intersection of Western Avenue and I-10 Freeway in the South Los Angeles Community Plan. The project site consists of twenty-three (23) lots totaling approximately 100,112 square feet (0.29 acres), with approximately 213 feet of frontage along the west side of Western Avenue and approximately 137 feet of frontage along 24th Street. The site is currently improved with vacant land and surface parking lot, all of which will be demolished for the project. There are no existing trees on site. The project will also be providing an additional 61 replacement parking spaces including 20 commercial and 41 residential stalls to replace surface-level parking required for the building adjacent to the site at 2231 Western Avenue. This project site is part of the larger rectangular lot approximately 164,849 square feet that is situated on the west side of between 24th Street and Interstate 10 Freeway owned by same developer. Portions of the rectangular lot facing Western Avenue are currently improved with (a) a 60-unit residential building approximately 31,839 square feet (2221 Western Avenue) and (b) a separate 48-unit residential building approximately 32,898 square feet (2231 Western Avenue). On June 27, 2017, the Department of Building and Safety (DBS) issued a permit for Adaptive Reuse of the adjacent existing building located at 2231 Western Avenue, per Case No. ZA-2016-3577-ZAD-CUB-PA1 (the "Adaptive Reuse Approval") and issued a Certificate of Occupancy on December

24, 2020. Per the Adaptive Reuse Approval, the Existing Building has been converted into 59 joint live-work units. Within the Adaptive Reuse Approval is a condition that the existing building provide no less than 41 spaces of surface-level parking. The Adaptive Reuse Approval conditioned the southernmost part of the Vacant Portion (adjacent to the Existing Building) to provide the 41 surface-level parking spaces for the Existing Building.

Zoning and Land Use Designation

The project site is located in the South Los Angeles Community Plan, and is designated for Neighborhood Commercial land uses, with corresponding zones of CR, C1, C1.5, C2, C4, RAS3, and R3. The site is zoned C2-1-O-CPIO, and is consistent with the land use designation. The C2 Zone allows for R4 density at a ratio of one dwelling unit per 400 square feet of lot area. Height District No. 1 in the C2-1-O-CPIO Zone allows unlimited building height and stories and a FAR of 1.5:1 on the subject site. The site is also located within the South Los Angeles Community Plan Implementation Overlay ("CPIO") District General Corridor Subarea. The CPIO contains additional regulations for ground floor and building height, density, building disposition, building design, and parking. The site is also located within the South Los Angeles Alcohol Sales Specific Plan (ZI File No. 1231), and Transit Priority Area (ZI File No. 2452), and Freeway Adjacent Advisory Notice for Sensitive Uses Plan (ZI File No. 2427).

Surrounding Uses

The subject site is located in an urbanized area surrounded by a combination of primarily single- and multi-family residential and commercial uses. The adjacent property to the east at the corner of Western Avenue and 24th Street is a five-story, 48-unit residential building. The adjacent building to the east facing Western Avenue, south of the retail portion of the proposed project is a 4-story, 60-unit residential building. Properties to the east across Western Avenue are zoned C2-1-CPIO and improved with a one-story church building and two to four stories multi-family residential buildings. Properties to the South across 24th Street are zoned C2-1-O-HPOZ-CPIO and R1-1-O-HPOZ and improved with one-story hospital building and two-story single-family residential buildings. The abutting property to the west is zoned PF-1-O and improved with an Elementary School. To the north abutting the project site is the I-10 Freeway.

Streets and Circulation

Western Avenue, abutting the property to the east, is designated by the Mobility Plan as an Avenue II, with a designated right-of-way width of 86 feet and roadway width of 56 feet, and is improved with a curb, gutter, and sidewalk.

24th Street, abutting the property to the south, is designated by the Mobility Plan as a Collector, with a designated right-of-way width of 66 feet and roadway width of 40 feet, and is improved with a curb, gutter, and sidewalk.

Public Transit

The subject site is located within one-half mile (2,640 feet) of a Major Transit Stop located at the intersection of South Western Avenue and West Adams Boulevard, served by Los Angeles County Metropolitan Transportation Authority ("Metro") 37, 207, and 757 Rapid Bus.

Relevant Cases and Building Permits

Subject Site:

Building Permit No. 22010-10000-06310: On January 15, 2023, a Building Permit Application was filed for the new 8-story mixed-use building, involving a 4-story Type IIIA 364-unit residential over one subterranean level and four stories of type IA parking structure. The permit is pending and has not been issued at the time of preparing this report.

Case No. PAR-2021-5459-AHRF: On September 13, 2021, the Department of City Planning completed the administrative review for a Transit Oriented Communities Tier Verification Form.

Surrounding Sites:

Case No. ZA-2016-3577-ZAD-CUB: On June 27, 2017, Zoning Administrator approved a conditional use to permit the on-site sale and dispensing of a full-line of alcoholic beverages in conjunction with a rooftop restaurant. A Zoning Administrator's Determination was also approved to allow an adaptive reuse of a former medical building, constructed prior to 1974 and located in the CZ Zone outside of the Downtown Adaptive Reuse Project area at 2231 South Western Avenue.

REQUESTED ENTITLEMENT

Density Bonus / Affordable Housing Incentives Program

In accordance with California Government Code Section 65915 the applicant is proposing to utilize LAMC Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus) to set aside 38 dwelling units for Very Low Income household occupancy for a period of 55 years in exchange for a density bonus, incentives and waivers allowing for relief from development standards. Because the applicant is providing 15 percent of base dwelling units to be affordable for Very Low Income household occupancy, the applicant is eligible for three incentives as follows:

- h. A transitional height of 88'-4" height in lieu of 33' height on 24th Street (Off-Menu)
- i. A 12 percent reduction in the required open space, to allow 33,528 square feet in lieu of the 38,100 square feet required by LAMC Section 12.21 G (On-Menu); and
- j. A Floor Area Ratio ("FAR") of 3.25:1 in lieu of 1.5:1 as otherwise permitted in the C2-1-O-CPIO Zone (Off-Menu).

Waivers of Development Standards

As mentioned above, a project that provides 15 percent of its base units for Very Low Income Households qualifies for three (3) Incentives, but 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 of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)), in conjunction with a Density Bonus Project. Given that the project is utilizing all three (3) Density Bonus Incentives, the applicant requests four (4) Waiver of Development Standards, as follows:

- a. A Waiver to allow the temporary removal of 61 surface parking spaces covenanted for the existing residential units on-site and replacement of 61 parking spaces in the new mixed-use residential building;

- b. A Waiver to allow a 5-foot front side yard setback in lieu of the otherwise required 15 feet by the C2-1-O-CPIO Zone;
- c. A Waiver to allow a 5-foot westerly side yard setback in lieu of the otherwise required 11 feet by the C2-1-O-CPIO Zone; and
- d. A Waiver to allow a 5-foot rear side yard setback in lieu of the otherwise required 20 feet by the C2-1-O-CPIO Zone.

Conditional Use - Density

The City's Density Bonus Ordinance (Ordinance No. 179,581), codified in LAMC Section 12.22 A.25, allows a maximum density increase of up to 35 percent in exchange for setting aside 11 percent of the base density units for Very Low Income Households in accordance with the State Density Bonus Law (Government Code Section 65915). The State Density Bonus Law (Government Code Section 65915(n)) also allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent.

Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45

The project site is zoned C2-1-O-CPIO, which allows a base density of 250 dwelling units on the subject property. Per the Density Bonus Ordinance, the project is permitted a 35 percent density increase in exchange for setting aside 11 percent, or 28 units, of the 250 base density units for Very Low Income Households. With the Density Bonus Ordinance, the project would be permitted a density bonus of 88 units allowing a total of 339 units on site in exchange for setting aside 28 units for Very Low Income Households.

The applicant requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 45 percent increase in density for a total of 364 dwelling units in lieu of 250 dwelling units as otherwise permitted by-right in the C2-1-O-CPIO Zone. As provided in the table above, the applicant is required to set aside at least 15 percent, or 38 units, of 250 by-right density units for the 45 percent density increase. The applicant proposes a project totaling 364 dwelling units, 38 of which will be restricted to Very Low Income Households for a period of 55 years, which is 15 percent of the 250 base density units. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 45 percent density increase.

Site Plan Review

In accordance with LAMC Section 16.05, the applicant has requested Site Plan Review for a development project that creates or results in an increase of 50 or more dwelling units. Given the project proposes 250 new base dwelling units, the project results in a net increase of 250 base dwelling units on the subject site and is subject to Site Plan Review.

Housing Replacement

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting 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 proposed housing development project replaces those units. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Amended Replacement Unit Determination, dated April 29, 2021, that no units are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

Public Hearing

- The public hearing was held on November 30, 2022, at approximately 10:00 am telephonically via Zoom in conformance with the Governor's Executive Order N-29-20 (March 17, 2020). The public hearing was attended by the applicant's representatives (Michael Gonzales and Alex Kolodziejczyk), and one (1) member from the community. One member of the community spoke at the hearing and raised concerns about the conflict between vehicular traffic and pedestrians, the height of the proposed building compared to the existing adjacent buildings, the visual impact of the height of building to the context of the project, and the date of the completion of the project.

Project Design (Urban Design Studio/ Professional Volunteer Program)

The proposed project was reviewed by the Department of City Planning's Urban Design Studio ("UDS") on April 12, 2022. The resulting comments and suggestions focus primarily on the pedestrian experience, 360-degree design, and climate adaptive design. The following comments were made on the project design:

Pedestrian-First

- Enhance walkability at the corner of the commercial building facing Western Avenue.
- Eliminate the new driveway to reduce the pedestrian conflict with vehicles on 24th Street.
- Enhance walkability of the Fire Lane Circular Access.

360-Degree Design

- Provide a central residential lobby.
- Provide a dominant commercial entrance from Western Avenue.
- Integrate the architectural character of the new proposed building with the two existing buildings

Climate-Adapted

- Create a large skylight to the courtyard above the commercial space to access to the natural light.
- Provide 5-foot setback with landscaping and green screen along the western property boundary to soften the transition between the residential parking structure and adjacent schoolyard.

The applicant incorporated the design comments in updated plans showing that:

- The western façade fronting to the adjacent schoolyard has incorporated similar architectural elements to the parking structure to express a coherent whole with creating series of solids and voids to mimic the window patterning of the residential units above and to provide natural ventilation in the above-grade parking structure.
- The project has included a “relief-valve” with an exit-only driveway from the residential parking structure to Western Avenue to mitigate the conflict with pedestrian traffic during school drop-off and pick up hours.
- The project has enhanced the pedestrian experience of the Fire Lane with adding planting and landscaping area to create a pleasant promenade in the Fire Lane area, by reducing the Fire Lane width to the minimum 28 feet required by LAFD. Enhancing paving in the Fire Lane to add visual interest and to emphasize that the Fire Lane is a place for both vehicles and pedestrians. Project will provide consistent pole lighting on the sidewalks on both sides of the Fire Lane to be compatible with the human scale. Project included additional crosswalk areas within the Fire Lane for pedestrians, including the addition of “STOP” signs mid-paseo. Additionally, both sides of the Fire Lane will be slightly above the Fire Lane with sidewalks and activated with the existing retail/restaurant in the existing building, and leasing/Amenity space in the Project.
- Project has implemented additional landscaping and seating areas at the northeast corner of the project facing Western Avenue to serve as the gateway to the Project and enhance the pedestrian activity at the ground floor.
- Project added an outdoor “retail lobby” for users to exit the subterranean parking structure and enter the Project’s core area. Pedestrians can use sidewalks to access the new retail in the Project or cross the Fire Lane to access the retail in the existing building.

ISSUES**Parking/Circulation**

The project provides 514 total parking spaces, allocating 309 spaces for residential units and 205 for commercial space. Residential parking is located in one at-grade and three above grade parking podium and commercial parking is located in one subterranean and four above grade parking levels. This total includes the 61 replacement parking spaces for the adjacent building, (41 residential and 20 commercial replacement parking). Therefore, the project is providing 97 parking spaces in excess of the required parking spaces for the project. The residential vehicular access for the proposed residential units is provided via a two-way driveway at 24th street with the width of 22’ within the ground floor of the building. The project also provided a residential parking egress only through the Fire Lane. Additionally, a driveway with the width of 22’ for the adjacent residential building is also provided at 24th Street. Commercial vehicular access is provided from a circular driveway (Fire Lane) at Western Avenue. The project proposes a loading space in the

enclosed parking garage that is accessed from a circular driveway (Fire Lane) at Western Avenue. The loading dock is designed to be largely self-contained, and the Fire Lane will be used for turning maneuvers. Therefore, the commercial parking and loading dock will not affect the Western Avenue's circulation and will be compatible with surrounding properties. The at-grade parking is buffered with a lobby at the Primary Frontage along 24th Street.

CONCLUSION

Based on the information submitted to the record, and the surrounding uses and zones, staff recommends that the City Planning Commission approve the project, as recommended, subject to the Conditions of Approval. The project will redevelop a vacant site with a mixed-use project, resulting in a net increase of 364 dwelling units, including 38 Very Low Income units, and new commercial spaces to the South Los Angeles community.

CONDITIONS OF APPROVAL

Development Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped “Exhibit A, dated July 22, 2022” and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/South/Coastal Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 364 residential units including affordable units.
3. **Affordable Units.** A minimum of 38 units, that is 15 percent of the base dwelling units (250 units), shall be reserved as affordable units for Very Low Income household occupancy, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2).
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD). The covenant shall bind the owner to reserve 38 units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant will 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 any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background and Housing Replacement (SB 330 Determination) Background sections of this determination.
5. **Height (Incentive).** The project shall be limited to eight 89-feet and 11-inches in building height per Exhibit “A”.
6. **Floor Area Ratio (FAR) (Incentive).** The project shall be limited to a maximum floor area ratio of 3.25:1 per Exhibit “A”.
7. **Open Space (Incentive).** The project shall provide a minimum of 33,768 square feet of open space per Exhibit “A”.
8. **Transitional Height (Incentive).** The project shall be limited to 88'-4" transitional height along 24th Street.
9. **Setbacks (Waiver).** The project shall provide 5-foot front yard, westerly side yard, and rear yard setbacks.
10. **Temporary Removal of Parking (Waiver).** The applicant is allowed the temporary removal of 61 on-site, surface-level parking spaces at 2232 Western during construction of the project.
11. **Replacement Parking.** The Project shall provide 61 parking spaces covenanted for the adjacent building's residential units and commercial space.
12. **Automobile Parking for Residential Uses.** Pursuant to California Government Code Section 65915(p)(2)(A), a development including at least 11 percent Very Low Income units and is

located within one-half mile of a Major Transit Stop is allowed one-half parking space per bedroom. Based upon the number of bedrooms proposed, a minimum of 216 residential parking spaces shall be provided for the project. The project proposes 308 residential parking spaces as provided in Exhibit "A".

13. **Automobile Parking for Commercial Uses.** The project shall provide 140 commercial parking spaces based on the requirement of two parking spaces per 1000 square feet of commercial space. Project provides 205 commercial parking spaces.
14. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16. The project shall provide 202 long-term and 52 short-term bicycle parking spaces, as provided in Exhibit "A".
15. **Street Improvements.**
 - a. **Western Avenue** –Repairs and/or replace any broken, damaged, cracked, off-grade concrete curb, gutter, sidewalk and roadway pavement including any necessary removal and reconstruction of existing improvements satisfactory to the City Engineer. Close all unused driveways with full height curb, gutter and concrete sidewalk.
 - b. **24th Street** – Repairs and/or replace any broken, damaged, cracked, off-grade concrete curb, gutter, sidewalk and roadway pavement including any necessary removal and reconstruction of existing improvements satisfactory to the City Engineer. Close all unused driveways with full height curb, gutter and concrete sidewalk.

Site Plan Review Conditions

16. **South Los Angeles CPIO.** Prior to the issuance of a building permit, the applicant shall demonstrate compliance with the South Los Angeles Community Plan Implementation Overlay ("CPIO") pursuant to Ordinance No. 185,927, except as modified herein.
17. **Construction.** A construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Office for review and approval prior to the start of any construction work. 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 construction related traffic be restricted to off-peak hours.
18. **Mechanical Equipment.** All exterior mechanical equipment, including heating, ventilation and air conditioning (HVAC) equipment, satellite dishes, and cellular antennas, shall be screened from public view through the use of architectural elements such as parapets.
19. **Lighting.** All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).
20. **Lighting Design.** Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting

fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.

21. **Heat Island Effect.** To reduce the heat island effect, a minimum of 50% of the area of pathways, patios, driveways or other paved areas shall use materials with a minimum initial Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing Materials) standards.
22. **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 Article 9, Chapter IX of the LAMC.
23. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.
24. **Parking Design.** Residential parking is provided in one at-grade level and 3 above-grade levels (2-4 floor) facing 24th Street and the adjacent School yard. The residential vehicular access is provided through a two-way driveway with the width of 22' at the 24th Street. The project also provided a residential parking egress only through the Fire Lane. The commercial parking is provided in one subterranean level parking throughout the L-shaped building. The Commercial vehicular access is provided from a circular driveway (Fire Lane) at Western Avenue. The project proposes a loading space in the enclosed parking garage that is accessed from a circular driveway (Fire Lane) at Western Avenue.
25. **Fire Lane.** The project shall be limited to a minimum of 28' Fire Lane width per Exhibit "A".
26. **Crosswalk in Fire Lane Area.** The Project shall provide crosswalks in the Fire Lane Area per Exhibit "A".
27. **Pavement on the Fire Lane Area.** The Project shall provide enhanced pavement (Texture, pattern, and raised level on both pedestrian area) on the Fire Lane Area.
28. **Pole Lighting on the Fire Lane Area,** The Project shall provide consistent pole lighting on the sidewalks on both sides of the Fire Lane to be compatible with the human scale per Exhibit "A".
29. **Green Screen.** The Project shall provide "Green Screen" on the above-grade parking levels of the façade on the building facing west and 24th Street.
30. **Landscape Plan.** Revised landscape plans shall be submitted to show the size and location of all plants. The landscape plan shall indicate landscape points for the Project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The final landscape plan shall be in substantial conformance with the submitted Landscape Plan, Exhibit "A," and shall incorporate any modifications required as a result of this grant.
31. **Soil Depths.** Shrubs, perennials, and groundcover shall require a minimum soil depth as follows:
 - a. A minimum depth with a height ranging from 15 to 40 feet shall be 42 inches.
 - b. A minimum depth with a height ranging from 1 to 15 feet shall be 24 to 36 inches.

- c. A minimum depth with a height of less than 1 foot shall be 18 inches.
- d. A minimum depth of an extensive green roof shall be 3 inches.

Trees shall require a 42 inch minimum soil depth.

Further, the minimum amount of soil volume for tree wells on the rooftop or any above grade open spaces shall be based on the size of the tree at maturity:

- e. 220 cubic feet for trees with a canopy diameter ranging from 15 to 19 feet.
- f. 400 cubic feet for trees with a canopy diameter ranging from 20 to 24 feet.
- g. 620 cubic feet for trees with a canopy diameter ranging from 25 to 29 feet.
- a. 900 cubic feet for trees with a canopy diameter ranging from 30 to 34 feet.

32. Trees.

- a. New street trees shall be planted within the public right-of-way, where feasible, at a ratio of at least one (1) tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services, Urban Forestry Division, Department of Public Works.
- b. Required Trees per 12.21 G.2. As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." There shall be a minimum of 91, 24-inch box, or larger, trees on site pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right-of-way in Exhibit "A" shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of-way is proven to be infeasible due to City determined physical constraints.

33. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.

34. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

35. **Rooftop Solar Area.** Project shall provide 8,687 square feet of rooftop solar area equal to 15 percent of the whole roof top area.

36. **Solar-ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

37. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.

38. **South Los Angeles CPIO Environmental Standards** – The South Los Angeles CPIO contains Environmental Standards to implement the Mitigation and Monitoring Program as part of the South Los Angeles Community Plan Update that were reviewed in the Program EIR. All projects in CPIO Subareas are required to comply with any applicable Environmental Standards.

- **38.1 - Environmental Standard AQ1:** Projects shall ensure all contractors include the best management practices provided in the bulleted list below in contract specifications:
 - Restrict idling of construction equipment and on-road heavy duty trucks to a maximum of 5 minutes when not in use.
 - Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible.
 - Use heavy duty diesel-fueled equipment that uses low NOx diesel fuel to the extent it is readily available and feasible.
 - Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
 - All on-road heavy-duty diesel trucks or equipment with a gross-vehicle weight rating (GVWR) of 19,500 pounds or greater shall comply with EPA 2007 on-road emission standards for PM and NOx:
 - PM – 0.01 g/bhp-hr
 - NOx – at least 1.2 g/bhp-hr
 - Use zero-emission trucks and equipment where available, or cleanest available technology.
 - Every effort should be made by the Contractor to utilize grid-based electric power at any construction site, where feasible.
 - Where access to the power grid is not available, on-site generators are required to meet 0.01 g/bhp-hr standard for PM, or be equipped with Best Available Control Technology (BACT) for PM emissions reductions.
 - Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.
 - Construction contractors shall use pre-painted construction materials, as feasible.
 - Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
 - Prepare haul routes, when required by the LAMC, that conform to local requirements to minimize traversing through congested streets or near sensitive receptor areas.
 - Maintain a buffer zone that is a minimum of 1,000 feet between truck traffic and sensitive receptors, where feasible.
 - When required by LADOT, upgrade signal synchronization to improve traffic flow.
 - Configure construction parking to minimize traffic interference.
 - When required by LADOT, provide dedicated turn lanes for movement of construction trucks and equipment on-and off-site.
 - Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable.
 - Traffic speeds on all unpaved roads shall be 15 mph or less.
 - Construction contractors shall reroute construction trucks away from congested streets or sensitive receptors areas, as feasible.
 - Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.
 - Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation. The name and contact

- information of the construction relations officer shall be posted at a location on the project site that is accessible and visible from the public right-of-way.
- Identify Sensitive Uses within 500 feet of a project that involves ground-disturbing activities and notify sensitive uses before construction projects occur, including disclosure of the name and contact information for the construction relations officer actin as the community liaison.
 - Implement the fugitive dust control measures as required in the South Coast Air Quality Management District's Rule 403 Fugitive Dust.
- **38.2 - Environmental Standard CR1:** If during construction activities any cultural materials are encountered, construction activities within a 50-meter radius shall be halted immediately and the project applicant shall notify the City. A qualified archeologist (as approved by the City) shall be retained by the project applicant and shall be allowed to conduct a more detailed inspection and examination of the exposed cultural materials. During this time, excavation and construction would not be allowed in the immediate vicinity of the find. However, those activities could continue in other areas of the project site. If the find were determined to be significant by the archeologist, the City and the archeologist would meet to determine the appropriate course of action. All cultural materials recovered from the site would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.
 - **38.3 - Environmental Standard CR2:** Projects that involve construction-related soil disturbance shall require that during excavation and grading, if paleontological resources are uncovered, all work in that area shall be halted immediately and the project applicant shall notify the City. The project applicant shall retain a paleontologist to assess the nature, extent, and significance of any cultural materials that are encountered and to recommend appropriate methods to preserve any such resources. Said paleontologist will have the authority to put a hold on grading operations and mark, collect and evaluate any paleontological resources found on the site where it is discovered during construction. Said paleontologist shall be provided a reasonable amount of time to prepare and implement protection measures coordinating with the City of Los Angeles Building and Safety Department. Any paleontological remains and/or reports and surveys shall be submitted to the Los Angeles County Natural History Museum.
 - **38.4 - Environmental Standard CR3:** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:
 - Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning, Office of Historic Resources.
 - If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period

- of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- The Applicant shall implement the tribe's recommendations if a qualified archaeologist and by a culturally affiliated tribal monitor, both retained by the City and paid for by the Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.
 - The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist and by a culturally affiliated tribal monitor to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
 - If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by a culturally affiliated tribal monitor, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.
 - The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and by a culturally affiliated tribal monitor and determined to be reasonable and appropriate.
 - Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the SouthCentral Coastal Information Center (SCCIC) at California State University, Fullerton.
- **38.5 - Environmental Standard HM1:** A Soil Management Plan shall be prepared prior to the Department of Building and Safety's issuance of a grading permit to review and address any impacted soil that may be encountered during excavation and grading. The SMP shall provide for the sampling, testing, and timely disposal of such soil and properly treated and disposed of in accordance with applicable SCZQMD, DTSC, and LARWQCB requirements. An Environmental Professional shall be on-site during excavation and grading of the project site to monitor environmental conditions pertaining to soil. Written confirmation by the Environmental Professional stating that required site remediation was completed consistent with the relevant federal, state, or local requirements shall be provided to the City prior to issuance of certificates of occupancy.
 - **38.6 - Environmental Standard N1:** Projects (except for Residential Subareas M, N, and O) shall ensure that all contractors include the following best management practices in contract specifications, where applicable:
 - Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.

- The construction contractor shall locate construction staging areas away from sensitive uses.
- When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.
- Use electric or solar generators, when available.
- **38.7 - Environmental Standard N2:** Projects (except for Residential Subareas M, N, and O) shall comply with the following conditions:
 - Mechanical equipment (e.g., heating, ventilation and air conditioning (HVAC) Systems) shall be enclosed with sound buffering materials.
 - Truck loading/unloading activity shall be prohibited between the hours of 10:00 p.m. and 7:00 a.m. when located within 200 feet of a residential land use.
 - Parking structures located within 200 feet of any residential use shall be constructed with a solid wall abutting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal.
- **38.8 - Environmental Standard N4:** Projects (except for Residential Subareas M, N, and O) shall ensure that all contractors include the following best management practices in contract specifications, where applicable:
 - Impact pile drivers shall be avoided where possible in vibration-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are alternatives that shall be utilized where geological conditions permit their use.
 - The construction activities shall involve rubber-tired equipment rather than metal-tracked equipment.
 - The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where possible to avoid construction vibration impacts.

Administrative Conditions

39. **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 "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.

40. **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.
41. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
42. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
43. **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.
44. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
45. **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.
46. **Indemnification and Reimbursement of Litigation Costs.**
- Applicant shall do all of the following:
- (i) 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.
 - (ii) 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.
 - (iii) 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 (ii).
- (iv) 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 (ii).
 - (v) 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 includes 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 FINDINGS

1. **Government Code Section 65915 and LAMC Section 12.22 A.25 state that 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 On- and Off-menu Incentives are not necessary 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.

Based on the set-aside of 15 percent of base units for Very Low Income (VLI) households, the applicant is entitled to three (3) Incentives under both the Government Code and LAMC. Therefore, the one On-Menu and two Off-Menu requests qualify as the proposed development's incentives.

Transitional Height: LAMC Section 12.21.1. A.10 limits the building height to 33 feet when a portion of a building on a C or M lot is within 50-90 feet of RW1 zone or a more restrictive zone. The proposed project located in the C2 zone and is within 86 feet of the R1-1 zone along 24th Street. The project building height on 24th Street is 88'-4". If the transitional height as required by LAMC Section 12.21.1. A.10 were to be applied the Project would lose 4-units on floor level 5, 4-units on floor level 6, 13 units on level 7, and 13 units on level 8. This total lost floor area would result in a loss of 34 units, almost equal the 38 VLI Units and nearly half of the units gained through the density bonus to supplement the costs associate with the VLI units or approximately 10 percent of the entire residential portion of the Project. If the Property were to lose 34 of the 75 bonus market-rate units intended to off-set the cost associate with the VLI units, the Project's associated costs could not be recouped and the Project would not be feasible, and there would be fewer affordable or market-rate units available for the community.

Open Space: LAMC Section 12.21 G requires 100 square feet of usable open space per dwelling unit with less than 3 habitable rooms, and 125 square feet of usable open space per dwelling unit with 3 habitable rooms. For the proposed project with 119 studios, 177 one-bedrooms units, and 68 two-bedroom units, a total of 38,100 square feet of open space will be required. Strict compliance with the open space requirements would have the effect of physically precluding construction of the development proposing 364 dwelling units, 38 of which will be set aside for Very Low Income Households. The applicant has requested a 12 percent reduction to allow 33,528 square feet of open space through an Incentive. Without the incentive to reduce the minimum usable open space required to 33,528 square feet, the project would need to provide an additional 4,572 square feet of common or private open space on-site. As shown on Sheet A0.0a of the project plans, the unit sizes range from 390 to 1,030 square feet. Without the open space waiver, the total unit count would be reduced by at least 5 units from 364 units to 359 units. Compliance with the minimum usable open space provision would require the removal of floor area that could otherwise be dedicated to the number, configuration,

and livability of affordable housing units. Specifically, the project would not only need to comply with the total amount of usable open space requirements, but also the design, dimension, and area requirements set forth in LAMC Section 12.21 G. Common open space would need to be at least 15 feet in width on all sides, have a minimum area of 400 square feet, and be open to sky. The project would lose floor area of the development in order to meet all of these additional requirements for common open space. Therefore, provision of all the required open space would physically preclude construction of the project at the permitted density and with the requested incentives, resulting in a loss of five (5) residential dwelling units.

FAR: The subject site is zoned C2-1-O-CPIO, with a Height District No. 1 that allows a maximum Floor Area Ratio (“FAR”) of 1.5:1. The applicant has requested an Off-Menu Incentive to allow a 3.25:1 FAR in lieu of the otherwise permitted 1.5:1 FAR. The proposed 3.25:1 FAR allows an additional 175,196 square feet. As proposed, the additional FAR will allow for the construction of the affordable residential units. The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. Without the incentive to permit additional floor area, the average unit size and bedroom count would have to be significantly smaller to construct the number of units that the requested density bonus allows. The ability to develop larger units will increase the revenues from the market-rate units, which will lower the marginal cost of developing the affordable units. The additional floor area will allow certain fixed costs involved in the construction of new residential units to be spread over more floor area thereby reducing the per square foot build cost of the development. Therefore, the FAR incentive will result in identifiable and actual cost reductions to provide for affordable housing costs.

FAR by-right	Lot Area (sf)	Total Floor Area (sf)
1.5:1	100,112	$100,112 \times 1.5 =$ 150,168

FAR Requested	Buildable Lot Area (sf)	Total Floor Area (sf)	Additional Floor Area (sf)
3.25:1	100,112	325,364	$325,364 - 150,168 =$ 175,196

- b. The Incentive will have specific adverse impact upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Government Code Section 65915(d)(1)(B) and 65589.5(d)).**

There is no evidence in the record that the proposed density bonus incentive(s) will have a specific adverse impact. 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 project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on public health and safety, or on property listed in the California Register of Historic Resources.

c. The incentive(s) are contrary to state or federal laws.

There is no evidence in the record that the proposed incentives are contrary to state or federal law.

Following is a delineation of the findings related to the request for four Waivers of Development Standard, pursuant to Government Code Section 65915.

2. Government Code Section 65915 and LAMC Section 12.22 A.25 state that the Commission shall approve a density bonus and requested Waiver of Development Standard(s) unless the Commission finds that:

a. *The waiver(s) or reduction(s) are contrary to state or federal laws.*

There is no evidence in the record that the proposed incentives are contrary to state or federal law.

A project that provides 15 percent of total units for Very Low Income Households qualifies for three (3) Incentives, 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 of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Therefore, the request for the following is recommended as a Waiver of Development Standards. Without the below waivers, the existing development standards would preclude development of the proposed density bonus units and project amenities:

Temporary removal of 61 surface parking: 61 parking spaces covenanted for the existing residential units and commercial space on-site and replacement of 61 parking spaces in the new mixed-use residential building. By imposition of a parking burden for the existing surface parking required for the existing adjacent residential building, the Project will be physically precluded from construction, and will result in fewer affordable or market-rate units available for the community.

Side Yard Setbacks: LAMC Section 12.14 C.2 requires side yards to conform to the requirements of the R4 Zone for portions of buildings erected and used for residential purposes. The R4 Zone requires side yards of a minimum of 5 feet and requires one additional foot in the width of the rear yard for each additional story above the 2nd story. The R4 Zone requires a front yard setback of a minimum of 15-foot. The R4 Zone requires a rear yard setback of a minimum of 15 feet and requires one additional foot in the width of the rear yard for each additional story above the 3rd story. The Project would therefore be required to provide a 20-foot rear yard setback and 15-foot front yard setback at the residential level. The Applicant has requested three (3) waivers for a 5-

foot interior side yard and a 5-foot interior rear yard. The Project is an 8-story, L-shaped mixed-use residential building in the C2 zone that require a 20-foot rear yard and 11-foot side yards. The Project will provide a 5-foot front yard along 24th Street, though no front yard is required in the C2 zone. The project provides 5-foot side yard setbacks at its Western Avenue lot line and along most of its eastern façade; the portion of the Project in front of the ground floor Retail area is setback 9-foot from Western Avenue to stimulate pedestrian activity. The rear yard abutting I-10 Freeway is approximately 6-foot wide to accommodate a utility easement. These waivers are necessary for the project to utilize the density bonus and FAR incentive on which the Project relies to develop the 38 Very Low Income units in addition to 326 market-rate units. Additionally, conforming with the side and rear yard requirements would preclude the placement of any structure on the land underlying these areas that conforms with the surrounding community and would physically preclude the construction of the Project with the allowed density bonus and allowed incentives needed to develop a structure that can build the bonus units designed to off-set the VLI Units' reduced return. Moreover, given the Project's L-shaped building form due to the existing structures on the property, which narrows the Project along the southern portion of the property, the Project must utilize as much available lot area as possible to provide a large enough project that can feasibly contain the VLI Units and bonus units to off-set affordable housing costs. Without the requested yard waivers, the project would be physically precluded by a lack of physical space to develop the necessary building envelop.

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

There is no evidence in the record that the proposed density bonus incentive(s) will have a specific adverse impact. 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 project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on public health and safety, or on property listed in the California Register of Historic Resources.

CONDITIONAL USE 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 project site is zoned C2-1-O-CPIO, which allows a base density of 250 dwelling units on the subject property.

The State Density Bonus Law (Government Code Section 65915(n)) allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45

The applicant requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 45 percent increase in density for a total of 364 dwelling units in lieu of 250 dwelling units as otherwise permitted by-right in the C2-1-O-CPIO Zone. As provided in the table above, the applicant is required to set aside at least 15 percent, or 38 units, of 250 by-right density units for the 45-percent density increase. The applicant proposes a project totaling 364 dwelling units, 38 of which will be restricted to Very Low Income Households for a period of 55 years, which is 15 percent of the 250 base density units. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 45 percent density increase.

According to the 2021 Housing Element of the City of Los Angeles General Plan, 22 percent of total households in the City earn less than \$25,000 a year and 42 percent of all households make less than \$50,000 a year, therefore, almost half of the City's residents are in the Very Low or Low Income Categories. The City has determined that the shortage of affordable housing is an ongoing crisis in Los Angeles. The increased intensity and density of the proposed development will be offset by the project's ability to provide the number of affordable units required by the City's Density Bonus policy. Therefore, the proposed project would provide a service that is essential and beneficial to the community, city and 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 is the construction of an eight-story, L-shaped, 89-foot 11-inches tall mixed-use residential building comprised of 364 dwelling units (including 38 Very Low Income units) and 70,220 square feet of ground-floor commercial space. The project will be approximately 325,354 square feet in floor area with a Floor Area Ratio ("FAR") of 3.25:1. The project will provide 309 residential and 205 commercial parking spaces in one subterranean level and a four-story above ground parking structure. The site is currently improved with vacant land and surface parking which will be demolished for the project. There are no existing trees on site. The project will also involve the grading of approximately 35,055 cubic yards of soil.

The subject site is located in an urbanized area surrounded by a combination of primarily single- and multi-family residential and commercial uses. Properties to the east across Western Avenue are zoned C2-1-CPIO and improved with a one-story church and two-story and three-story multi-family residential buildings. Properties to the South across 24th Street are zoned C2-1-O-HPOZ-CPIO and R1-1-O-HPOZ and improved with a one-story hospital building and two-story single-family residential buildings. The abutting property to the west is zoned PF-1-O and improved with an Elementary School. The property to the north is abutting the I-10 Freeway. The subject site is located within one-half mile (2,640 feet) of a Major Transit Stop located at the intersection of South Western Avenue and West Adams Boulevard, served by Los Angeles County Metropolitan Transportation Authority ("Metro") 37, 207, and 757 Rapid Bus.

The mixed-use development is permitted at this location as an allowable use by the underlying C2-1-O-CPIO zone. As provided under Finding No. 1, the project's density, FAR, parking, side yards, and open space are allowed by the underlying zone in combination with Density Bonus law.

The project has been designed with ground floor retail space with street entrances and storefront glazing that is architecturally differentiated from the residential upper floors. The project will enhance the pedestrian experience and streetscape by removing two (2) existing curb cuts, and providing all vehicular access from the alley.

Given the project's compliance with the South Los Angeles CPIO and proximity to public transit, and the surrounding uses, the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The subject site is zoned C2-1-O-CPIO, with a Height District No. 1 that allows unlimited building height and stories and a FAR of 1.5:1 on the subject site. The project proposes a building height of 89-foot 11-inches and 8 stories which is allowed by the site's zoning by-right. The applicant has requested an Off-Menu Incentive to allow a 3.25:1 FAR in lieu of the otherwise permitted 1.5:1 FAR through the Density Bonus Ordinance. The project has multiple nearby buildings of a similar size and scale, including the 6-story South Los Angeles Regional Center and the 5-story St John of God Retirement and Care Center. There is a 6-story, 66 feet tall building adjacent to the project site at the northwest corner of Western Avenue and 24th Street. There is a 5-story building to the west of the building. The project's height is consistent with the zone. Therefore the project will be compatible with and will not degrade the surrounding built environment.

The residential vehicular access is provided at 24th Street and the commercial vehicular access is provided from a circular driveway (Fire Lane) at Western Avenue. The project proposes a loading space in the enclosed parking garage that is accessed from a circular driveway (Fire Lane) at Western Avenue. Therefore, the loading dock is designed to be largely self-contained, and the Fire Lane will be used for turning maneuvers. Therefore, the parking and loading dock will not affect street circulation or pedestrians, and will be compatible with surrounding properties.

In addition, according to the Transportation Assessment prepared by Gibson Consulting, Inc. dated February 20, 2022 and the Department of Transportation ("LADOT") Transportation Assessment Letter dated February 23, 2022, the project will not result in a significant VMT per capita impact.

Lastly, the Project's open space includes a 1,793 square feet amenity room on Level 1, a 1,237 square feet amenity room on the fourth floor, 3,045 square feet amenity room on the fifth floor;

open air decks on the first, fourth, fifth, and eight floors; as well as private balconies across all residential levels for a total of, 33,822 square feet of open space. Therefore, as described above, the project will provide amenities and features that will enhance the surrounding neighborhood rather than further degrade or adversely affect other properties.

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

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

The General Plan is a long-range document determining how a community will grow, reflecting community priorities and values while shaping the future. Policies and programs set forth in the General Plan are subjective in nature, as the General Plan serves as a constitution for development and foundation for land use decisions. The project substantially conforms with the following purposes and objectives of the General Plan Elements: Framework Element, Land Use Element (South Los Angeles Community Plan), Housing Element, and Mobility Element.

The project site is located in the South Los Angeles Community Plan, and is designated for Community Commercial land uses, with corresponding zones of CR, C1, C1.5, C2, C4, RAS3, and R3. The site is zoned C2-1-O-CPIO, and is consistent with the land use designation. The C2 Zone allows for R4 density at a ratio of one dwelling unit per 400 square feet of lot area. Height District No. 1 in the C2-1-O-CPIO Zone allows unlimited building height and stories and a FAR of 1.5:1 on the subject site. The site is also located within the South Los Angeles Community Plan Implementation Overlay ("CPIO") District General Corridor Subarea. The CPIO contains additional regulations for ground floor and building height, density, building disposition, building design, and parking. The site is also located within South Los Angeles Alcohol Sales Specific Plan (ZI File No. 1231), and Transit Priority Area (ZI File No. 2452).

Consistent with the Community Plan, the proposed 364-unit mixed-use development, which includes 38 Very Low Income units, adds new multi-family housing and much needed affordable housing to Los Angeles's housing supply, in a neighborhood that is conveniently located to a variety of regional destinations, community services and amenities, and multi-modal transportation options. It also adds approximately 70,220 square feet of two-story commercial space fronting Western Avenue to serve the community.

Framework Element

The General Plan designates the subject site with Community Commercial land use designation with corresponding zones CR, C1, C1.5, C2, C4, RAS3, and R3. The property is zoned C2-1-O-CPIO, which is consistent with the Neighborhood Commercial land use. The C2-1-CPIO zone allows for R4 (High Medium Residential) land uses and estimates 56 to 109 dwelling units per acre.

Therefore, as an 8-story mixed-use development with a maximum 3.25:1 FAR as allowed by Density Bonus, the proposed project is consistent with the General Plan Framework.

Land Use Element – South Los Angeles Community Plan

The proposed project aligns with the intent of the South Los Angeles Community Plan including the following:

Goal LU4: Distinct multi-family neighborhoods that preserve physical assets and foster neighborhood character and identity.

Policy LU4.2 – On-site Amenities. Encourage new multi-family developments to provide amenities for residents such as on-site recreational facilities, community meeting spaces and usable private and/or public open space.

Policy LU4.3 – Compliance with Design Guidelines. New multi-family residential development should be designed in accordance with established design guidelines to ensure high-quality design.

Goal LU5 – Adequate housing units are promoted and provided for all segments of the community regardless of income, age, physical ability, or ethnic background.

Policy LU5.1 – Address Diverse Resident Needs. Provide for the preservation of existing housing stock and for the development of new housing to meet the diverse economic and physical needs of existing residents and the projected population of the Community Plan Area to the year 2035.

Policy LU5.2 – Diverse and Affordable Housing. Prioritize housing that is affordable to a broad cross-section of income levels, that provides a range of residential product types, and that supports the ability to live near work.

Policy LU5.6 – Locate Density Appropriately. Locate higher residential densities, senior citizen housing, affordable housing and mixed-income housing, when feasible, near commercial centers, transit stops (e.g., near Expo Line and Green Line station areas) and public service facilities.

Goal LU6 – A commercial sector that is strong and competitive, that serves the needs of individual neighborhoods and the broader community, and that provides local residents with access to high quality jobs providing a pathway out of poverty.

Policy LU6.3 – Diverse and Desirable Uses. Attract a diversity of uses that strengthen the economic base and expand market opportunities for existing and new businesses, and provide a distribution of desirable amenities throughout the community, including full service grocery stores, quality sit-down restaurants, and entertainment venues.

Goal LU9 – Areas of high pedestrian activity that thrive and vibrant, cohesive neighborhoods that feel inviting and safe.

Policy LU9.1 – Design for Pedestrians. Preserve, enhance and expand existing pedestrian orientation along commercial streets through design standards such as maintaining a uniform street frontage and locating parking at the rear of lots.

Policy LU9.2 – Active Streets. Encourage an active street environment along commercial corridors by incorporating commercial or other active public uses along street frontages.

Policy LU9.8 – Reduce Conflicts. Design mixed-use projects to mitigate potential conflicts between commercial and residential uses (e.g., noise, lighting, security,

truck and automobile access), and provide adequate amenities for residential occupants.

Policy LU9.10 – Minimize Curb Cuts. Minimize curb cuts along boulevards and encourage vehicular access from alleys or side streets.

Goal LU12 – Strong and competitive community commercial areas that serve the needs of the surrounding community while preserving historic commercial and cultural character.

Policy LU12.1 – Density and Mixed-Use. Locate higher densities and a mix of uses in areas designated community commercial, as appropriate, unless identified as commercial-only.

Policy LU12.2 – Design for Transitions. The scale and massing of new development along corridors should provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods with lower development intensities and building heights.

Policy LU12.3 – Design Standards and Guidelines. Recommend that new development projects conform to design standards and guidelines that promote high-quality and attractive buildings, as well as an active pedestrian oriented environment.

The project is for the construction of a new mixed-income, mixed-use development on an vacant site. The project will result in the net increase of 364 dwelling units, which will include 38 Very Low Income units. It will also provide approximately 70,220 square feet of commercial that will enhance the pedestrian experience on Western Avenue. The site is located within walking distance of public transit and local amenities. As shown in Exhibit “A” and Finding No. 4, the Project will provide design features to enhance the visual quality of the area.

Housing Element 2021 - 2029

The proposed project also conforms with the applicable policies of the Housing Element, including:

Goal 1 – A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.2 – Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.1 – Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.3.1 – Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Goal 3 – A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Objective 3.2 – Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.2 – Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed project will result in a net increase of 364 new residential units to the City's housing stock and conforms with the applicable provisions of the Housing Element. The applicant has requested deviations from code requirements under the Density Bonus program for increased FAR, reduced yards, and reduced open space, thereby allowing the creation of affordable units. Pursuant to Density Bonus requirements, 15 percent (38 units) of the base units, will be set aside for Very Low Income units. Additionally, this mixed-income development is in close proximity to public transit options, and a variety of retail, commercial, entertainment, recreational, and employment opportunities. Locating new housing and commercial space in this portion of Western Avenue will allow residents to have better access to employment centers and places of interest in area.

Mobility Plan 2035

The proposed project also conforms with the following additional policies of the Mobility Plan, including:

Policy 3.1: Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.

Policy 3.3: Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

The project utilizes Density Bonus incentives for the construction of a mixed-income, mixed-use development that provides housing opportunities in close proximity to public transit along the Western Avenue corridor, and proposes reduced parking consistent with Assembly Bill ("AB") 744 and California Government Code Section 65915, thereby encouraging multi-modal transportation and decreasing vehicle miles traveled in the neighborhood. T

South Los Angeles CPIO

The South Los Angeles Community Plan Implementation Overlay ("CPIO") District was adopted by the Los Angeles City Council and became effective on December 29, 2018 under Ordinance No. 185,927. The subject site is located within the General Corridor of the South Los Angeles CPIO, which contains additional regulations for height, density, floor area, building disposition, building design, and parking. The project is subject to administrative review for compliance with the South Los Angeles Community Plan Implementation Overlay ("CPIO"). Therefore, as conditioned herein and required by LAMC Section 13.14 G.2 and CPIO, the project will be subject to an administrative review and clearance process for CPIO compliance prior to the issuance of building permits.

Therefore, the proposed project is consistent with the purposes, intent and provisions of the General Plan, South Los Angeles Community Plan, Housing Element, Mobility Plan, and CPIO, by meeting several of its goals, objectives, and policies. Specifically, the project would

provide housing and commercial uses on underutilized land to 1) accommodate necessary residential growth and provide a mix of apartment sizes and affordability levels, including rent restricted units for Very Low Income households, and 2) reinforce an existing mixed-use corridor by providing an array of housing options, new retail, improved streetscape, and landscaping, that would be inviting to nearby residents and pedestrians along Western Avenue.

6. The project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan

The City's Housing Element for 2021-2029 was adopted by the City Council on November 24, 2021. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City.

As provided under Finding No. 5, the proposed Project would be in conformance with the following goals of the Housing Element as described below:

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

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs

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

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

In granting a Conditional Use for a 45 percent density increase, affordable housing is required beyond the minimum percentage required per the State Density Bonus Law and the City's Density Bonus Ordinance. This ensures that the project provides a proportional amount of affordable housing units compared to the density increase it is seeking. In this case, the project is required to set aside 15 percent, that is 38 units, of the 83 base density units for Very Low Income Households in exchange for the 45 percent density increase requested. The project proposes to set aside 38 units for Very Low Income Households, thereby complying with the requisite percentage of affordable housing units for the 45 percent density increase.

By redeveloping the subject site for the proposed mixed-use project, a net increase of 364 new dwelling units will be made available in the community. The project will set aside 38 units for Very Low Income Households. The project will offer a range of apartment types and sizes as it provides 119 studios, 177 one-bedrooms units, and 68 two-bedroom units. Additionally, the project proposes a total of 37,430 square feet of usable open space within a community room, a central open-air courtyard, and gym, as well as individual private balconies. The project will provide affordable housing in close proximity to transit. The subject site is located within one-half mile (2,640 feet) of a Major Transit Stop located at the intersection of South Western Avenue and West Adams Boulevard, served by Los Angeles County Metropolitan Transportation Authority ("Metro") 37, 207, and 757 Rapid Bus lines. Therefore, the project is in conformance with the affordable housing provisions of the Housing Element.

7. The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application, as follows:

- A. 11% Very Low Income Units for a 35% density increase; or**
- B. 20% Low Income Units for a 35% density increase; or**
- C. 40% Moderate Income Units for a 35% density increase in for-sale projects.**

The project may then be granted additional density increases beyond 35% by providing additional affordable housing units in the following manner:

- D. For every additional 1% set aside of Very Low Income Units, the project is granted an additional 2.5% density increase; or**
- E. For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or**
- F. For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or**
- G. In calculating the density increase and Restricted Affordable Units, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.**

The project site is zoned C2-1-O-CPIO, which allows a base density of 250 dwelling units on the subject property. Per the Density Bonus Ordinance, the project is permitted a 35 percent density increase in exchange for setting aside 11 percent, or 28 units, of the 250 base density units for Very Low Income Households. The project is permitted additional density increase beyond 35 percent by setting aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45

The applicant requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 45 percent increase in density for a total of 364 dwelling units in lieu of 250 dwelling units as otherwise permitted by-right in the C2-1-OCPIO Zone. As provided in the table above, the applicant is required to set aside at least 15 percent, or 38 units, of 250 by-right density units for the 45-percent density increase. The applicant proposes a project totaling 364 dwelling units, 38 of which will be restricted to Very Low Income Households for a period of 55 years, which is 15 percent of the 250 base density units. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 45 percent density increase.

8. The project meets any applicable dwelling unit replacement requirements of California Government Code Section 65915(c)(3).

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting 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 proposed housing development project replaces those units. The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Amended Replacement Unit Determination, dated April 29, 2021, has determined that no units are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

9. The project's Restricted Affordable Units are subject to a recorded affordability restriction of 55 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing and Community Investment Department, and subject to fees as set forth in Section 19.14 of the Los Angeles Municipal Code.

The applicant proposes to set aside a total of 38 units for Restricted Affordable Units. Per the Conditions of Approval, the applicant is required to execute a covenant to the satisfaction of LAHD to make 38 Restricted Affordable Units available to Very Low Income Households for rental as determined to be affordable to such households by LAHD for a period of 55 years. The applicant is required to present a copy of the recorded covenant to the Department of City Planning and the proposed project shall comply with any monitoring requirements established by LAHD. Therefore, as conditioned, the project satisfies this finding in regards to subjected restricted affordable units to recorded affordability per LAHD, and is subject to fees as set forth in Section 19.14 of the LAMC.

10. The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.

The City Planning Commission approved the Affordable Housing Incentives Guidelines (CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by City Council (CF 05-1345) on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. LAHD utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. On April 9, 2010, the City Council adopted updates to the City's Density Bonus Ordinance (CF 05-1345-S1, Ordinance No. 181,142). However, at that time, the Affordable Housing Incentives Guidelines were not updated to reflect changes to the City's Density Bonus Ordinance or more recent changes in State Density Bonus Law located in the Government Code. Therefore, where there is a conflict between the Guidelines and current laws, the current law prevails. Additionally, many of the policies and standards contained in the Guidelines, including design and location of affordable units to be comparable to the market-rate units, equal distribution of amenities, monitoring requirements, and affordability levels, are covered by the State Density Bonus Laws.

The project requests a 45 percent density increase above the 250 base density units to permit a total of 364 dwelling units. The project will set aside 38 units for Very Low Income Households. As such, the project is consistent with the State Density Bonus Law and the local

Density Bonus Ordinance, which the Affordable Housing Incentives Guidelines implement. Therefore, the project complies with the City Planning Commission's Affordable Housing Incentives Guidelines.

SITE PLAN REVIEW FINDINGS

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

As provided under Finding No. 5, the proposed project is in substantial conformance with the purpose, intent, and provisions of the General Plan's Framework Element, South Los Angeles Community Plan, Housing Element, Mobility Plan, CPIO, and Redevelopment Plan.

The project site is located in the South Los Angeles Community Plan, and is designated for Neighborhood Commercial land uses, with corresponding zones of CR, C1, C1.5, C2, C4, RAS3, and R3. The site is zoned C2-1-O-CPIO, and is consistent with the land use designation. The C2 Zone allows for R4 density at a ratio of one dwelling unit per 400 square feet of lot area. Height District No. 1 in the C2-1-O-CPIO Zone allows unlimited building height feet and 6 stories and a FAR of 1.5:1 on the subject site.

The mixed-use development is permitted at this location on the subject site as an allowable use by the underlying C2-1-O-CPIO zone. As provided under Finding No. 1, the project's increased FAR, reduced yards, and reduced open space are allowed by the underlying zone in combination with Density Bonus law. The project has been designed with ground floor commercial space with street entrances and storefront glazing that is architecturally differentiated from the residential upper floors.

As provided under Finding Nos. 5 and 6, the project would meet the goals, objectives, and policies of the General Plan, South Los Angeles Community Plan, Housing Element, and Mobility Plan, particularly those concerning adding housing and affordable housing near transit, neighborhood-serving uses, and jobs. The project would provide additional housing within proximity to neighborhood-serving uses and directly adjacent to public transit. The project is subject to administrative review for compliance with the South Los Angeles CPIO. The project is consistent with the goals of the Redevelopment Plan which seeks to facilitate new affordable housing development meanwhile minimizing displacement of existing residents.

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

As provided under Finding No. 4, the project has been designed to be compatible with adjacent properties and surrounding neighborhood. The subject site is located in an urbanized area surrounded by a combination of primarily single- and multi-family residential and commercial uses. The adjacent property to the east at the corner of Western Avenue and 24th Street is a five-story, 48-unit residential building. The adjacent building to the east facing Western Avenue, south of the retail portion of the proposed project is a 4-story, 60-unit residential building. Properties to the east across Western Avenue are zoned C2-1-CPIO and improved with a one-story church building and two to four stories multi-family residential buildings. Properties to the South across 24th Street are zoned C2-1-O-HPOZ-CPIO and R1-1-O-HPOZ and improved with one-story hospital building and two-story single-family

residential buildings. The abutting property to the west is zoned PF-1-O and improved with an Elementary School. To the north abutting the project site is the I-10 Freeway.

The proposed project is the construction of an eight-story, L-shaped, 89-foot 11-inches tall mixed-use residential building comprised of 364 dwelling units (including 38 Very Low Income units) and 70,220 square feet of ground-floor commercial space. The project will be approximately 85,793 square feet in floor area with a Floor Area Ratio ("FAR") of 3.25:1. The project will provide 309 residential and 205 commercial parking spaces in a subterranean level and four-story above grade parking structure. The primary residential building entrance is located along 24th Street. The project provides a commercial entrance for pedestrians along Western Avenue to activate the street frontage. The residential units are located on upper floors, and will comprise of 119 studios, 177 one-bedrooms units, and 68 two-bedroom units. The Project's open space includes a 1,793 square feet amenity room on Level 1; a 1,237 square feet amenity room on the fourth floor; 3,045 square feet amenity room on the fifth floor; open air decks on the first, fourth, fifth, and eight floors; as well as private balconies across all residential levels for a total of, 33,822 square feet of open space.

Height

The subject site is zoned C2-1-O-CPIO, with a Height District No. 1 that allows unlimited building height and stories. The project proposes a building height of 89-foot 11-inches and 8 stories which is allowed by the site's zoning by-right. The project has multiple nearby buildings of a similar size and scale, including the 6-story South Los Angeles Regional Center and the 5-story St John of God Retirement and Care Center. There is a 6-story, 66 feet tall building adjacent to the project site at the northwest corner of Western Avenue and 24th Street. There is a 5-story building to the west of the building the project's height is consistent with the zone. The Applicant has requested a Transitional Height Incentive of 88'-4" height in lieu of 33' height on 24th Street (Off-Menu).

Bulk/Massing

The proposed eight-story, L-shaped has approximately 213 feet of frontage along the west side of Western Avenue and approximately 137 feet of frontage along the north side of 24th Street. The applicant has requested an Off-Menu Incentive to allow a 3.25:1 FAR in lieu of the otherwise permitted 1.5:1 FAR through the Density Bonus Ordinance. While the proposed project massing exceeds the existing prevailing development pattern, the project proposes a building height of 89-foot 11-inches and 8 stories which is allowed by the site's zoning by-right. Although the massing of the project is larger than the existing commercial and residential buildings on Western Avenue, the project's height is consistent with the zone. Additionally, the project provides architectural detailing that enhances the street-facing facade by applying recesses, balconies, and varied rooflines along the building facade, along with varying building materials and colors to incorporate variation in design. Therefore, the project will be compatible with existing and future development on adjacent properties and neighboring properties.

Building Materials

The building design incorporates a variety of recesses, balconies, and different materials to add architectural interest to the building and creates distinct breaks in the building plane. These breaks are further differentiated through the use of a variety of building materials that include white smooth stucco, Light Gray, Medium Gray, black fine sand stucco, Aluminum composite metal, green screen. Together, these elements are applied to create sufficient breaks in plane and articulation. In accordance with CPIO Section II-2.D.1.(a), at least 25 percent of the Primary Frontage of the Ground Floor shall consist of transparent glazing such as doors and windows. In accordance with CPIO Section II-2.D.6, the project shall use two or

more high-quality building materials and treatments, is prohibited from using rough textured stucco, and is limited to 80 percent stucco on the Primary Frontage.

Entrances

The project provides one (1) primary residential building entrance along 24th Street, and it is differentiated from the remainder of the street frontage at the ground floor lobby and One (1) primary commercial entrance is proposed along Western Avenue to activate the street frontage.

Setbacks

The project has been designed to create a strong street wall along Western Avenue. The C2-1-O-CPIO Zone and CPIO Section II-2.C.5(a) have no front yard setback requirements for mixed-use projects. The Applicant has requested three (3) waivers for reduced side yard setbacks, and proposes 5-foot front yard, side yards, and rear yard setbacks in lieu of the otherwise required by the C2-1-O-CPIO Zone.

Parking/Loading

Pursuant to Assembly Bill ("AB") 744 and California Government Code Section 65915(p) a development includes at least 11 percent Very Low Income units and is located within one-half mile of a Major Transit Stop is allowed one-half parking space per bedroom. Based upon the number of bedrooms proposed, 216 residential parking spaces are required to be provided for the project. The project will provide 309 residential and 205 commercial parking spaces within an enclosed garage that encompasses one subterranean level and a four-story above-ground parking structure. The residential vehicular Access is provided at 24th Street and the commercial vehicular access is provided from a circular driveway (Fire Lane) at Western Avenue. The project proposes a loading space in the enclosed parking garage that is accessed from a circular driveway (Fire Lane) at Western Avenue. Therefore, the loading dock is designed to be largely self-contained, and the Fire Lane will be used for turning maneuvers. Therefore, the parking and loading dock will not affect street circulation, and will be compatible with surrounding properties. The project shall provide 202 long-term and 52 short-term bicycle parking spaces, as provided in Exhibit "A".

Lighting

The project is conditioned to ensure that all outdoor lighting provided on-site will be down-cast shielded to prevent excessive illumination and spillage onto adjacent public rights-of-way, adjacent properties, and the night sky. Furthermore, as conditioned, all pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated.

Landscaping/Open Space

On-site landscaping and open space includes a 1,793 square feet amenity room on Level 1; a 1,237 square feet amenity room on the fourth floor; 3,045 square feet amenity room on the fifth floor; open air decks on the first, fourth, fifth, and eight floors; as well as private balconies across all residential levels for a total of, 37,430 square feet of open space. Therefore, the proposed project provides sufficient recreational and service amenities for its residents, minimizing any impacts on neighboring properties. The common open space areas required by code shall meet the minimum dimension, landscaping, and amenity requirements per LAMC Section 12.21 G.2(a). The project is conditioned to submit landscape plans prepared by a licensed landscape architect or licensed architect to show the size and location of all plants, and ensure sufficient depth and soil volume for trees and green roofs.

Trash Collection

Trash and recycling areas are conditioned to be located within the parking level to ensure that they are fully enclosed to be not visible from public view from the street and prevent the

release of refuse odors. Therefore, trash collection will not affect circulation for surrounding properties.

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

The proposed project provides recreational and service amenities that will improve habitability for the residents and minimize any impacts on neighboring properties. The Project's open space includes a 1,793 square foot amenity room on Level 1; a 1,237 square foot amenity room on the fourth floor; 3,045 square foot amenity room on the fifth floor; open air decks on the first, fourth, fifth, and eight floors; as well as private balconies across all residential levels for a total of, 37,430 square feet of open space. Therefore, the proposed project provides sufficient recreational and service amenities for its residents, minimizing any impacts on neighboring properties.

CEQA FINDINGS

Based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the project is within the scope of the South Los Angeles Community Plan Program EIR No. ENV-2008-1781-EIR, SCH No. 200810109, pursuant to CEQA Guidelines Sections 15168 and 15162; the environmental effects of the Project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur and no new mitigation is required; and the City has incorporated all feasible mitigation measures from the Program EIR on the Project.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing was conducted on the matter by a Hearing Officer on November 30, 2022.

PUBLIC HEARING – November 30, 2022

The public hearing was held on November 30, 2022 at approximately 11:00 a.m. Due to concerns over COVID-19, the Public Hearing was conducted in a virtual format. The hearing was conducted by the Hearing Officer, Helen Jadali, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2021-8442-DB-CU-SPR-HCA and ENV-2021-8443 EAF. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to the hearing. The environmental analysis was among the matters to be considered at the hearing. The hearing notice was mailed on November 2, 2022 and published in the newspaper on October 31, 2022, and was posted on-site on November 11, 2022, in accordance with LAMC noticing requirements.

The public hearing was attended by the applicant's representatives (Michael Gonzales and Alex Kolodziejczyk), and one (1) other member from the applicant team, and one (1) other member from the community. There was one (1) speaker who provided comments at the hearing.

Public Comments:

- Concern about the conflict between vehicular traffic and pedestrian
- Concerns about the height of the proposed building compare to the existing adjacent buildings and the visual impact of the height of building to the context of the project.
- Date of the completion of the project

Applicant's Response to Comments:

- The Project will provide an egress from residential parking to Western Avenue to reduce the residential parking traffic and pedestrian traffic at 24th Street.
- The adjacent existing building is 65 feet tall and the proposed building height is almost 90 feet, but the actual perceived height is less considering the distance and angle of the viewpoint. There is no height restriction under C2 zoning designation and under CPIO. The views to the downtown will be preserved. Additionally, the project is in the Transit Priority Area and the aesthetics impact is not considered significant under CEQA.
- The estimated completion date of the Project is 2025.

WRITTEN CORRESPONDENCE

Planning Staff received one (1) letter (November 29, 2022) from Lozeau Drury LLP on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") in objection to the City's reliance on the previously certified South Los Angeles Community Plan Environmental Impact Report No. ENV-2008-1781-EIR, certified in August 2017 for the proposed project. The commenter contends that the 2017 EIR is not a project-specific EIR, but rather a programmatic EIR and suggests that a project-specific EIR is required to analyze the Project and mitigate its potential impacts. Also requests that the Project not be approved at this time and that instead, the City prepare an Environmental Impact Report for the Projects, and circulate the Draft EIR for public review prior to any consideration of Project approvals.

2211 S. Western Ave.

LOS ANGELES, CALIFORNIA

URBAN DESIGN STUDIO COMMENTS

JULY 22, 2022



AC**M****A****R****T****I****N**

444 S. Flower St. Suite 1200
Los Angeles, CA 90071
213.683.1900
www.acmartin.com

PROJECT TEAM

INDEX

PROJECT INCENTIVES:

ON MENU DENSITY BONUS INCENTIVES:

1. OPEN SPACE REDUCTION

OFF MENU DENSITY BONUS INCENTIVES:

1. FAR INCREASE TO 3.25:1

OTHER DISCRETIONARY REQUESTS:

1. 10% DENSITY INCREASE ABOVE THE 35% OTHERWISE ALLOWED PER LAMC 12.24.U.26

WAIVER OF DEVELOPMENT STANDARDS:

1. YARD REDUCTION
2. TRANSITIONAL HEIGHT
3. PARKING REDUCTION

Developer/Owner:

2231 S. Western (LA), LLC
 4700 Wilshire Blvd
 Los Angeles, CA 90010
 Phone: 323.860.4865
 Contact: Alex Kolodziejczyk
 Email: kolodziejczyk@cimgroup.com
 Contact: Sarah Hu
 Email: SHu@cimgroup.co

Architect:

AC Martin
 444 S. Flower Street, Suite 1200
 Los Angeles, CA 90071
 Phone: 213-614-6050
 Contact: Hugo Suarez
 Email: hsuarez@tsminc.com

Landscape Architect:

Agency Artifact
 522 W Pico Blvd
 Los Angeles, CA 90019
 Phone: 310.908.1763
 Contact: Christopher Esteban Torres
 Email: chris@agencyartifact.com

Civil Engineer:

Forma Eneering INC
 400 San Fernando Mission Blvd
 San Fernando, CA 91340
 Phone: 818-741-3886
 Contact: Garrett Aragon
 Email: garagon@formaeng.com

G-0	COVER SHEET
G-1	PROJECT INDEX
G-2	PROJECT SUMMARY
G-3	PROJECT CONTEXT
G-4	SURVEY - EXISTING COND.
G-5A	FAR AREA DIAGRAMS
G-5B	FAR AREA DIAGRAMS
G-6A	SCHOOL FEE CALCULATIONS
G-6B	SCHOOL FEE CALCULATIONS
G-7A	OPEN SPACE DIAGRAMS
G-7B	OPEN SPACE DIAGRAMS
G-8	PARKING REPLACEMENT
G-9A	BUILDING AREA DIAGRAMS
G-9B	BUILDING AREA DIAGRAMS
G-10	BICYCLE PARKING CUT SHEETS
A1.1	SITE PLAN
A2.0	LEVEL P1 FLOOR PLAN
A2.1	LEVEL 1 FLOOR PLAN
A2.2	LEVEL 2 FLOOR PLAN
A2.3	LEVEL 3 FLOOR PLAN
A2.4	LEVEL 4 FLOOR PLAN
A2.5	LEVEL 5 FLOOR PLAN
A2.6	LEVEL 6-7 - TYP. FLOOR PLAN
A2.7	LEVEL 8 FLOOR PLAN
A2.8	ROOF PLAN
A2.9	TYPICAL UNIT PLANS
A2.10	TYPICAL UNIT PLANS
A2.11	TYPICAL UNIT PLANS
A2.12	TYPICAL UNIT PLANS
A3.1	BUILDING SECTIONS
A4.1	BUILDING ELEVATIONS
A4.2	BUILDING ELEVATIONS
A4.3	MATERIAL BOARD
A4.4	PARKING SCREEN DIAGRAMS
A4.5	BUILDING RENDERINGS
A4.6	BUILDING RENDERINGS
L1	LEVEL 1 LANDSCAPE GROUND PLAN
L2	MATERIALS AND ELEMENTS
L3	CENTRAL COURT
L4	SOUTH FACADE
L5	NORTH FACADE

ZONING INFORMATION	
ADDRESS	2211 S. WESTERN AVE. LOS ANGELES, CA 90018
COMMUNITY PLAN IMPLEMENTATION OVERLAY	SOUTH LOS ANGELES CPIO DISTRICT SUBAREA C/GENERAL CORRIDOR
SPECIFIC PLAN	SOUTH LOS ANGELES ALCOHOL SALES
APN/ZONING	5058-009-050 (C2-1-0-CPIO) 5058-009-047 (C2-1-0-CPIO) 5058-009-049 (C2-1-0-CPIO) 5058-009-046 (C2-1-0-CPIO)
BASE DENSITY	251 UNITS (SEE ENTIRE SITE CALCULATION)
PROPOSED DENSITY	364 UNITS*
SITE AREA	100,112 SF
BUILDABLE AREA	100,112 SF
BASE FAR BY RIGHT	1.5
MAX FAR ALLOWABLE	3.25:1 - 325,354 SF**
PROPOSED FAR	325,302 SF
BUILDING HEIGHT ALLOWABLE	UNLIMITED TRANSITION TO RESIDENTIAL HEIGHT - SEE SECTION 3 / A3.1
PROPOSED BUILDING HEIGHT	89'-11" FROM THE LOWEST PLANNING GRADE TO T.O.P.
MINISTERIAL DENSITY BONUS	35%
ON MENU DENSITY BONUS INCENTIVES	OPEN SPACE REDUCTION
OFF MENU DENSITY BONUS INCENTIVE	FAR INCREASE TO 3.25:1**
OTHER DISCRETIONARY REQUESTS	10% DENSITY INCREASE ABOVE THE 35% OTHERWISE ALLOWED PER LAMC 12.24.U.26
WAIVER OF DEVELOPMENT STANDARDS	YARD REDUCTION (SEE "YARDS" TABLE BELOW) TRANSITIONAL HEIGHT (SEE 3 / A3.1)

NOTE: PROJECT OCCURS WITHIN METHANE ZONE
*DENSITY BONUS PER LAMC 12.22.25 WITH BOTH ON & OFF MENU INCENTIVES

PROJECT DESCRIPTION
8 STORY MID-RISE
2 STORIES OF TYPE IA COMMERCIAL, LOBBY, LEASING
4 LEVELS OF TYPE IA ABOVE GROUND PARKING
4/5 STORIES OF TYPE IIIA RESIDENTIAL OVER 2 LEVELS (COMMERCIAL/RETAIL)
1 LEVEL OF TYPE IA UNDERGROUND PARKING
APPLICABLE CODES
2020 LOS ANGELES BUILDING CODE, 2020 LOS ANGELES FIRE CODE

YARDS	REQUIRED - C2 & R4	PROPOSED*
FRONT	NONE FOR COMMERCIAL 15'-0"	5'-0"
SIDE	NONE FOR COMMERCIAL 5'-0" + 1' FOR EACH STORY OVER 2ND = 11' REQUIRED	NONE FOR COMMERCIAL 5'-0" FOR RESIDENTIAL
REAR	NONE FOR COMMERCIAL 15'-0"; +1' FOR EACH STORY OVER 3RD = 20' REQUIRED	5'-0"

*WAIVER OF DEVELOPMENT STANDARDS

ENTIRE SITE CALCULATION	
TOTAL SITE SF	164,849 SF
SITE SF FOR 2221 WESTERN (PERMIT # 18010-10000-01617)	32,898 SF
SITE SF FOR 2231 WESTERN (PERMIT # 17016-10000-18981)	31,839 SF
TOTAL REMAINING SF FOR 2211 WESTERN	100,112 SF
BASE DENSITY (PER CPIO): 100,112 SF/400 DU	251 UNITS
ALLOWABLE FAR (3.25x)	325,364 SF
ALLOWABLE DENSITY (45% BONUS - SEE BELOW)	364 UNITS

(35% DENSITY BONUS BASE INCENTIVE (15% VLI) + ADDITIONAL 10% DENSITY BONUS ABOVE OTHERWISE ALLOWED PER LAMC 12.24.U.26 = 45% BONUS)

BIKE PARKING REQUIRED & PROVIDED				
TOTAL UNITS	364			
RESIDENTIAL SHORT TERM REQUIREMENT				
1-25	26-100	101-200	200+	TOTAL
1 PER 10 DU	1 PER 15 DU	1 PER 20 DU	1 PER 40 DU	
2.5	5	5	4	17
RESIDENTIAL LONG TERM REQUIREMENT				
1 PER DU	1 PER 1.5 DU	1 PER 2 DU	1 PER 4 DU	
25	50	50	44	167
COMMERCIAL SF: 70,220 SF				
COMMERCIAL SHORT TERM REQ.				
1 PER 2,000 SF	35			
COMMERCIAL LONG TERM REQ.				
1 PER 2,000 SF	35			
TOTAL SHORT TERM REQUIRED: 52				
TOTAL LONG TERM REQUIRED: 202				
TOTAL SHORT TERM PROVIDED: 52				
TOTAL LONG TERM PROVIDED: 202				

UNIT SUMMARY				
LEVEL	STUDIO	1 BEDROOM	2 BEDROOM	TOTAL
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	12	22	6	40
5	21	39	15	75
6	29	39	16	84
7	29	39	16	84
8	28	38	15	81
TOTAL	119	177	68	364
	32.69%	48.63%	18.68%	100.00%

*PROJECT WILL SET ASIDE 15% OF BASE DENSITY OR 38 DU FOR VERY LOW INCOME

FAR	
LEVEL	AREA
LEVEL 1	32,480 SF
LEVEL 1	3,608 SF
LEVEL 3	33,239 SF
LEVEL 3	1,904 SF
LEVEL 4	30,649 SF
LEVEL 5	56,405 SF
LEVEL 6	56,444 SF
LEVEL 7	56,444 SF
LEVEL 8	54,129 SF
Grand total	325,302 SF
MAX. FAR ALLOWED	325,354 SF

OPEN SPACE REQUIRED BY FLOOR				
LEVEL	STUDIO	1 BD	2 BD	TOTAL
LEVEL 4	12 (100) = 1,200 SF	22 (100) = 2,200 SF	6 (125) = 750 SF	40 UNITS - 4,150 SF
LEVEL 5	21 (100) = 2,100 SF	39 (100) = 3,900 SF	15 (125) = 1,875 SF	75 UNITS - 7,875 SF
LEVEL 6	29 (100) = 2,900 SF	39 (100) = 3,900 SF	16 (125) = 2,000 SF	84 UNITS - 8,800 SF
LEVEL 7	29 (100) = 2,900 SF	39 (100) = 3,900 SF	16 (125) = 2,000 SF	84 UNITS - 8,800 SF
LEVEL 8	28 (100) = 2,800 SF	38 (100) = 3,800 SF	15 (125) = 1,875 SF	81 UNITS - 8,475 SF
	119(100) = 11,900 SF	177 (100) = 17,700 SF	68 (125) = 8,500 SF	364 UNITS - 38,100 SF
REQUIRED = 38,100 - 12% REDUCTION (4,572 SF) = 33,528 SF				

*HABITABLE ROOM DEFINITION PER LAMC: AN ENCLOSED SUBDIVISION IN A RESIDENTIAL BUILDING COMMONLY USED FOR LIVING PURPOSES, BUT NOT INCLUDING ANY LOBBY, HALL, CLOSET, STORAGE SPACE, WATER CLOSET, BATH, TOILET, SLOP SINK, GENERAL UTILITY ROOM OR SERVICE PORCH. A RECESS FROM A ROOM OR AN ALCOVE (OTHER THAN A DINING AREA) HAVING 50 SQUARE FEET OR MORE OF FLOOR AREA AND SO LOCATED THAT IT COULD BE PARTITIONED OFF TO FORM A HABITABLE ROOM, SHALL BE CONSIDERED A HABITABLE ROOM.

FOR THE PURPOSE OF APPLYING THE AUTOMOBILE PARKING SPACE REQUIREMENTS OF THIS ARTICLE, ANY KITCHEN AS DEFINED HEREIN SHALL BE CONSIDERED A HABITABLE ROOM AND, IF IT IS A PART OF A ROOM DESIGNED FOR OTHER THAN FOOD PREPARATION OR EATING PURPOSES, SUCH REMAINING PORTION SHALL ALSO BE CONSIDERED A HABITABLE ROOM.

FOR THE PURPOSE OF APPLYING THE LOT AREA REQUIREMENTS OF THIS ARTICLE, A KITCHEN LESS THAN 100 SQUARE FEET OF ROOM AREA FROM WALL TO WALL SHALL NOT BE CONSIDERED A HABITABLE ROOM.

FOR THE PURPOSE OF APPLYING THE OPEN SPACE REQUIREMENTS OF SECTION 12.21 G, A KITCHEN AS DEFINED HEREIN SHALL NOT BE CONSIDERED A HABITABLE ROOM.

PARKING PROVIDED SUMMARY (RESIDENTIAL):				
258 REQUIRED (INCLUDING 42 REPLACEMENT STALLS), SEE SHEET G-2 FOR PARKING BREAKDOWN				
LEVEL P1	0 STANDARD	0 COMPACT	0 TANDEM	0 ADA
LEVEL 1	44 STANDARD	13 COMPACT	4 TANDEM	2 ADA
LEVEL 2	67 STANDARD	4 COMPACT	4 TANDEM	0 ADA
LEVEL 3	72 STANDARD	10 COMPACT	0 TANDEM	6 ADA
LEVEL 4	74 STANDARD	8 COMPACT	0 TANDEM	0 ADA
TOTAL:	242 STANDARD	35 COMPACT	8 TANDEM	8 ADA

*DOUBLE STRIPING OF STALLS PER 12.21A5

OPEN SPACE			
SIZE	UNITS	AREA PER UNIT	TOTAL (SF)
STUDIO (1 HABITABLE ROOM) <3	119	100	11,900 SF
1 BD (2 HABITABLE ROOMS) <3	177	100	17,700 SF
2 BD (3 HABITABLE ROOMS) =3	68	125	8,500 SF
TOTAL	364		38,100 SF
12% REDUCTION (ON MENU INCENTIVE PURSUANT LAMC SECTION 12.22.A.25(f)(1)) 4,572 SF			
TOTAL OPEN SPACE REQUIRED		33,528 SF	
50% - MAXIMUM PRIVATE OPEN SPACE		16,764 SF	
25% - MAXIMUM INTERIOR OPEN SPACE		8,382 SF	
OPEN SPACE PROVIDED			
LEVEL 1	INTERIOR OPEN SPACE		1,990 SF
LEVEL 1	OPEN SPACE (OPEN TO SKY)		1,719 SF
LEVEL 4	BALCONY		1,209 SF
LEVEL 4	INTERIOR OPEN SPACE		360 SF
LEVEL 4	OPEN SPACE (OPEN TO SKY)		6,265 SF
LEVEL 5	BALCONY		2,500 SF
LEVEL 5	INTERIOR OPEN SPACE		3,594 SF
LEVEL 5	OPEN SPACE (OPEN TO SKY)		9,467 SF
LEVEL 6	BALCONY		2,600 SF
LEVEL 7	BALCONY		2,600 SF
LEVEL 8	BALCONY		2,600 SF
LEVEL 8	OPEN SPACE (OPEN TO SKY)		2,527 SF
TOTAL OPEN SPACE PROVIDED		37,430 SF	

PARKING SPACES REQUIRED & PROVIDED				
SIZE	NO. OF UNITS	LAMC SPACES PER UNIT	AB 744 - .5 SPACES PER BEDROOM	TOTAL (AB 744)
STUDIO	119	1	0.5	59.5
1 BD	177	1.5	0.5	88.5
2 BD	68	2	1	68
TOTAL REQUIRED PER LAMC (BEFORE AB 744 .5 SPACES PER BEDROOM)				521
REQUIRED RESIDENTIAL		AB 744: .5 PARKING SPACES PER BEDROOM		216
REQUIRED RETAIL		70,220 SF	2 PER 1000 SF	140
TOTAL REQUIRED FOR BUILDING				356
REPLACEMENT STALLS (See Sheet G-8)				61
TOTAL PARKING REQUIRED (INCLUDING REPLACEMENT)				417
TOTAL COMMERCIAL ADA PARKING REQUIRED				6
TOTAL RESIDENTIAL ADA PARKING REQUIRED				8

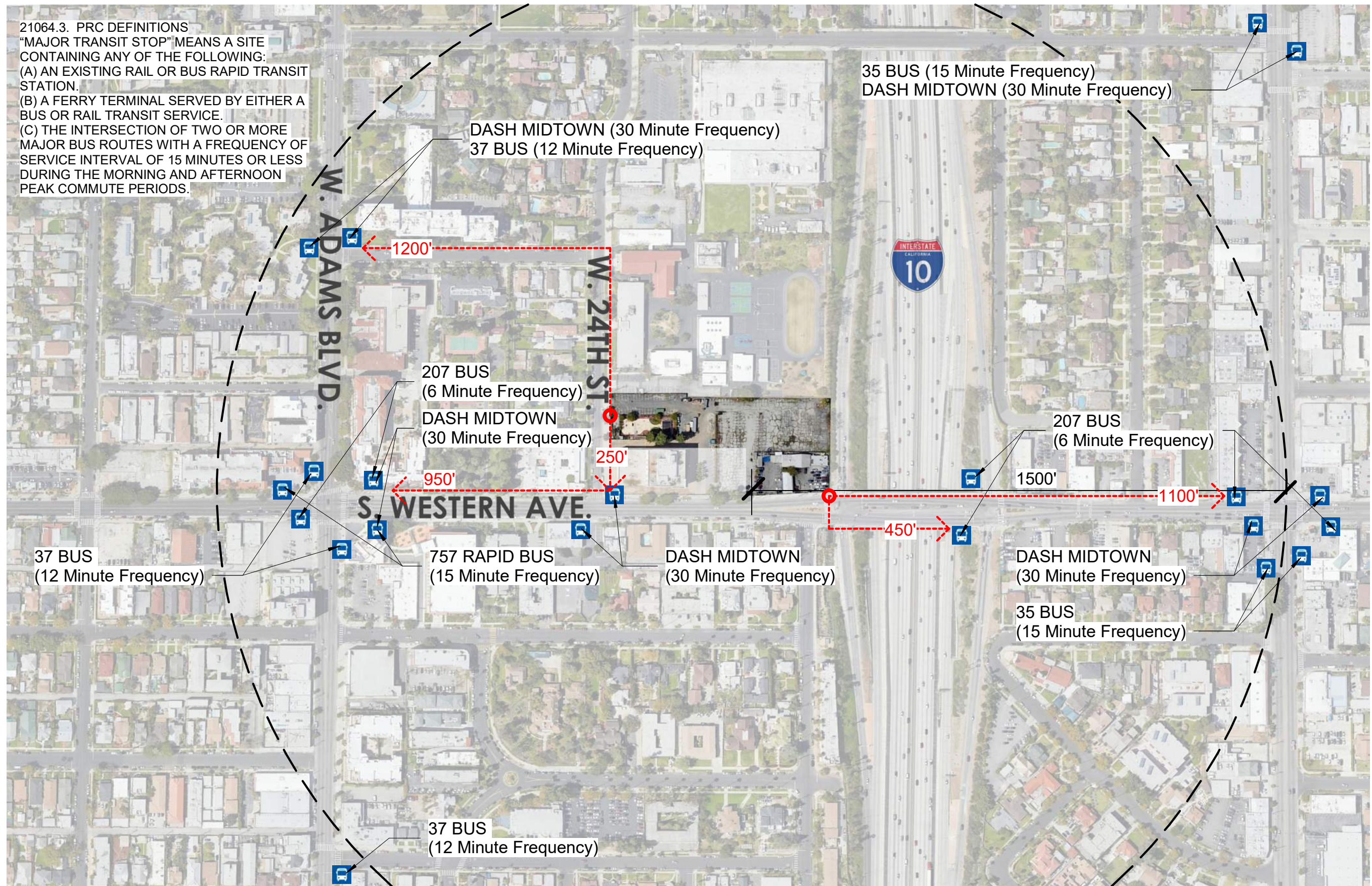
	SPACES PROVIDED	SPACES REQUIRED
COMMERCIAL: STANDARD STALLS	153	
COMMERCIAL: COMPACT STALLS	46	
COMMERCIAL: ADA STALLS	6	
NET NEW COMMERCIAL TOTAL PARKING	205	140
RESIDENTIAL: STANDARD STALLS	242	
RESIDENTIAL: COMPACT STALLS	31	
RESIDENTIAL: TANDEM STALLS	28	
RESIDENTIAL: ADA STALLS	8	
NET NEW RESIDENTIAL TOTAL PARKING	309	216
REPLACEMENT		
COMMERCIAL STALLS		19
RESIDENTIAL STALLS		42
TOTAL REPLACEMENT		61
NET NEW COMMERCIAL TOTAL PARKING	205	140 + 19 = 159
NET NEW RESIDENTIAL TOTAL PARKING	309	216 + 42 = 258
TOTAL PARKING PROVIDED/REQUIRED	514	159 + 258 = 417
EXCESS PARKING STALLS	97	

42 10% EVSE + 95 excess = 139, 20% EVCS (84)

THIS INFORMATION IS CONCEPTUAL IN NATURE AND IS SUBJECT TO ADJUSTMENTS PENDING FURTHER VERIFICATION WITH CLIENT, TENANT, AND AUTHORITIES HAVING JURISDICTION. NO WARRANTIES OR GUARANTEES OF ANY KIND ARE GIVEN OR IMPLIED BY THE ARCHITECT.

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21064.3. PRC DEFINITIONS
 "MAJOR TRANSIT STOP" MEANS A SITE CONTAINING ANY OF THE FOLLOWING:
 (A) AN EXISTING RAIL OR BUS RAPID TRANSIT STATION.
 (B) A FERRY TERMINAL SERVED BY EITHER A BUS OR RAIL TRANSIT SERVICE.
 (C) THE INTERSECTION OF TWO OR MORE MAJOR BUS ROUTES WITH A FREQUENCY OF SERVICE INTERVAL OF 15 MINUTES OR LESS DURING THE MORNING AND AFTERNOON PEAK COMMUTE PERIODS.

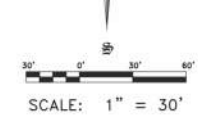
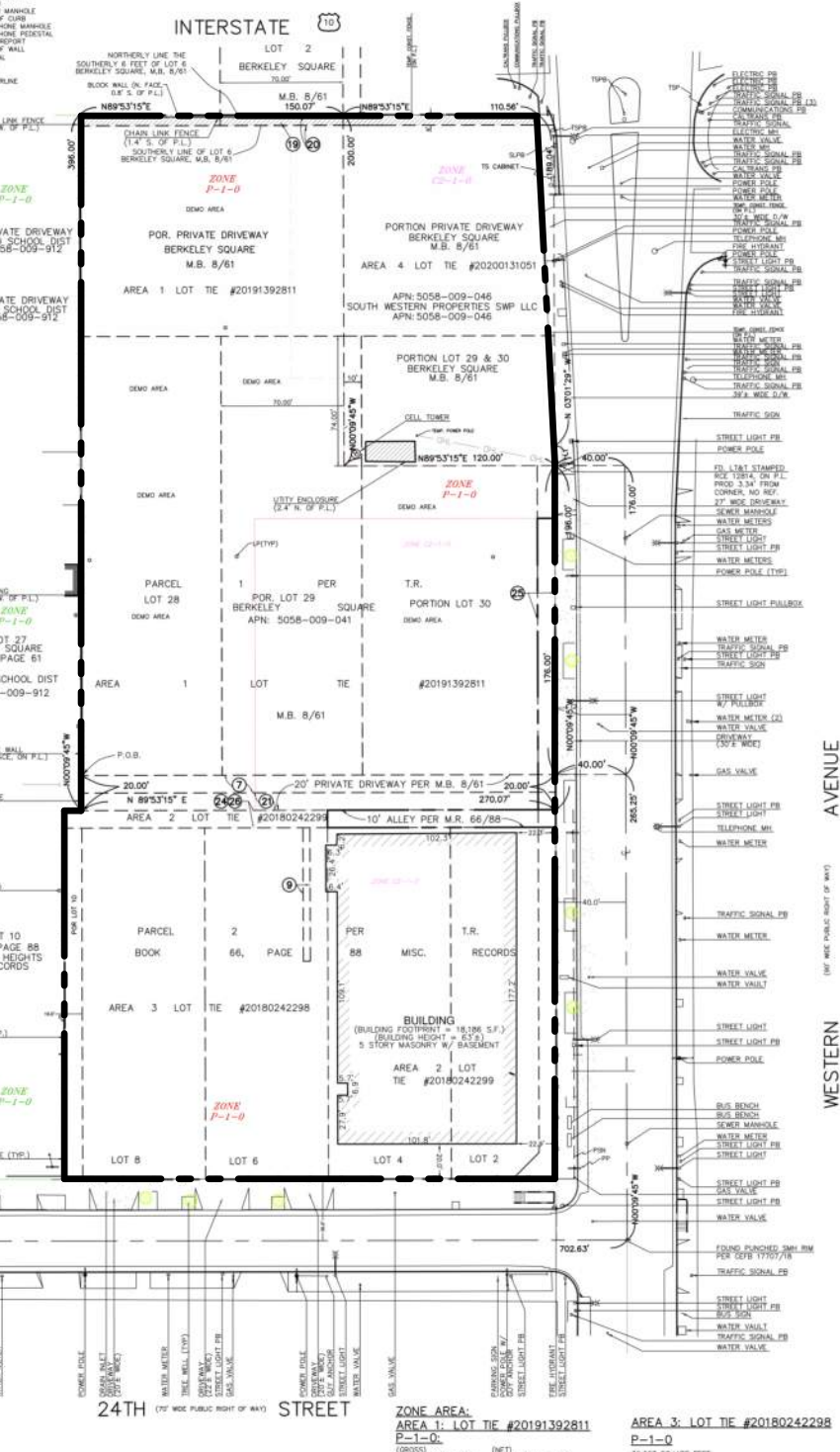


ALTA/NSPS LAND TITLE SURVEY
2211 SOUTH WESTERN AVENUE
LOS ANGELES, CA 90018



LEGAL DESCRIPTION:
THE LAND REFERRED TO IN THIS POLICY IS DESCRIBED AS FOLLOWS:
PARCEL 1:
ALL OF LOT 28 AND THOSE PORTIONS OF LOTS 29 AND 30 AND THE SOUTHERLY 4 FEET OF LOTS 2 AND 3 OF BERKELEY SQUARE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8, PAGE 81 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH THAT PORTION OF A 20 FOOT PRIVATE DRIVEWAY AND OF THE 120 FOOT PRIVATE DRIVEWAY (AS SAID PRIVATE DRIVEWAYS ARE SHOWN ON SAID MAP) LYING SOUTHERLY AND NORTHERLY RESPECTIVELY OF SAID LOTS 28, 29 AND 30, DESCRIBED AS A WHOLE AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 28, THENCE SOUTHERLY ALONG THE SOUTHERLY PROLONGATION OF THE WESTERN LINE OF SAID LOT 28 TO A LINE PARALLEL WITH AND 20 FEET SOUTHERLY MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID LOT 28, THENCE EASTERLY ALONG SAID PARALLEL LINE TO THE SOUTHERLY PROLONGATION OF THE EASTERN LINE OF SAID LOT 30, THENCE NORTHERLY ALONG SAID LAST MENTIONED SOUTHERLY PROLONGATION AND SAID EASTERN LINE 196.00 FEET, THENCE WESTERLY PARALLEL WITH SAID SOUTHERLY LINE TO THE SOUTHERLY PROLONGATION OF THE EASTERN LINE OF THE WESTERLY LINE 196.00 FEET, THENCE WESTERLY NORTHERLY ALONG SAID LAST MENTIONED SOUTHERLY PROLONGATION AND SAID WESTERLY LINE 196.00 FEET, THENCE SOUTHERLY ALONG SAID WESTERLY LINE AND ITS WESTERLY PROLONGATION TO THE WESTERLY LINE OF SAID LOT 28, THENCE SOUTHERLY ALONG SAID WESTERLY LINE AND ITS SOUTHERLY PROLONGATION TO THE NORTHWEST CORNER OF SAID LOT 28, THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID LOT 28 TO THE POINT OF BEGINNING.

- LEGEND:
BM BENCHMARK HOOP
D DRAIN INLET
E EXISTING EMBANKMENT
E EAST
E OF OUTER
ET ELECTRIC TRANSFORMER
F FINISHED FLOOR
FL FLOW LINE
FS FINISHED SURFACE
G GUY WIRE
H HIGHWAY
L LIGHT POLE
LP LIGHT POLE
M MANHOLE
MA MANHOLE
PA PLASTER AREA
P PLASTER
P.L. PROPERTY LINE
P.M. PLASTER
S SURFACE
S.C. SURFACE
T TELEPHONE MARKER
T.M. TELEPHONE MARKER
T.W. TOP OF WALL
T.W. TOP OF WALL
W WEST
W.M. WITH
C CENTERLINE



SITE RESTRICTIONS:

- SEWERAGE:
FRONT - NONE
SIDE - NONE
REAR - NONE
HEIGHT - NONE
ZONE - C2-1 (COMMERCIAL)
FLOOR AREA RATIO - 1.5
PARKING REQUIREMENT - 2 STALL PER 1000 S.F.
P-1-0 (AUTOMOBILE PARKING)

NOTE:

- THERE WERE NO MONUMENTS FOUND OR SET AT THE PROPERTY LINE CORNERS UNLESS OTHERWISE NOTED.
- THE INFORMATION, COURSES AND DISTANCES SHOWN ON THIS SURVEY PRINT ARE TRUE AND CORRECT.
- THIS SURVEY ACCURATELY REPRESENTS THE BOUNDARY DATA AND TITLE MATTERS AS SHOWN HEREON AND AREA OF THE PREMISES IDENTIFIED ON THE TITLE ORDER REFERENCED HEREON AND IS THE SAME PROPERTY AS DESCRIBED THEREON.
- AT THE TIME OF SURVEY, NO EVIDENCE OF RECENT EARTH MOVING, MOUNDING, CONSTRUCTION OR ADDITIONS WERE OBSERVED UNLESS OTHERWISE NOTED HEREON.
- RECENT CHANGES IN STREET RIGHTS-OF-WAY WERE OBSERVED AT THE TIME OF THE SURVEY UNLESS OTHERWISE NOTED HEREON.
- THIS SURVEY HAS BEEN PREPARED FOR TITLE INSURANCE PURPOSES ONLY. THIS SURVEY DOES NOT CONTAIN SUFFICIENT DATA FOR DESIGN PURPOSES. THE BOUNDARY DATA AND TITLE MATTERS AS SHOWN HEREON HAVE BEEN DEVELOPED FROM THE REFERENCED TITLE REPORT ONLY.
- UNLESS THIS PLAN HAS THE SEAL AND SIGNATURE OF THE SURVEYOR RESPONSIBLE FOR ITS PREPARATION, THIS IS NOT AN INSTRUMENT COPY OF THE ORIGINAL SURVEY AND SHALL NOT BE DEEMED RELIABLE.
- JRN CIVIL ENGINEERS ASSUMES NO LIABILITY FOR THE ACCURACY OR COMPLETENESS OF ANY THIRD PARTY INFORMATION REFERENCED OR REPRESENTED HEREON.
- ANY OF SAID INFORMATION SHOWN HEREON HAS BEEN PROVIDED FOR INFORMATIONAL PURPOSES ONLY.
- AS OUTLINED IN SECTION 87706 OF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA, THE PREPARATION OF MAPS, PLATS, RECORDS OR PROFESSIONAL ENGINEERING OR LAND SURVEYING OR PROFESSIONAL ENGINEERING OR LAND SURVEYING OR PROFESSIONAL ENGINEERING OR LAND SURVEYING DOCUMENTS DOES NOT CONSTITUTE AN EXPRESSION OF PROFESSIONAL OPINION REGARDING SUCH FACTS OR FINDINGS WHICH ARE SHOWN ON THIS SURVEY. SUCH FACTS OR FINDINGS DO NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

LAND AREA:

AREA 1: LOT TIE #20191392811 BERKELEY SQUARE 18.90 SQUARE FEET 0.434 ACRES	AREA 2: LOT TIE #20180242299 SOUTH 10' PRIVATE ALLEY (NET) 2.80 SQUARE FEET 0.064 ACRES
LOT 28: 20.00 SQUARE FEET 0.460 ACRES	SOUTH 10' PRIVATE ALLEY (NET): 2.80 SQUARE FEET 0.064 ACRES
POR LOT 29: 14.80 SQUARE FEET 0.342 ACRES	LOT 4: 14.00 SQUARE FEET 0.320 ACRES
POR LOT 30 (GROSS): 16.80 SQUARE FEET 0.384 ACRES	LOT 2 (GROSS): 12.00 SQUARE FEET 0.276 ACRES
POR LOT 30 (NET): 17.80 SQUARE FEET 0.404 ACRES	LOT 2 (NET): 8.00 SQUARE FEET 0.183 ACRES
NORTH 20' PRIVATE DRIVEWAY (GROSS): 0.40 SQUARE FEET 0.009 ACRES	AREA 4: LOT TIE #20200131051 POR PRIVATE DRIVEWAY BERKELEY SQUARE 23.70 SQUARE FEET 0.543 ACRES
NORTH 20' PRIVATE DRIVEWAY (NET): 5.20 SQUARE FEET 0.120 ACRES	POR LOT 29: 740 SQUARE FEET 0.016 ACRES
AREA 3: LOT TIE #20180242298 POR LOT 10: 2.00 SQUARE FEET 0.046 ACRES	POR LOT 30: 14.80 SQUARE FEET 0.336 ACRES
LOT 8: 0.40 SQUARE FEET 0.009 ACRES	
LOT 6: 14.00 SQUARE FEET 0.320 ACRES	
TOTAL LAND AREA (GROSS): 14,800 SQUARE FEET 0.338 ACRES	
TOTAL LAND AREA (NET): 16,745 SQUARE FEET 0.380 ACRES	

STATEMENT OF POSSIBLE ENCROACHMENTS:

- A CHAIN LINK FENCE IS 0.4' TO 0.5' WESTERLY OF THE PROPERTY LINE.

ITEMS CORRESPONDING TO SCHEDULE "B":

- 1. COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED OCTOBER 18, 1902 IN BOOK 1841 OF OFFICIAL RECORDS, PAGE 282 AS INSTRUMENT NO. 45. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 2. COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED AUGUST 4, 1904 IN BOOK 2008 OF OFFICIAL RECORDS, PAGE 292 AS INSTRUMENT NO. 56. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 3. THE RIGHT AFFECTING THE 120 FOOT DRIVEWAY TO LAY AND MAINTAIN GAS PIPES AND CONNECTIONS ON AND ALONG ALL OF THE CENTRAL PRIVATE ROAD OR DRIVEWAY OF BERKELEY SQUARE AND BEING THAT CERTAIN ROAD OR DRIVE EXTENDING FROM WESTERN AVENUE IN A WESTERLY DIRECTION TO HERBERT SQUARE (NOW HERBERT PLACE), AS GRANTED BY WILLIAM W. BURNS AND ESTATE OF BURNS AS WIFE TO LOS ANGELES GAS AND ELECTRIC COMPANY FOR A DRIVEWAY, TRUCK DRIVEWAY AND DRIVEWAY IN BOOK 1841 OF OFFICIAL RECORDS, PAGE 292 AS INSTRUMENT NO. 56. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 4. THE RIGHT AFFECTING THE 20 FOOT DRIVEWAY TO DIRECT PLACE AND MAINTAIN POLES AND APPURTENANCES THEREON AND LIGHT SURVEYS IN AND THE 20 FOOT PRIVATE DRIVEWAYS AS SHOWN ON MAP OF BERKELEY SQUARE EXTENDING FROM WESTERN AVENUE TO HERBERT SQUARE (NOW HERBERT PLACE), AS GRANTED BY WILLIAM W. BURNS AND ESTATE OF BURNS AS WIFE TO LOS ANGELES GAS AND ELECTRIC COMPANY FOR A DRIVEWAY, TRUCK DRIVEWAY AND DRIVEWAY IN BOOK 1841 OF OFFICIAL RECORDS, PAGE 292 AS INSTRUMENT NO. 56. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 5. AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR SANITARY SEWERS AND PLUMBING AS SHOWN IN THE FOLLOWING INSTRUMENT NO. 103. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS NOT PLOTTED HEREON.
- 6. AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR CONDUIT SYSTEM RECORDED JANUARY 9, 1902 IN OFFICIAL RECORDS AS INSTRUMENT NO. 103. THIS ITEM AFFECTS THE SUBJECT PROPERTY BUT THE EXACT LOCATION CANNOT BE PLOTTED DUE TO DISCREPANCY.
- 7. AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR LINES, CONDUITS AND SEWERS RECORDED MARCH 28, 1902 IN BOOK 1841 OF OFFICIAL RECORDS, PAGE 300. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS NOT PLOTTED HEREON.
- 8. AN EASEMENT AFFECTING THAT PORTION OF SAID LAND LYING MORE THAN 500 FEET BELOW THE SURFACE, FOR AND UPON THE TERMS, COVENANTS AND CONDITIONS CONTAINED OR REFERRED TO THEREIN RECORDED FEBRUARY 13, 1905 IN BOOK 2105 OF OFFICIAL RECORDS, PAGE 242 AS INSTRUMENT NO. 308. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 9. SUBSURFACE OIL AND GAS LEASE OF THAT PORTION OF SAID LAND LYING MORE THAN 500 FEET BELOW THE SURFACE, FOR AND UPON THE TERMS, COVENANTS AND CONDITIONS CONTAINED OR REFERRED TO THEREIN RECORDED MARCH 4, 1907 IN BOOK 2509 OF OFFICIAL RECORDS, PAGE 244 AS INSTRUMENT NO. 303. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 10. SUBSURFACE OIL AND GAS LEASE OF THAT PORTION OF SAID LAND LYING MORE THAN 500 FEET BELOW THE SURFACE, FOR AND UPON THE TERMS, COVENANTS AND CONDITIONS CONTAINED OR REFERRED TO THEREIN RECORDED MARCH 4, 1907 IN BOOK 2509 OF OFFICIAL RECORDS, PAGE 244 AS INSTRUMENT NO. 303. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 11. SUBSURFACE OIL AND GAS LEASE OF THAT PORTION OF SAID LAND LYING MORE THAN 500 FEET BELOW THE SURFACE, FOR AND UPON THE TERMS, COVENANTS AND CONDITIONS CONTAINED OR REFERRED TO THEREIN RECORDED MARCH 4, 1907 IN BOOK 2509 OF OFFICIAL RECORDS, PAGE 244 AS INSTRUMENT NO. 303. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 12. SUBSURFACE OIL AND GAS LEASE OF THAT PORTION OF SAID LAND LYING MORE THAN 500 FEET BELOW THE SURFACE, FOR AND UPON THE TERMS, COVENANTS AND CONDITIONS CONTAINED OR REFERRED TO THEREIN RECORDED JUNE 2, 1907 IN BOOK 2638 OF OFFICIAL RECORDS, PAGE 303 AS INSTRUMENT NO. 347. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 13. SUBSURFACE OIL AND GAS LEASE OF THAT PORTION OF SAID LAND LYING MORE THAN 500 FEET BELOW THE SURFACE, FOR AND UPON THE TERMS, COVENANTS AND CONDITIONS CONTAINED OR REFERRED TO THEREIN RECORDED JULY 6, 1908 IN OFFICIAL RECORDS AS INSTRUMENT NO. 349. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 14. MATTERS AS CONTAINED OR REFERRED TO IN AN INSTRUMENT ENTITLED COVENANT AND AGREEMENT RECORDED FEBRUARY 13, 1905 IN OFFICIAL RECORDS AS INSTRUMENT NO. 103 AS INSTRUMENT NO. 1048. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 15. SUBSURFACE OIL AND GAS LEASE OF THAT PORTION OF SAID LAND LYING MORE THAN 500 FEET BELOW THE SURFACE, FOR AND UPON THE TERMS, COVENANTS AND CONDITIONS CONTAINED OR REFERRED TO THEREIN RECORDED FEBRUARY 13, 1905 IN OFFICIAL RECORDS AS INSTRUMENT NO. 103. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 16. SUBSURFACE OIL AND GAS LEASE OF THAT PORTION OF SAID LAND LYING MORE THAN 500 FEET BELOW THE SURFACE, FOR AND UPON THE TERMS, COVENANTS AND CONDITIONS CONTAINED OR REFERRED TO THEREIN RECORDED JULY 11, 1902 IN OFFICIAL RECORDS AS INSTRUMENT NO. 317. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 17. SUBSURFACE OIL AND GAS LEASE OF THAT PORTION OF SAID LAND LYING MORE THAN 500 FEET BELOW THE SURFACE, FOR AND UPON THE TERMS, COVENANTS AND CONDITIONS CONTAINED OR REFERRED TO THEREIN RECORDED JULY 11, 1902 IN OFFICIAL RECORDS AS INSTRUMENT NO. 317. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 18. RELEASE AND REINDEMNIFICATION OF ADJUTERS OR ACCESS RIGHTS TO AND FROM THE STREET OR HIGHWAY RECORDED JULY 9, 1905 IN OFFICIAL RECORDS AS INSTRUMENT NO. 319. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS NOT PLOTTED HEREON.
- 19. AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES AS PROVIDED IN THE FOLLOWING INSTRUMENT RECORDED JULY 9, 1905 IN OFFICIAL RECORDS AS INSTRUMENT NO. 317. THIS ITEM AFFECTS THE SUBJECT PROPERTY.
- 20. AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR PUBLIC STREET AND THIS IS NOT AN INSTRUMENT COPY OF THE ORIGINAL SURVEY AND SHALL NOT BE DEEMED RELIABLE.
- 21. AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR PUBLIC STREET AND THIS IS NOT AN INSTRUMENT COPY OF THE ORIGINAL SURVEY AND SHALL NOT BE DEEMED RELIABLE.
- 22. MATTERS AS CONTAINED OR REFERRED TO IN AN INSTRUMENT ENTITLED COVENANT AND AGREEMENT RECORDED APRIL 30, 1903 IN OFFICIAL RECORDS AS INSTRUMENT NO. 228. THIS ITEM AFFECTS THE SUBJECT PROPERTY BUT IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 23. COVENANT AND AGREEMENT RECORDED APRIL 30, 1903 IN OFFICIAL RECORDS AS INSTRUMENT NO. 228. THIS ITEM AFFECTS THE SUBJECT PROPERTY BUT IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 24. AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSE OF CONDUITS RECORDED MAY 29, 1910 IN OFFICIAL RECORDS AS INSTRUMENT NO. 228. THIS ITEM AFFECTS THE SUBJECT PROPERTY BUT IS BLANKET IN NATURE AND IS NOT PLOTTED HEREON.
- 25. AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR PUBLIC STREET OR HIGHWAY PURPOSES AND INCIDENTAL PURPOSES AS PROVIDED IN THE FOLLOWING INSTRUMENT RECORDED APRIL 4, 1911 IN OFFICIAL RECORDS AS INSTRUMENT NO. 250. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS NOT PLOTTED HEREON.
- 26. AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR POLE LINES AND CONDUITS AND INCIDENTAL PURPOSES AS PROVIDED IN THE FOLLOWING INSTRUMENT RECORDED JULY 9, 1911 IN OFFICIAL RECORDS AS INSTRUMENT NO. 294. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS NOT PLOTTED HEREON.
- 27. A RESERVATION OF THE RIGHT APPURTENANT TO THE LAND, TO CAUSE A PERMANENT PLaque OR MONUMENT OF REASONABLE SIZE, CONTAINING THE NAMES OF THE PERSONS IN EXHIBIT BY ATTACHED THEREAS AS FOLLOWS TO BE AFFIXED AND MAINTAINED IN A PROMINENT PLACE AT THE MAIN ENTRANCE OR IN THE MAIN LOBBY OF THE MAIN BUILDING ON SAID LAND SO LONG AS SAID LAND IS USED FOR OFFICIAL PURPOSES, AS SAID DEED EXECUTED BY BERKELEY SQUARE PROPRIETORS, A LIMITED PARTNERSHIP, RECORDED OCTOBER 13, 1904 IN OFFICIAL RECORDS AS INSTRUMENT NO. 204. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS NOT PLOTTED HEREON.
- 28. ITEMS 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS NOT PLOTTED HEREON.

FLOOD NOTE:

ZONE "X" PER FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 900370 0203 EFFECTIVE DATE OF SEPTEMBER 28, 2008.
ZONE "X" DENOTES AREA SUBJECT TO MINIMAL FLOODING.
THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THE SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP(S). IN ADDITION, THE ABOVE STATEMENT DOES NOT REPRESENT THIS SURVEYOR'S OPINION OF THE PROBABILITY OF FLOODING.

BASIS OF BEARINGS:

THE BEARING OF N009°45'10"E ALONG THE CENTERLINE OF WESTERN AVENUE FOR BERKELEY SQUARE BOOK 8, PAGE 81 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

PARKING SPACE TABLE

TYPE OF SPACE	TOTAL EXISTING
STANDARD	0
HANDICAP	0
TOTAL	0

SURVEYORS CERTIFICATE:

TO WHOM GROUP AND OLD REPUBLIC TITLE COMPANY.
WE DO HEREBY CERTIFY THAT THIS SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2018 MINIMUM STANDARD REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS AND INCLUDES ITEMS 2, 3, 4, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
DATE OF PLAT: FEBRUARY 13, 2020.

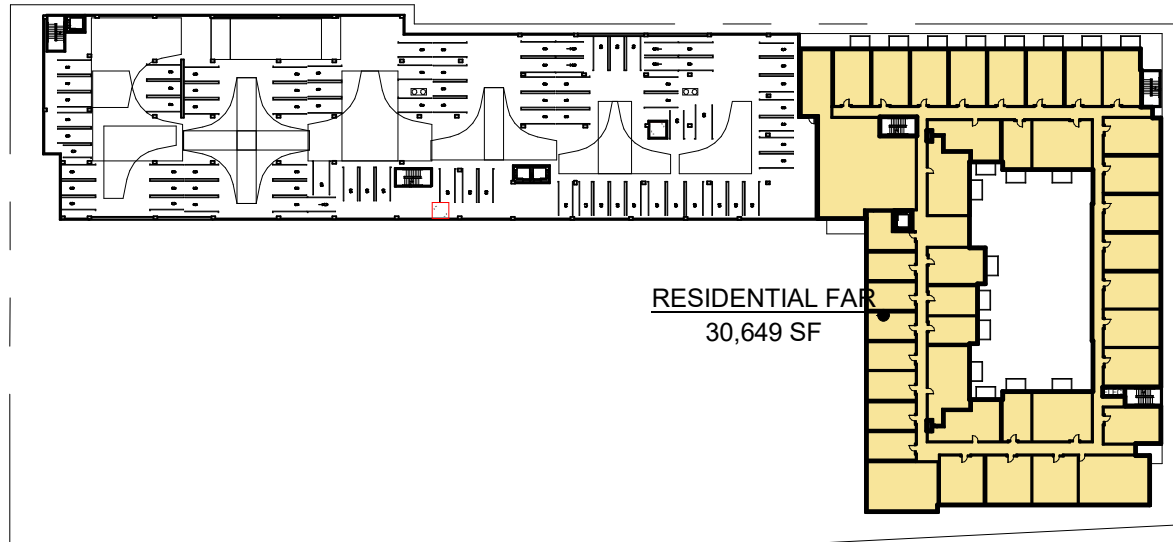
APPROVED AND AUTHORIZED FOR THE SURVEYOR:
JESSIE TRADER
JRN CIVIL ENGINEERS
No. 6379
STATE OF CALIFORNIA

REVISIONS:
2/17/2020: UPDATED LEGAL, LOT INFO & SCHEDULE "B" ITEMS - JRT
2/17/2020: UPDATED ZONE AREA INFO & HOSPITAL BUILDING INFO - JRT
2/20/2020: UPDATED ZONE AREA AND ZONING AREA, ADDED LOT INFO. - JRT
2/27/2020: REVISED ZONE AREAS

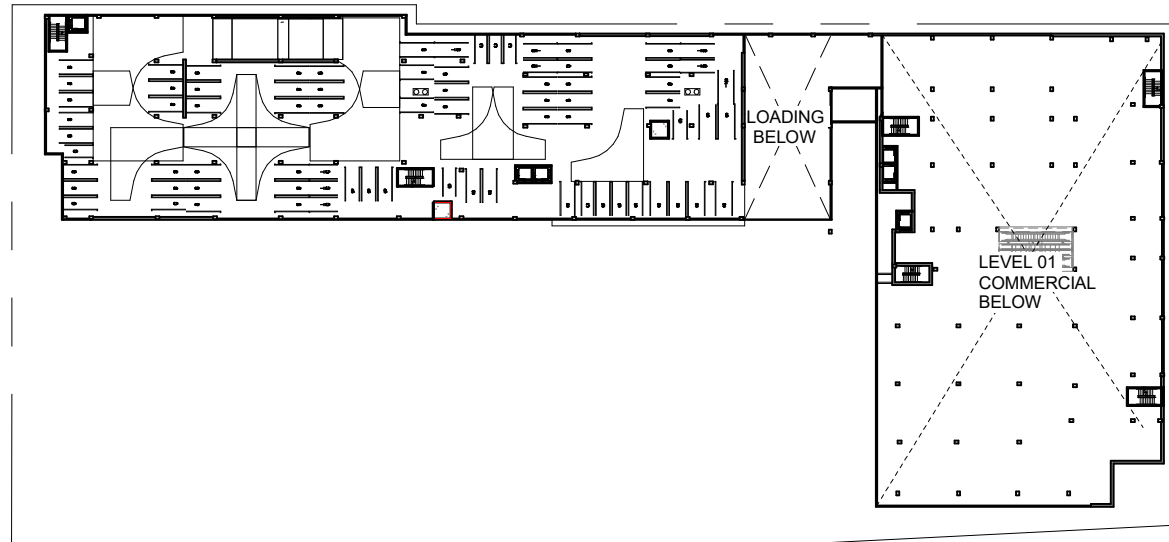
JRN CIVIL ENGINEERS
232 AVENIDA FABRICANTE, STE. 107
SAN CLEMENTE, CALIFORNIA 92672
PHONE (949) 248-4888
FAX (949) 248-4687
PROJECT COORDINATOR: JESSIE TRADER (JTRADER@jrnca.com)

ALTA/NSPS LAND TITLE SURVEY
SCALE: 1" = 30'
DATE: 02/13/2020
DRAWN BY: JRN
CHKD. BY: JRT
FILE NO. 17183-M
CIVIL GROUP

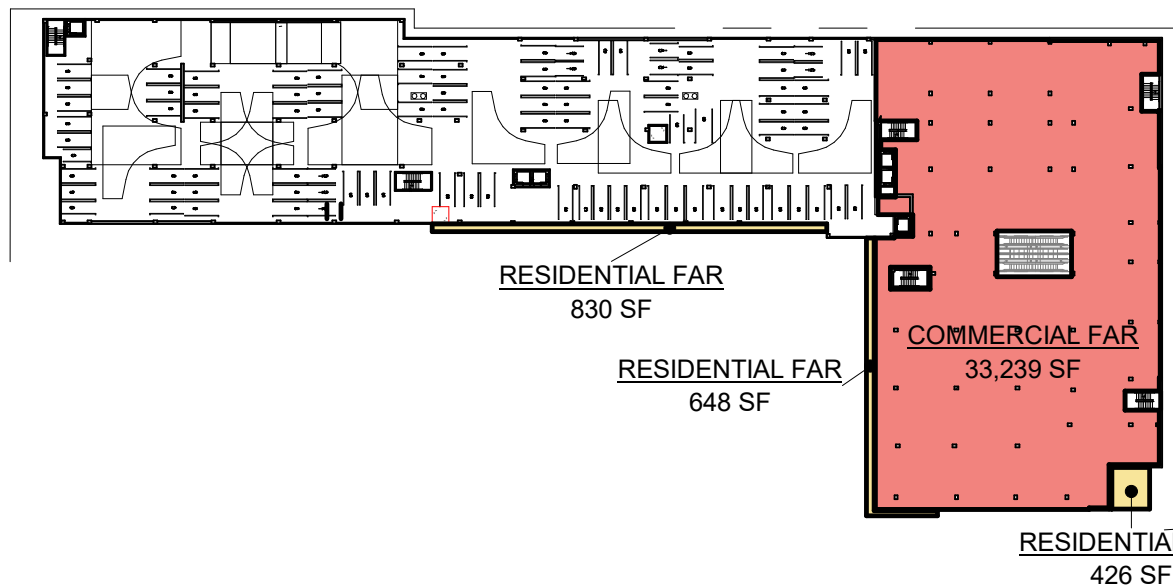
2211 SOUTH WESTERN AVENUE
LOS ANGELES, CA 90018
ADDRESS:
CLIENT:



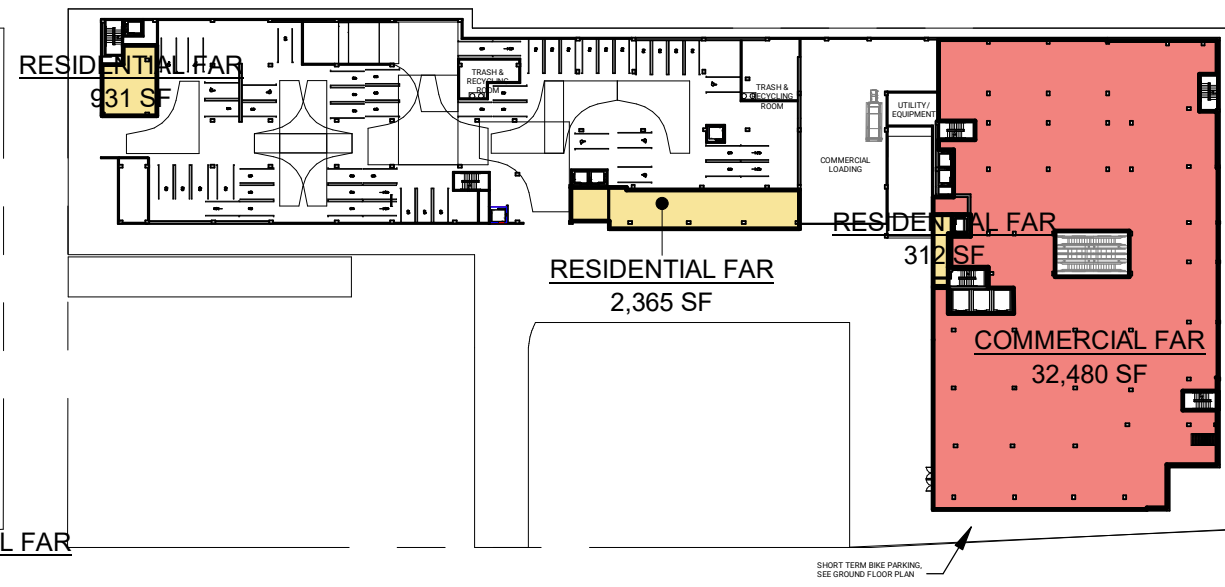
⑤ LEVEL 4 - FAR
1" = 100'-0"



③ LEVEL 2 - FAR
1" = 100'-0"



④ LEVEL 3 - FAR
1" = 100'-0"



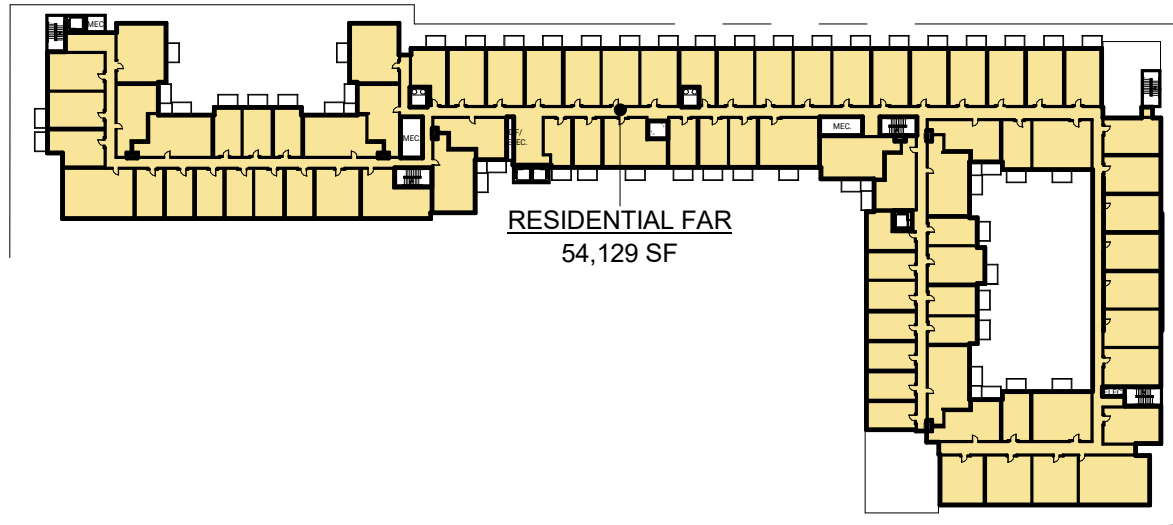
② LEVEL 1 - FAR
1" = 100'-0"

FAR AREA		
Level	Area	Name
LEVEL 1	32,480 SF	COMMERCIAL FAR
LEVEL 1	3,608 SF	RESIDENTIAL FAR
	36,088 SF	
LEVEL 3	33,239 SF	COMMERCIAL FAR
LEVEL 3	1,904 SF	RESIDENTIAL FAR
	35,144 SF	
LEVEL 4	30,649 SF	RESIDENTIAL FAR
	30,649 SF	
LEVEL 5	56,405 SF	RESIDENTIAL FAR
	56,405 SF	
LEVEL 6	56,444 SF	RESIDENTIAL FAR
	56,444 SF	
LEVEL 7	56,444 SF	RESIDENTIAL FAR
	56,444 SF	
LEVEL 8	54,129 SF	RESIDENTIAL FAR
	54,129 SF	
Grand total: 13	325,302 SF	
MAX. FAR ALLOWED	325,354 SF	

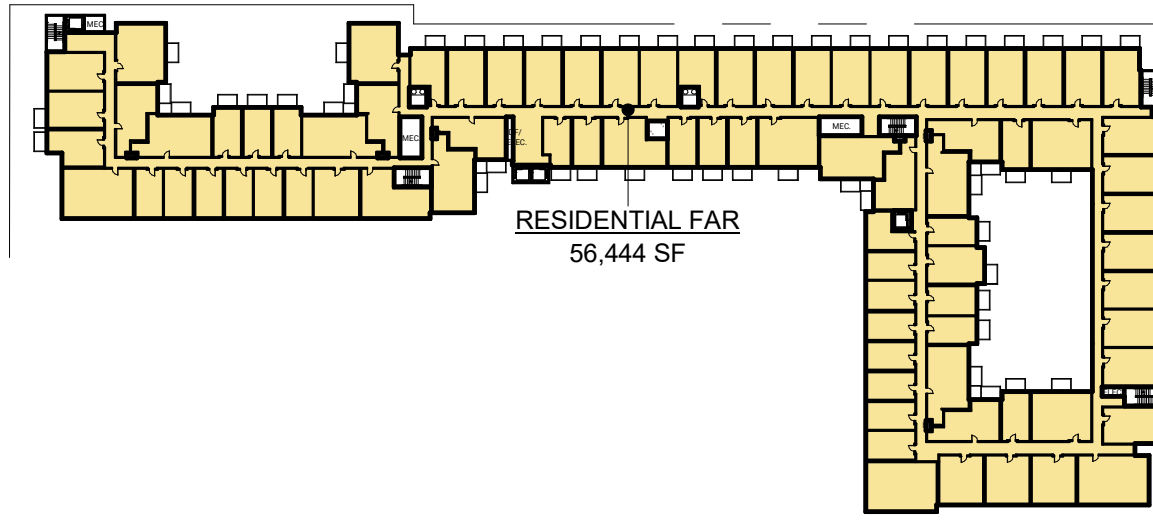
MEASUREMENT PER LAMC 12.03:
THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE DEDICATED TO BICYCLE PARKING, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

FAR LEGEND

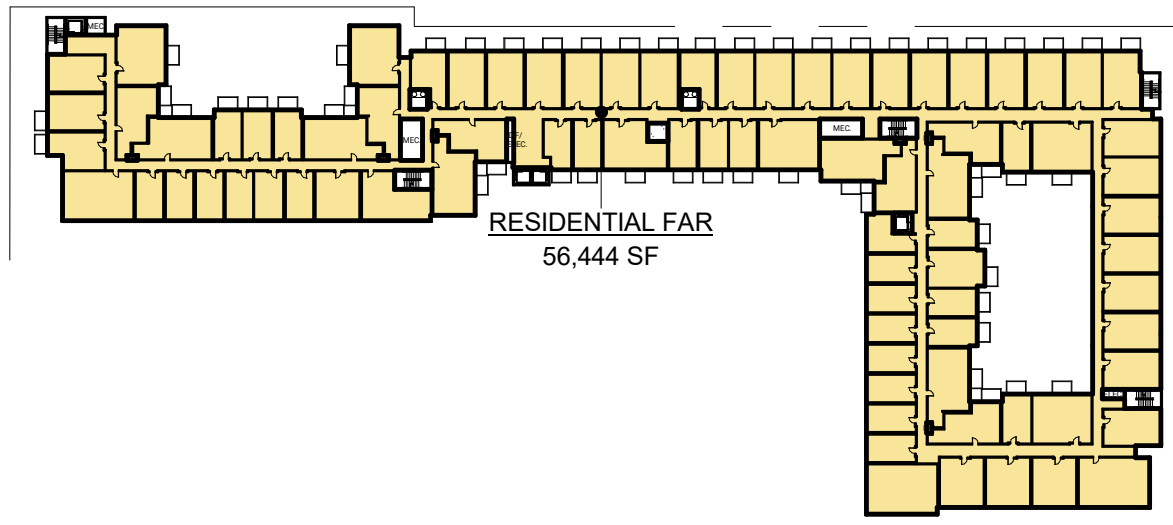
- COMMERCIAL FAR
- RESIDENTIAL FAR



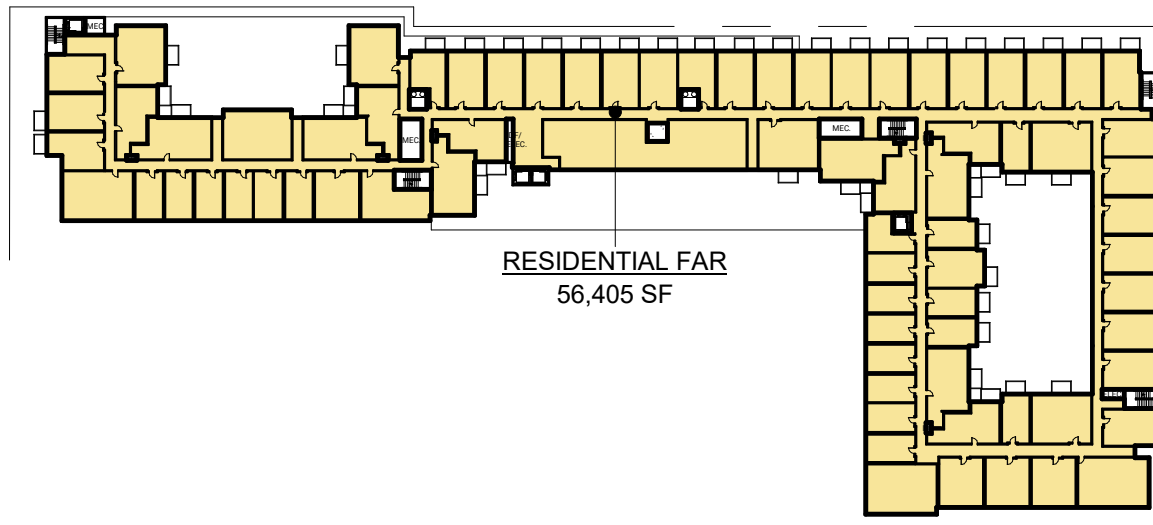
⑧ LEVEL 8 - FAR
1" = 100'-0"



⑥ LEVEL 6 - FAR
1" = 100'-0"



⑦ LEVEL 7 - FAR
1" = 100'-0"



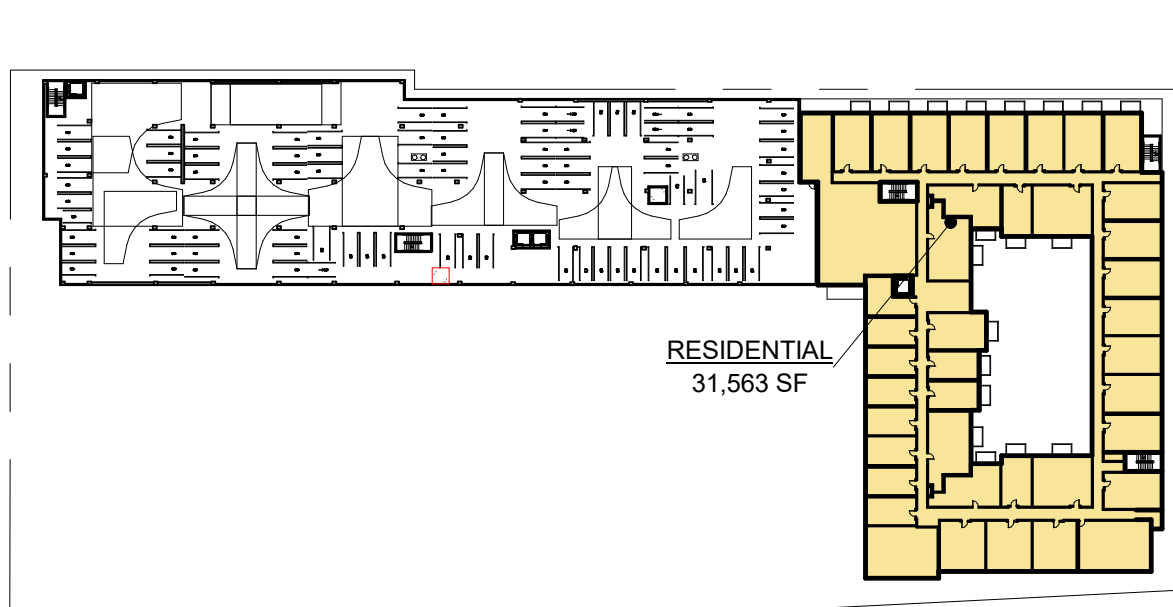
⑤ LEVEL 5 - FAR
1" = 100'-0"

FAR AREA		
Level	Area	Name
LEVEL 1	32,480 SF	COMMERCIAL FAR
LEVEL 1	3,608 SF	RESIDENTIAL FAR
	36,088 SF	
LEVEL 3	33,239 SF	COMMERCIAL FAR
LEVEL 3	1,904 SF	RESIDENTIAL FAR
	35,144 SF	
LEVEL 4	30,649 SF	RESIDENTIAL FAR
	30,649 SF	
LEVEL 5	56,405 SF	RESIDENTIAL FAR
	56,405 SF	
LEVEL 6	56,444 SF	RESIDENTIAL FAR
	56,444 SF	
LEVEL 7	56,444 SF	RESIDENTIAL FAR
	56,444 SF	
LEVEL 8	54,129 SF	RESIDENTIAL FAR
	54,129 SF	
Grand total: 13	325,302 SF	
MAX. FAR ALLOWED	325,354 SF	

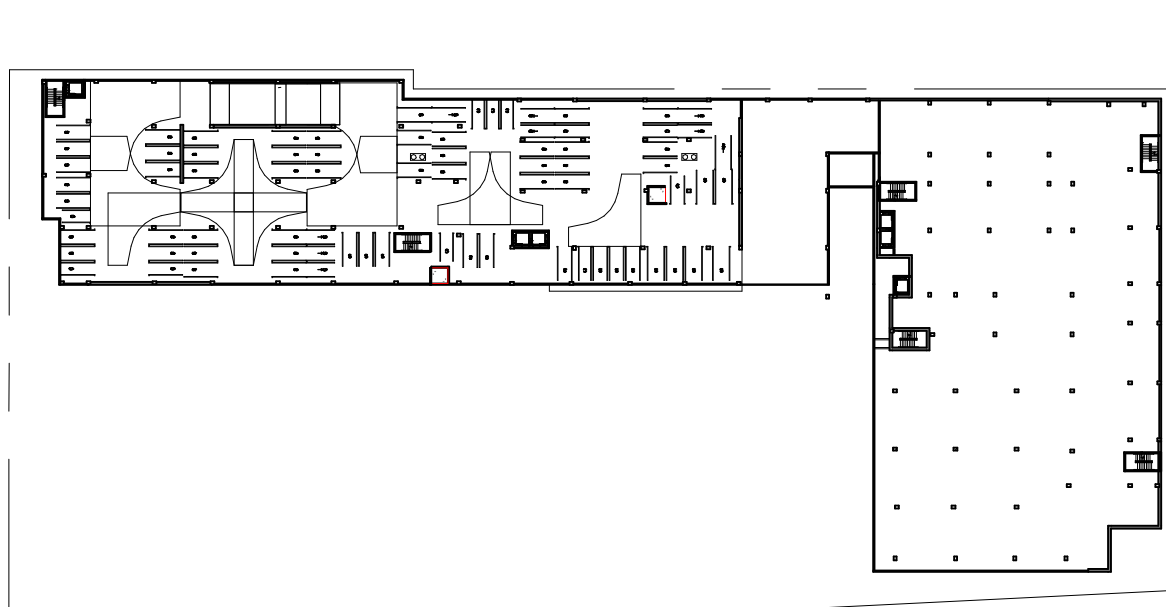
MEASUREMENT PER LAMC 12.03:
THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE DEDICATED TO BICYCLE PARKING, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

FAR LEGEND

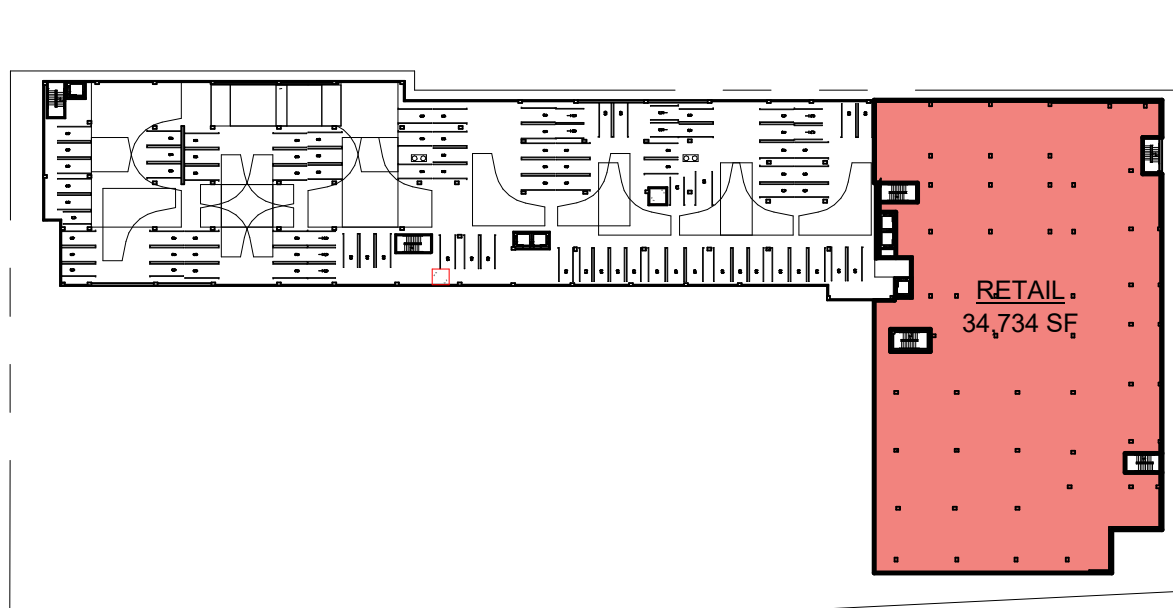
- COMMERCIAL FAR
- RESIDENTIAL FAR



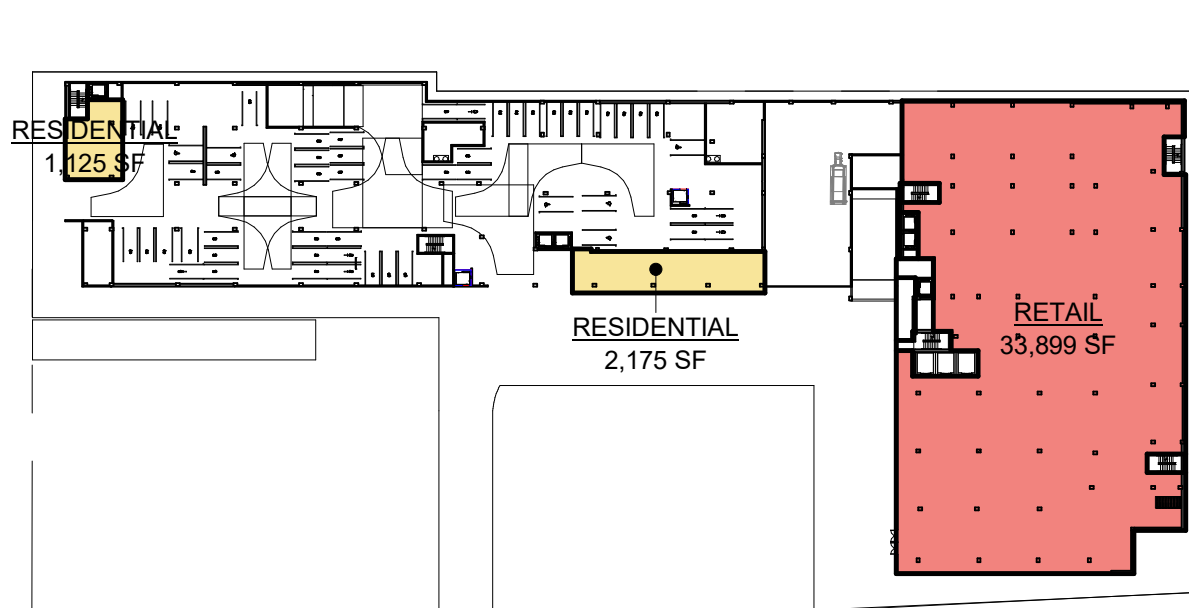
④ LEVEL 4 - SCHOOL FEES
1" = 100'-0"



② LEVEL 2 - SCHOOL FEES
1" = 100'-0"



③ LEVEL 3 - SCHOOL FEES
1" = 100'-0"



① LEVEL 1 - SCHOOL FEES
1" = 100'-0"

SCHOOL FEES CALCULATION		
Level	Area	Name
LEVEL 1	1,125 SF	RESIDENTIAL
LEVEL 1	2,175 SF	RESIDENTIAL
LEVEL 4	31,563 SF	RESIDENTIAL
LEVEL 5	58,506 SF	RESIDENTIAL
LEVEL 6	58,546 SF	RESIDENTIAL
LEVEL 7	58,546 SF	RESIDENTIAL
LEVEL 8	56,228 SF	RESIDENTIAL
RESIDENTIAL: 7	266,690 SF	
P1	63,118 SF	RETAIL
LEVEL 1	33,899 SF	RETAIL
LEVEL 3	34,734 SF	RETAIL
RETAIL: 3	131,751 SF	
GRAND TOTAL: 10	398,441 SF	

SCHOOL DISTRICT FEES AREA DETERMINATION

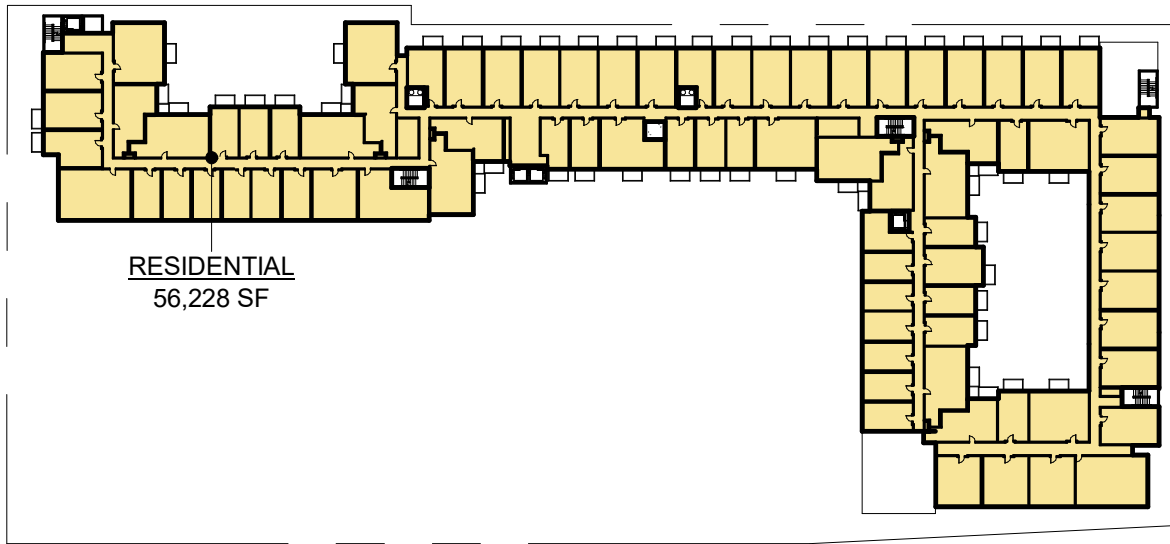
FOR RESIDENTIAL DEVELOPMENT, THE FEES SHALL BE DETERMINED BY USING THE ASSESSABLE SPACE OF ALL BUILDINGS WITH "R" OCCUPANCY DESIGNATION.

ASSESSABLE SPACE IS ALL OF THE SQUARE FOOTAGE WITHIN THE PERIMETER OF A RESIDENTIAL STRUCTURE, NOT INCLUDING ANY CARPORT, WALKWAY, GARAGE, OVERHAND, PATIO, ENCLOSED PATIO, DETACHED ACCESSORY STRUCTURE OR SIMILAR AREA. FEES SHALL BE EXEMPT FOR ANY INCREASES TO RESIDENTIAL DEVELOPMENT WITH 500 SQUARE FEET OR LESS OF ASSESSABLE AREA.

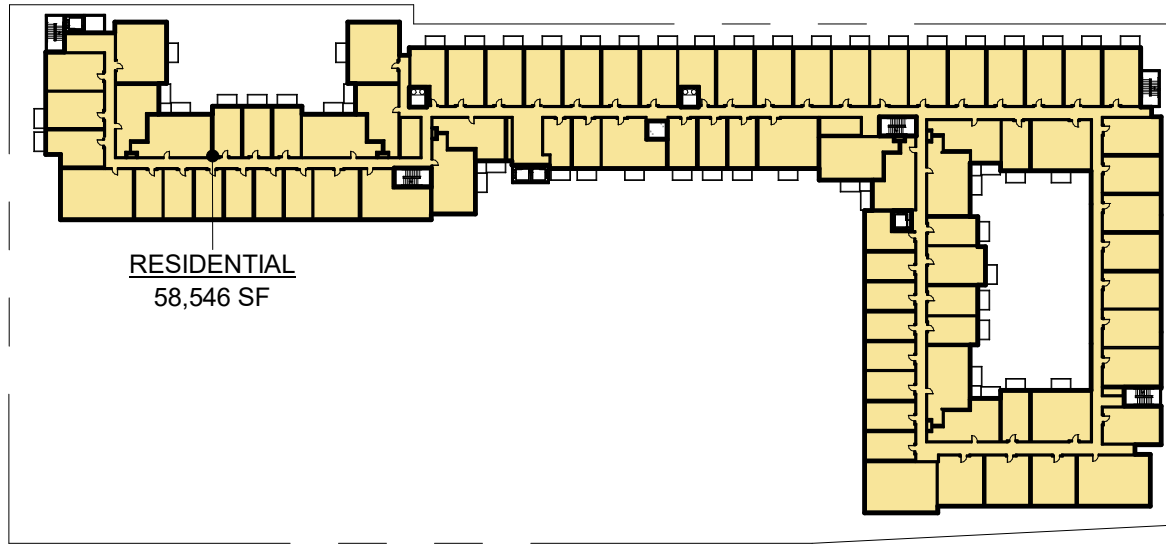
PERIMETER OF A STRUCTURE SHALL BE MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS AND EXTERIOR FACADES OF WALLS SEPARATING ASSESSABLE FROM NON-ASSESSABLE SPACES.

School Fees

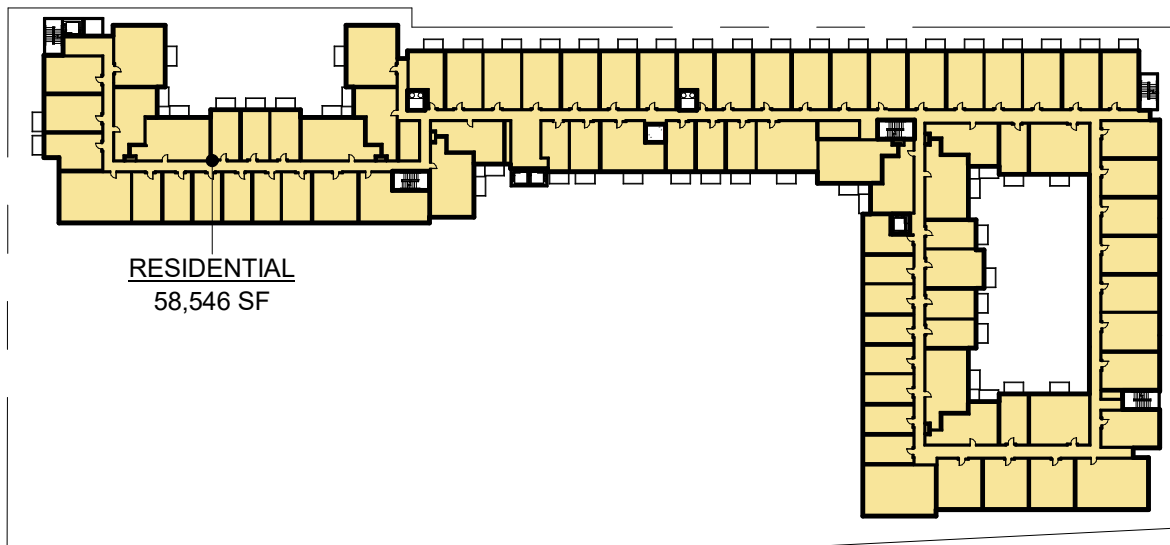
- RESIDENTIAL
- RETAIL



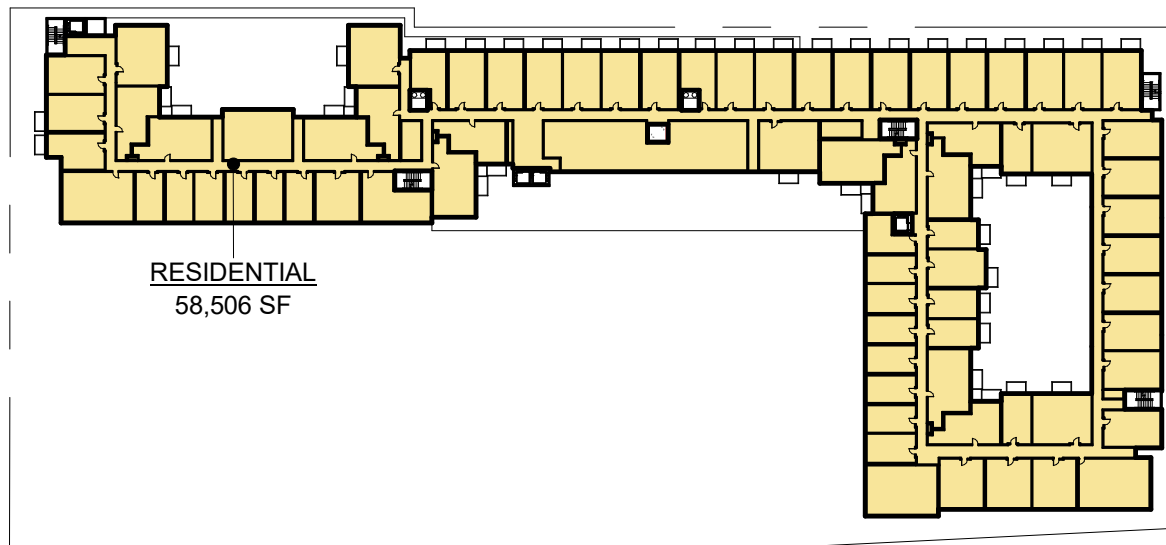
④ LEVEL 8 - SCHOOL FEES
1" = 100'-0"



② LEVEL 6 - SCHOOL FEES
1" = 100'-0"



③ LEVEL 7 - SCHOOL FEES
1" = 100'-0"



① LEVEL 5 - SCHOOL FEES
1" = 100'-0"

SCHOOL FEES CALCULATION		
Level	Area	Name
LEVEL 1	1,125 SF	RESIDENTIAL
LEVEL 1	2,175 SF	RESIDENTIAL
LEVEL 4	31,563 SF	RESIDENTIAL
LEVEL 5	58,506 SF	RESIDENTIAL
LEVEL 6	58,546 SF	RESIDENTIAL
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P1	63,118 SF	RETAIL
LEVEL 1	33,899 SF	RETAIL
LEVEL 3	34,734 SF	RETAIL
RETAIL: 3	131,751 SF	
GRAND TOTAL: 10	398,441 SF	

SCHOOL DISTRICT FEES AREA DETERMINATION

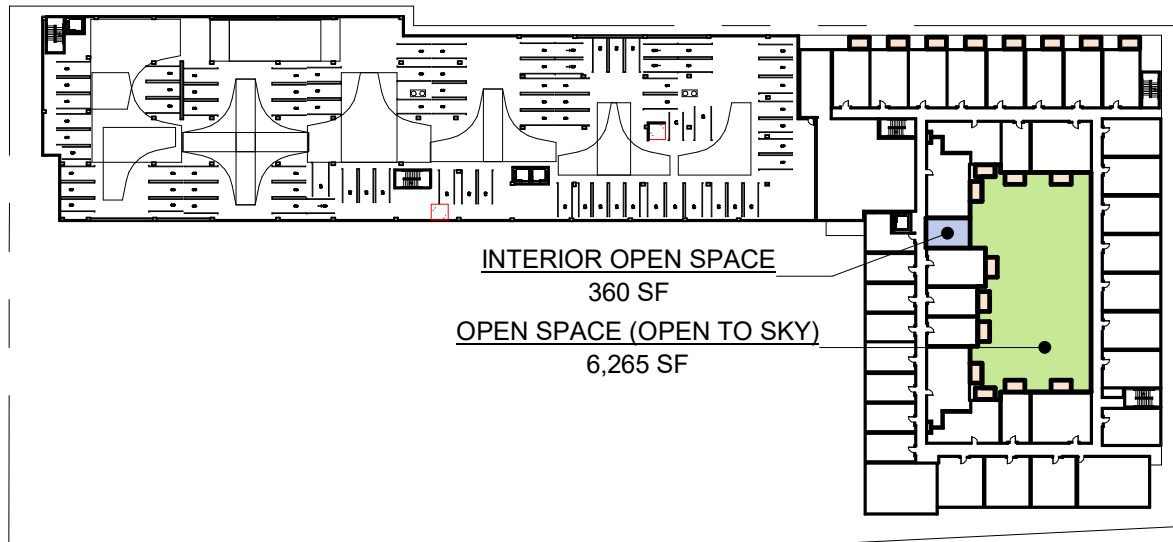
FOR RESIDENTIAL DEVELOPMENT, THE FEES SHALL BE DETERMINED BY USING THE ASSESSABLE SPACE OF ALL BUILDINGS WITH "R" OCCUPANCY DESIGNATION.

ASSESSABLE SPACE IS ALL OF THE SQUARE FOOTAGE WITHIN THE PERIMETER OF A RESIDENTIAL STRUCTURE, NOT INCLUDING ANY CARPORT, WALKWAY, GARAGE, OVERHAND, PATIO, ENCLOSED PATIO, DETACHED ACCESSORY STRUCTURE OR SIMILAR AREA. FEES SHALL BE EXEMPT FOR ANY INCREASES TO RESIDENTIAL DEVELOPMENT WITH 500 SQUARE FEET OR LESS OF ASSESSABLE AREA.

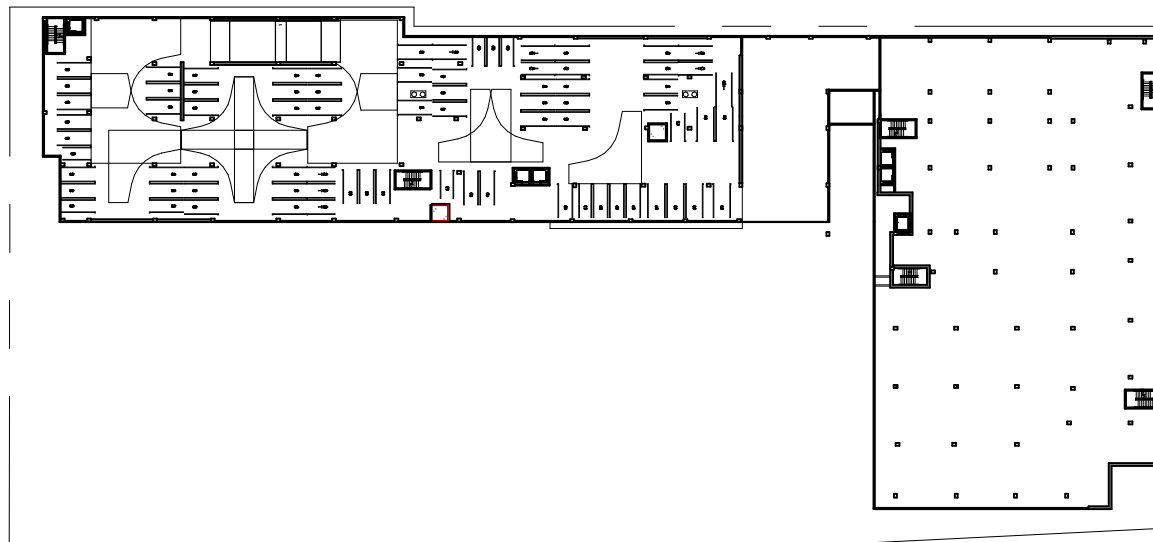
PERIMETER OF A STRUCTURE SHALL BE MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS AND EXTERIOR FACADES OF WALLS SEPARATING ASSESSABLE FROM NON-ASSESSABLE SPACES.

School Fees

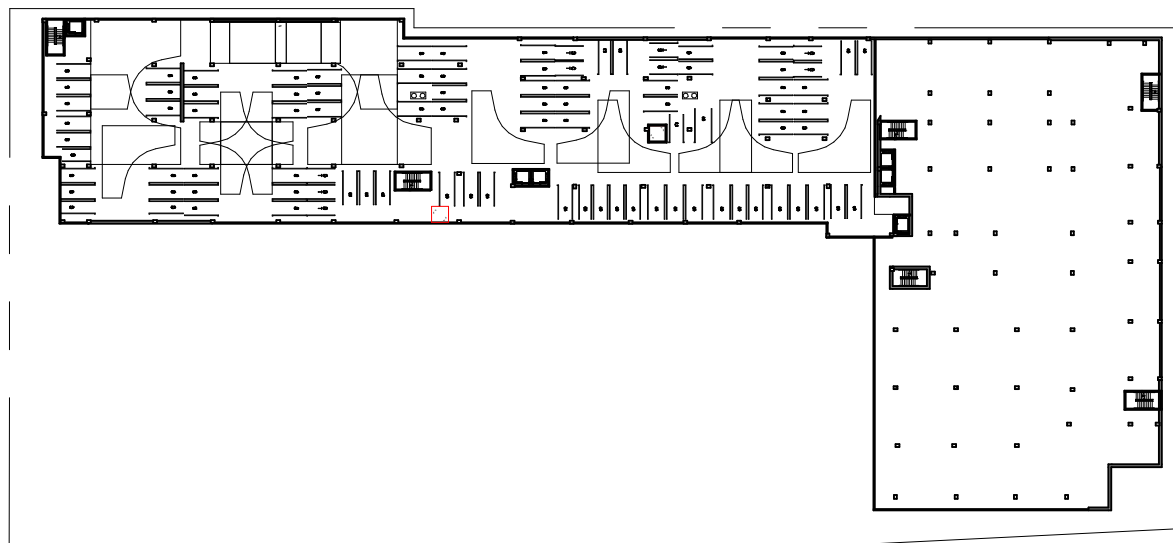
- RESIDENTIAL
- RETAIL



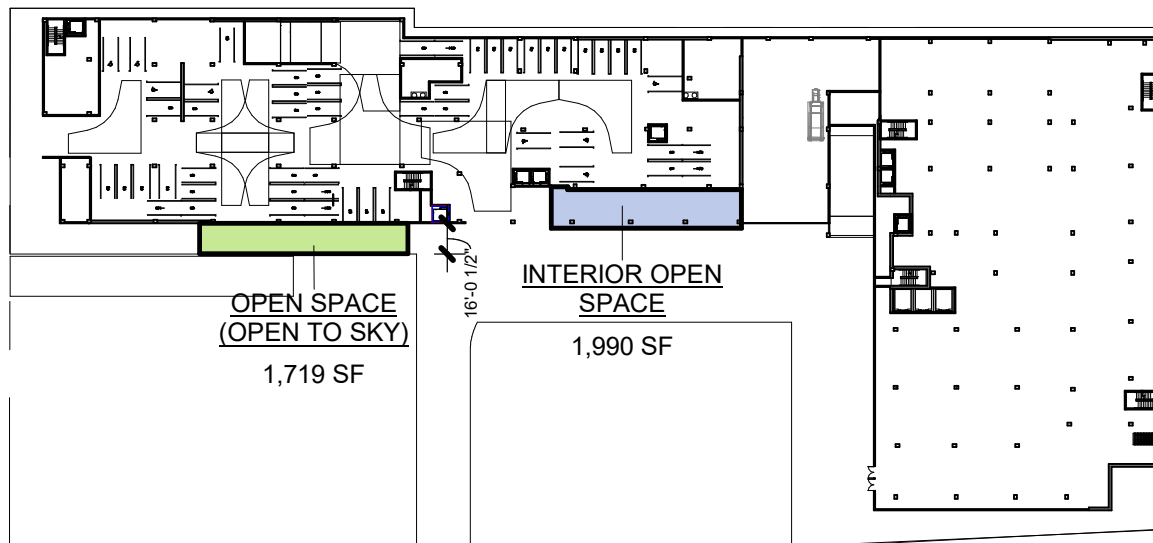
④ LEVEL 4 - OPEN SPACE
1" = 100'-0"



② LEVEL 2 - OPEN SPACE
1" = 100'-0"



③ LEVEL 3 - OPEN SPACE
1" = 100'-0"



① LEVEL 1 - OPEN SPACE
1" = 100'-0"

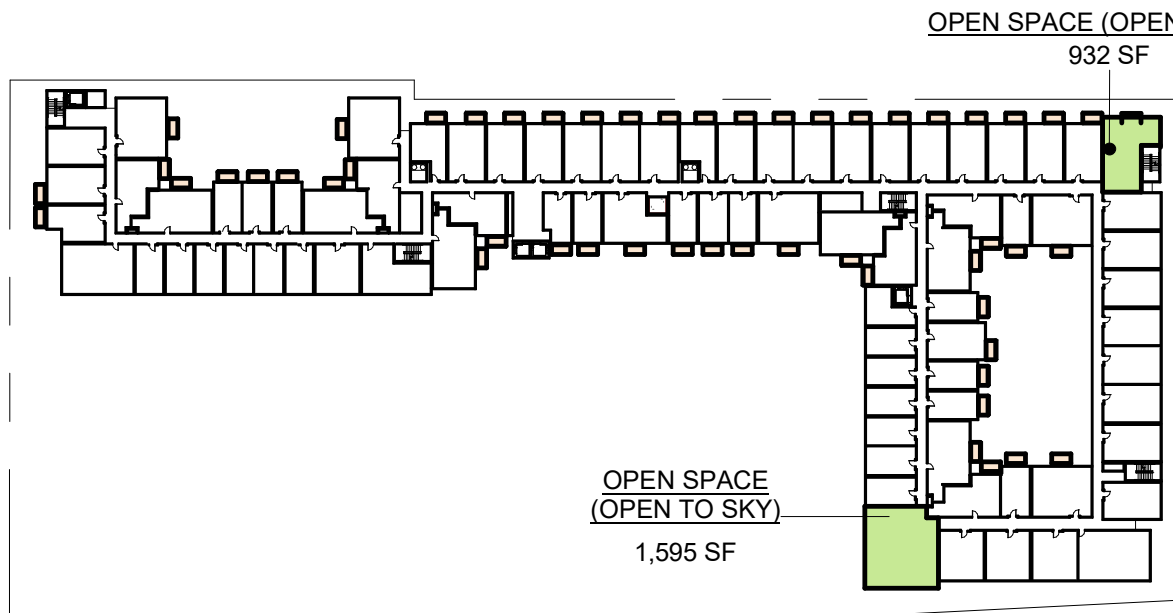
OPEN SPACE AREA		
Level	Name	Area
LEVEL 1	INTERIOR OPEN SPACE	1,990 SF
LEVEL 1	OPEN SPACE (OPEN TO SKY)	1,719 SF
LEVEL 1: 2		3,709 SF
LEVEL 4	BALCONY	1,209 SF
LEVEL 4	INTERIOR OPEN SPACE	360 SF
LEVEL 4	OPEN SPACE (OPEN TO SKY)	6,265 SF
LEVEL 4: 21		7,834 SF
LEVEL 5	BALCONY	2,500 SF
LEVEL 5	INTERIOR OPEN SPACE	3,594 SF
LEVEL 5	OPEN SPACE (OPEN TO SKY)	9,467 SF
LEVEL 5: 54		15,560 SF
LEVEL 6	BALCONY	2,600 SF
LEVEL 6: 52		2,600 SF
LEVEL 7	BALCONY	2,600 SF
LEVEL 7: 52		2,600 SF
LEVEL 8	BALCONY	2,600 SF
LEVEL 8	OPEN SPACE (OPEN TO SKY)	2,527 SF
LEVEL 8: 54		5,127 SF
Grand total: 235		37,430 SF

TYPICAL BALCONY DIMENSIONS: 6'-0" x 10'-0"

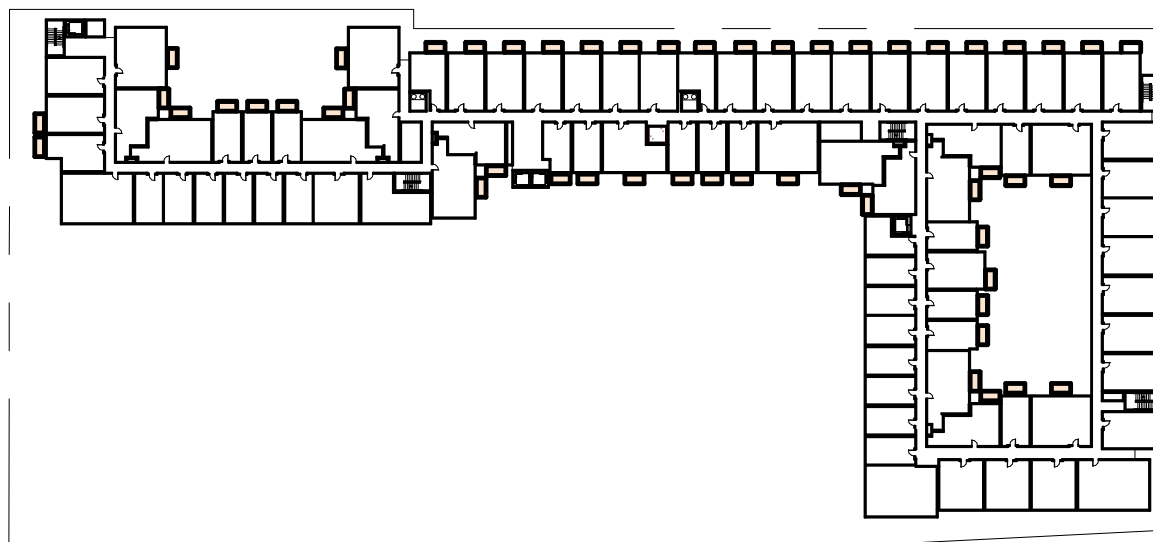
INTERIOR OPEN SPACE PROVIDED (MAX 25%) = 5,951
 $37,430/4 = 9,357$
 $9,357 > 5,951$

OPEN SPACE REQUIRED (WITH CURRENT UNIT MIX): **33,528 SF**

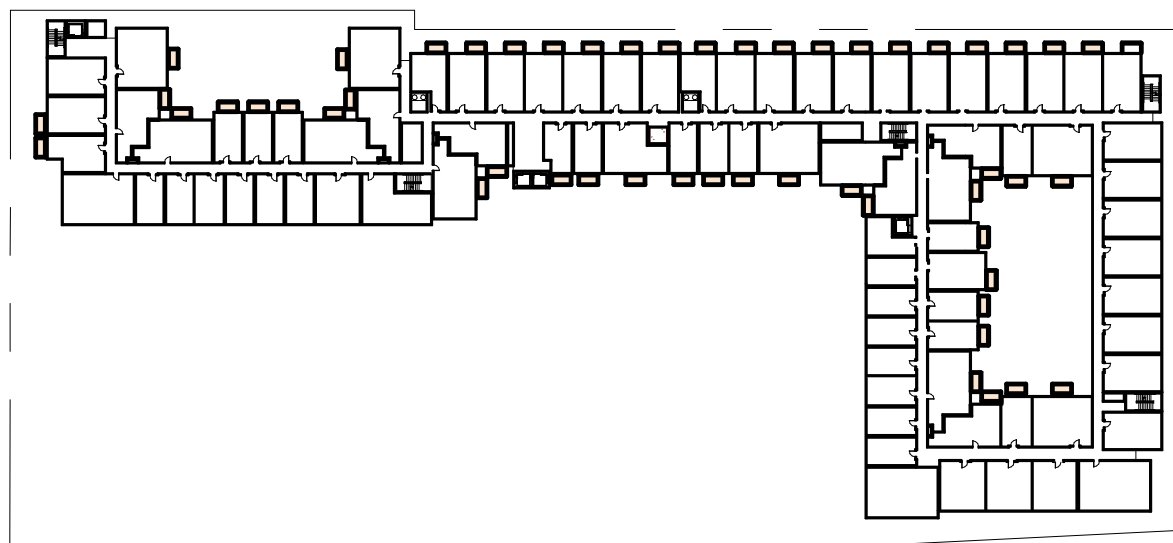
- Open Space**
- BALCONY
 - INTERIOR OPEN SPACE
 - OPEN SPACE
 - OPEN SPACE (OPEN TO SKY)



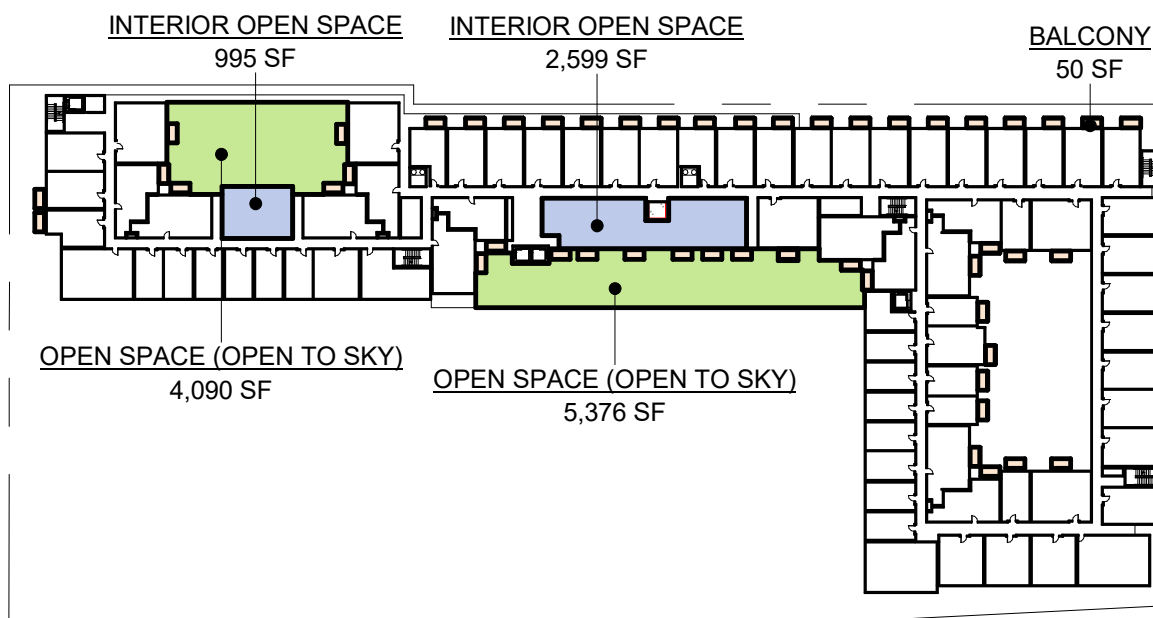
④ LEVEL 8 - OPEN SPACE
1" = 100'-0"



② LEVEL 6 - OPEN SPACE
1" = 100'-0"



③ LEVEL 7 - OPEN SPACE
1" = 100'-0"



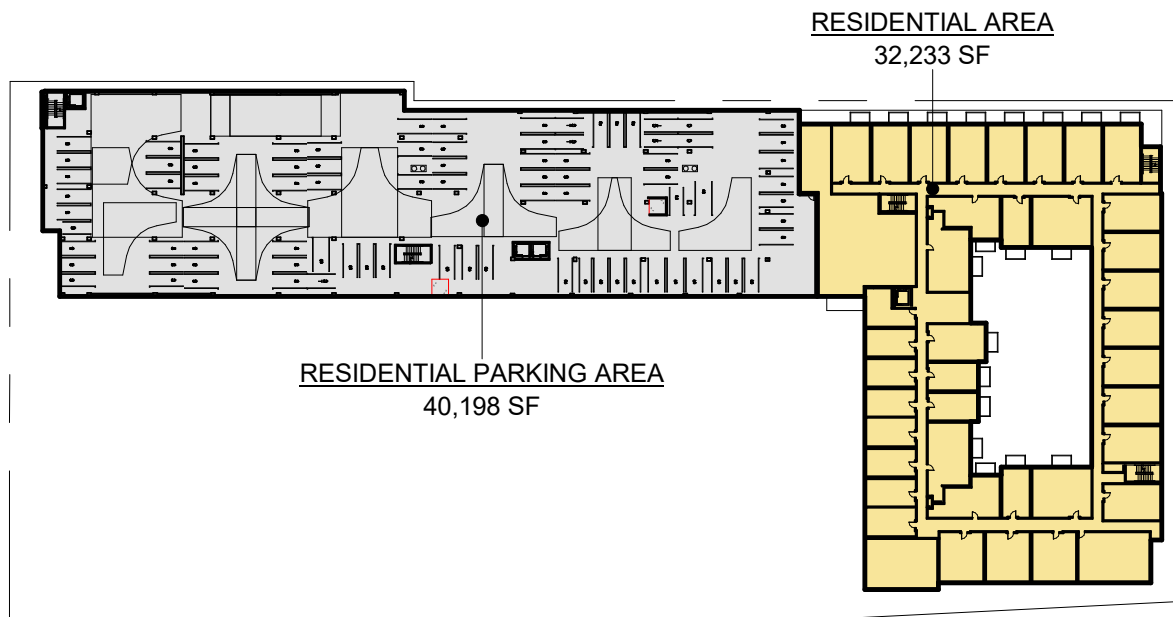
① LEVEL 5 - OPEN SPACE
1" = 100'-0"

OPEN SPACE AREA Copy 1		
Level	Name	Area
LEVEL 1	INTERIOR OPEN SPACE	1,990 SF
LEVEL 1	OPEN SPACE (OPEN TO SKY)	1,719 SF
LEVEL 1: 2		3,709 SF
LEVEL 4	BALCONY	1,209 SF
LEVEL 4	INTERIOR OPEN SPACE	360 SF
LEVEL 4	OPEN SPACE (OPEN TO SKY)	6,265 SF
LEVEL 4: 21		7,834 SF
LEVEL 5	BALCONY	2,500 SF
LEVEL 5	INTERIOR OPEN SPACE	3,594 SF
LEVEL 5	OPEN SPACE (OPEN TO SKY)	9,467 SF
LEVEL 5: 54		15,560 SF
LEVEL 6	BALCONY	2,600 SF
LEVEL 6: 52		2,600 SF
LEVEL 7	BALCONY	2,600 SF
LEVEL 7: 52		2,600 SF
LEVEL 8	BALCONY	2,600 SF
LEVEL 8	OPEN SPACE (OPEN TO SKY)	2,527 SF
LEVEL 8: 54		5,127 SF
Grand total: 235		37,430 SF

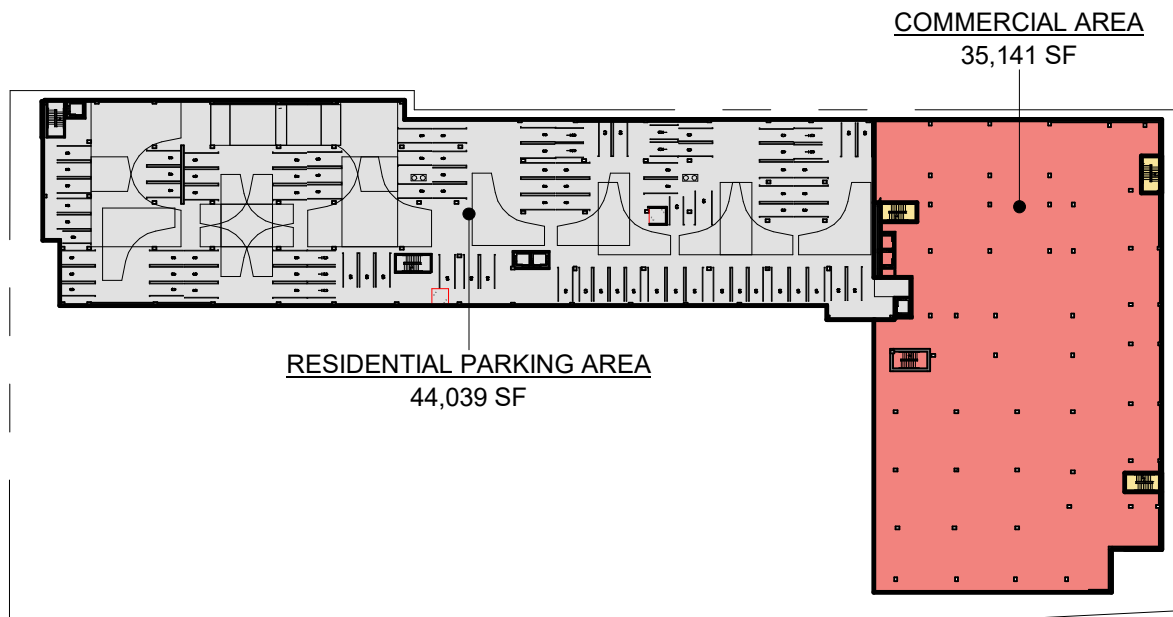
TYPICAL BALCONY DIMENSIONS: 6'-0" x 10'-0"

Open Space

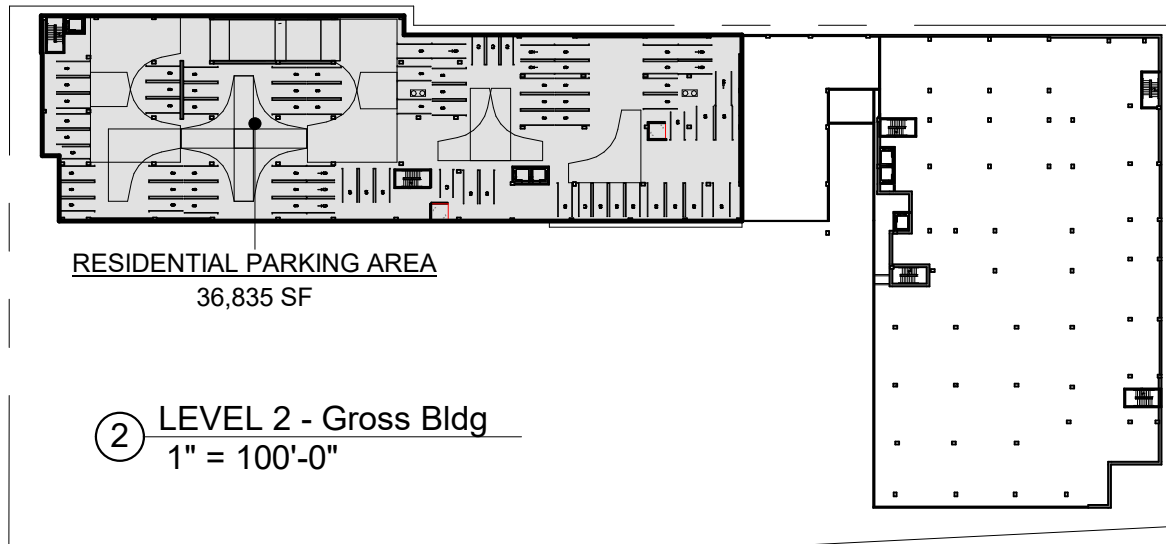
- BALCONY
- INTERIOR OPEN SPACE
- OPEN SPACE
- OPEN SPACE (OPEN TO SKY)



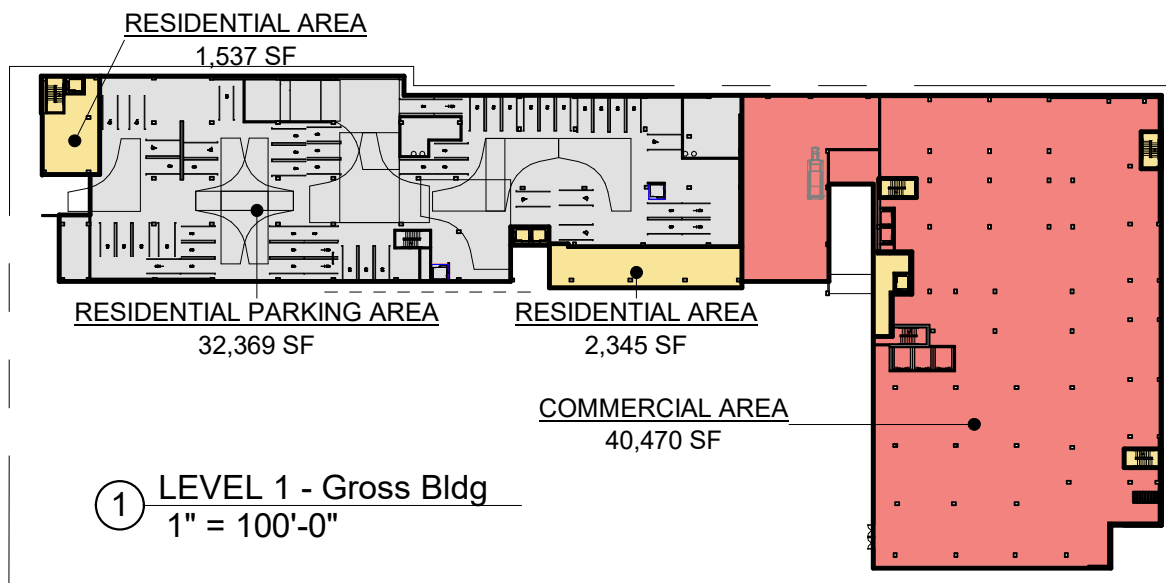
④ LEVEL 4 - Gross Bldg
1" = 100'-0"



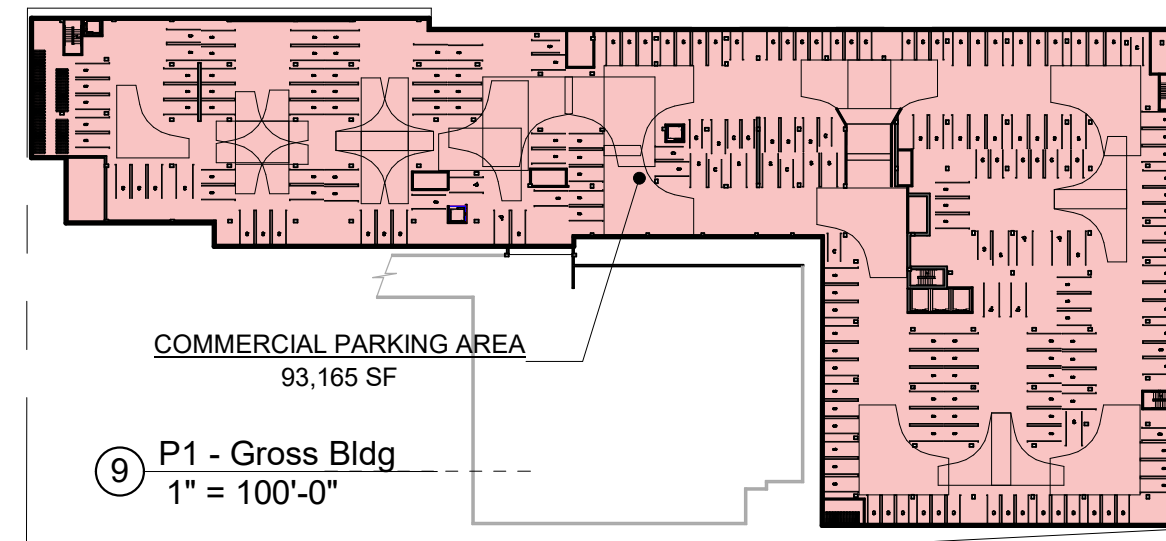
③ LEVEL 3 - Gross Bldg
1" = 100'-0"



② LEVEL 2 - Gross Bldg
1" = 100'-0"



① LEVEL 1 - Gross Bldg
1" = 100'-0"



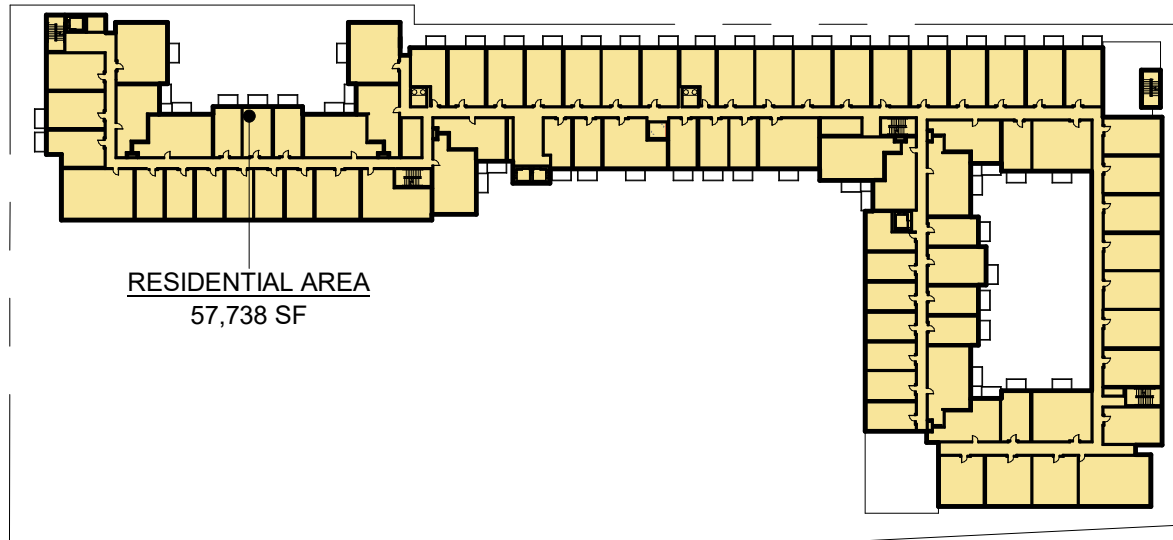
⑨ P1 - Gross Bldg
1" = 100'-0"

GROSS BUILDING AREA CALCULATIONS		
Level	Area	Name
LEVEL 1	40,470 SF	COMMERCIAL AREA
LEVEL 3	35,141 SF	COMMERCIAL AREA
	75,611 SF	
P1	93,165 SF	COMMERCIAL PARKING AREA
	93,165 SF	
LEVEL 1	383 SF	RESIDENTIAL AREA
LEVEL 1	206 SF	RESIDENTIAL AREA
LEVEL 1	662 SF	RESIDENTIAL AREA
LEVEL 1	1,537 SF	RESIDENTIAL AREA
LEVEL 1	2,345 SF	RESIDENTIAL AREA
LEVEL 3	187 SF	RESIDENTIAL AREA
LEVEL 3	192 SF	RESIDENTIAL AREA
LEVEL 3	206 SF	RESIDENTIAL AREA
LEVEL 4	32,233 SF	RESIDENTIAL AREA
LEVEL 5	60,282 SF	RESIDENTIAL AREA
LEVEL 6	60,278 SF	RESIDENTIAL AREA
LEVEL 7	60,278 SF	RESIDENTIAL AREA
LEVEL 8	193 SF	RESIDENTIAL AREA
LEVEL 8	57,738 SF	RESIDENTIAL AREA
	276,720 SF	
LEVEL 1	32,369 SF	RESIDENTIAL PARKING AREA
LEVEL 2.1	36,835 SF	RESIDENTIAL PARKING AREA
LEVEL 3	44,039 SF	RESIDENTIAL PARKING AREA
LEVEL 4	40,198 SF	RESIDENTIAL PARKING AREA
	153,440 SF	
	598,937 SF	

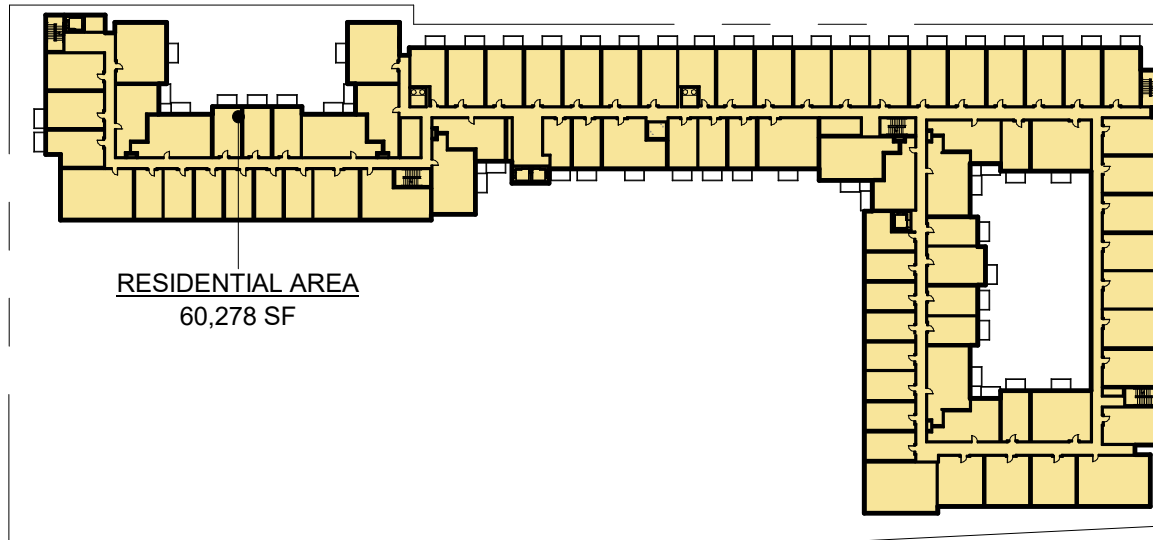
COMMERCIAL AREA (INCLUDING PARKING) : 168,776 SF - 28% OF AREA
RESIDENTIAL AREA (INCLUDING PARKING) : 430,160 SF - 72% OF AREA

Building Area Legend

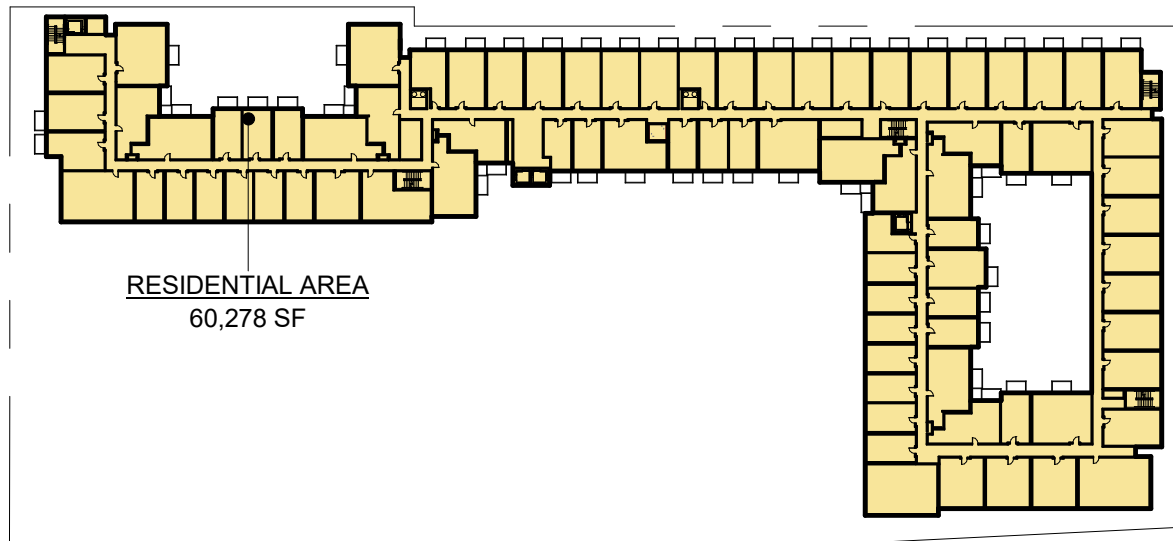
- COMMERCIAL AREA
- COMMERCIAL PARKING AREA
- RESIDENTIAL AREA
- RESIDENTIAL PARKING AREA



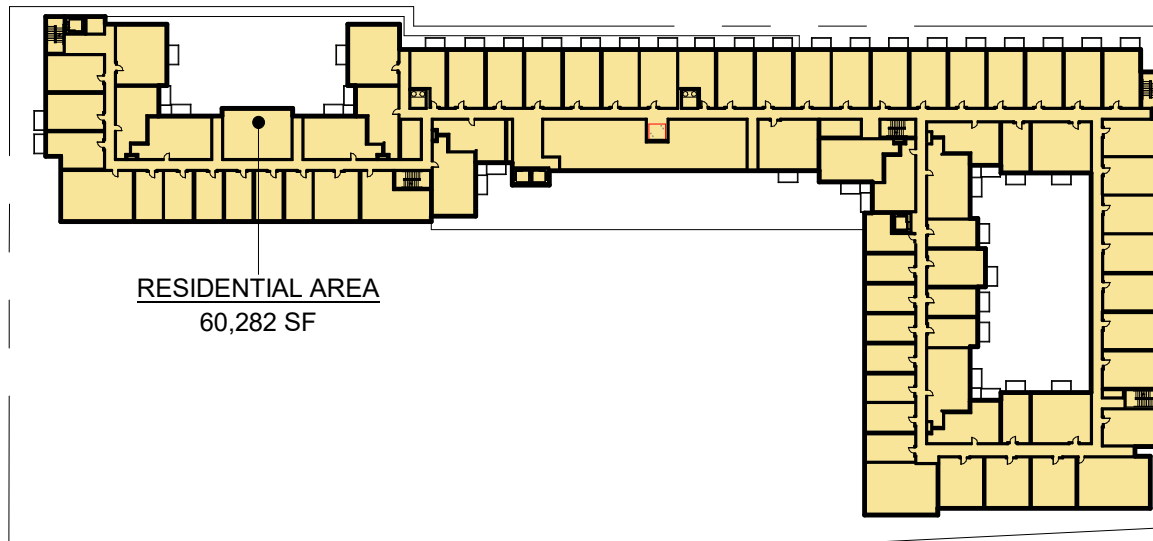
④ LEVEL 8 - Gross Bldg
1" = 100'-0"



② LEVEL 6 - Gross Bldg
1" = 100'-0"



③ LEVEL 7 - Gross Bldg
1" = 100'-0"



① LEVEL 5 - Gross Bldg
1" = 100'-0"

GROSS BUILDING AREA CALCULATIONS		
Level	Area	Name
LEVEL 1	40,470 SF	COMMERCIAL AREA
LEVEL 3	35,141 SF	COMMERCIAL AREA
	75,611 SF	
P1	93,165 SF	COMMERCIAL PARKING AREA
	93,165 SF	
LEVEL 1	383 SF	RESIDENTIAL AREA
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LEVEL 1	1,537 SF	RESIDENTIAL AREA
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LEVEL 1	32,369 SF	RESIDENTIAL PARKING AREA
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LEVEL 3	44,039 SF	RESIDENTIAL PARKING AREA
LEVEL 4	40,198 SF	RESIDENTIAL PARKING AREA
	153,440 SF	
	598,937 SF	

MEASUREMENT PER CBC 2019 "BUILDING AREA": THE AREA INCLUDED WITHIN SURROUNDING EXTERIOR WALLS, OR EXTERIOR WALLS & FIRE WALLS, EXCLUSIVE OF VENT SHAFTS AND COURTS, AREAS OF BUILDING NOT PROVIDED WITH SURROUNDING WALLS SHALL BE INCLUDED IN THE BUILDING AREA IF SUCH AREAS ARE INCLUDED WITHIN THE HORIZONTAL PROTECTION OF THE ROOF OR FLOOR ABOVE.

Building Area Legend

- COMMERCIAL AREA
- COMMERCIAL PARKING AREA
- RESIDENTIAL AREA
- RESIDENTIAL PARKING AREA

DERO DECKER

- Sturdy red handle grips
- Lift-assist trays
- Dampers for safe lowering of trays
- Spring loaded levers hold bikes firmly in place
- U-lock compatible
- Smallest footprint
- Smooth and silent operation
- Simple installation
- Low maintenance
- Specialty designed fat bike trays available

The Next Level of Parking

The Dero Decker takes bike parking to the next level - literally. By stacking bikes on a two-level system, capacity doubles. Unlike other bicycle systems, our lift-assist tray slides down inches from the ground, eliminating any manual lifting of the bike into the tray. The Dero Decker has a front wheel safety locking lever and this, combined with the lowering of upper trays, help hold vertical clearance to help reduce the required side space, giving the Dero Decker the smallest footprint on the market.

Galvanized

Powder Coat

www.dero.com | 1-888-337-6729

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DERO DECKER Submittal Sheet

CAPACITY: 4 bikes per unit

MATERIALS: Length: 47 1/2" galv. tube
Length: 28" galv. tube
Cable: 1/8" dia. galv. cable
Tray: 1/2" dia. galv. tube

FINISHES:
 Submittal: An offer that does not depart substantially from a cut sheet submittal.
 Powder Coat: Our powder coat finish provides a high level of abrasion and corrosion resistance.
 1. Standard
 2. Epoxy primer electrochemically treated
 3. Final finish "RSC" polyester powder coat

INSTALLATION:
 Surface: Each upright has one 1/2" hole that fits 3/8" x 1/2" wedge anchors.

SETBACKS: See following pages.

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DERO DECKER Installation Instructions – Setbacks, Single Sided

DESIGN RESTRICTIONS BEHIND SKY

www.dero.com | 1-888-337-6729

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DERO DECKER Installation Instructions – Setbacks, Double Sided

www.dero.com | 1-888-337-6729

© 2019 Dero

DERO DECKER Installation Instructions

TOOLS NEEDED

Hammer, 3/8"	Hex wrench, 3/8"
Masonry bit, 3/8", 1/2"	Tapel measure
Hammer	Chalk line
Socket wrench	Level
Socket, 3/8", 1/2"	Level
Socket extension, 4"	

1

Refer to setbacks diagram before installation to ensure sufficient space. Installation surface must be free of obstructions. If surface is not level, correct crew responsible for workable solution.

2

Place the upright in position and secure with 1/2" x 3/8" wedge anchors. At least 120° of wedge anchor threads should remain above the concrete. The lower 1/4" should be placed on the front side of the upright and secured with the existing wedge anchors.

3

Place the lower Cabinet Assembly on the lower upright position and secure with 1/2" x 1/2" carriage bolts, 1/2" washers, and 1/2" nylon nuts.

4

Do the same for the upper Cabinet Assembly.

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DERO DECKER Installation Instructions

5

Place the bottom Lower and Upper Trays in position and secure at the rear with (8) 3/8" x 1/2" carriage bolts, 3/8" washers, and 3/8" nut washers. Secure at the front with (8) 3/8" x 1/2" wedge anchor bolts.

6

Continue to the next section and repeat the previous steps.

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BICYCLE RACK BICYCLE RACK PARKING ZONE AND CLEARANCE ENVELOPE

SECTION A

PLAN

ISOMETRIC VIEW

NOTE: ALL PARALLEL BICYCLE RACKS OTHER THAN STAIRCASE OR IN A STAIRCASE SHALL BE INSTALLED PARALLEL TO THE SIDEWALK. THE BICYCLE RACKS SHALL BE INSTALLED PARALLEL TO THE SIDEWALK. THE BICYCLE RACKS SHALL BE INSTALLED PARALLEL TO THE SIDEWALK. THE BICYCLE RACKS SHALL BE INSTALLED PARALLEL TO THE SIDEWALK.

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BICYCLE RACK PARKING ZONE LAYOUTS

ON-STREET PARKING PERMITTED

ON-STREET PARKING NOT PERMITTED

NOTE: BICYCLE RACK PARKING ZONE LAYOUTS SHALL BE ARRANGED TO ENSURE THAT THE REQUIRED CLEAR PATH PER NOTE D.5.F IS PROVIDED.

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NOTES

- ALL WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SPWC) ADOPTED BY THE BOARD OF PUBLIC WORKS AS AMENDED BY THE LATEST CORRESPONDING CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS SPECIFICATION BOOK.
- COVENANT AND MAINTENANCE AGREEMENT: ALL BICYCLE RACKS INSTALLED UNDER WORK PERMITS SHALL BE MAINTAINED BY THE PERMITTEE. THE PERMITTEE SHALL COMPLETE THE COVENANT & AGREEMENT (CA) FORM, AVAILABLE FROM THE DEPARTMENT OF TRANSPORTATION DEVELOPMENT REVIEW DIVISION, EXECUTE IT WITH THE CITY AND RECORD IT WITH THE LOS ANGELES COUNTY REGISTRAR-RECORDER. SUBMIT A COPY OF RECORDED CA TO THE CITY ENGINEER BEFORE A WORK PERMIT CAN BE ISSUED.
- GENERAL
 - UNLESS OTHERWISE SPECIFIED OR APPROVED BY THE CITY ENGINEER, THE BICYCLE RACK SHALL BE AN UNPAINTED DESIGN.
 - BICYCLE RACKS SHALL ALLOW FOR THE USE OF A CABLE AND "U" TYPE LOCKS AND SHALL SUPPORT THE BICYCLE FRAME (NOT THE WHEEL) AT TWO POINTS, A MINIMUM OF 12 INCH APART.
 - PIPE: ASTM A53 GRADE B STANDARD WEIGHT STEEL PIPE, 2 INCH DIA. CONSTRUCTED OF 90 DEGREE BENDS WITH AN INSIDE RADIUS BEND OF 4-1/2 INCHES. SECURITY CHAIN SHALL BE ASTM A413 GRADE 30 PROOF COIL CHAIN, SIZE 3/8 INCH.
 - BASE PLATE: ASTM A36 3/8 INCH THICK PLATE WITH THREE 3/4 INCH DIA. HOLES AT 120 DEGREE SPACING.
 - BOLT: TAMPER-PROOF DRIVE TYPE PIN ANCHOR BOLT WITH A ROUND HEAD MADE OF ZINC PLATED A307 HEAT TREATED CARBON STEEL, 1/2 INCH DIA BY 3 INCHES LONG. THE ANCHOR BOLT SHALL BE MANUFACTURED BY POWER FASTENERS (WWW.POWERFASTENERS.COM), ALLOY FASTENERS AND TOOL (WWW.ALLOYFASTENER.COM), OR AN APPROVED EQUIVALENT. NO ANCHOR BOLT SHALL CONTAIN ANY SHARP EDGES.
 - ALL METAL COMPONENTS INCLUDING ALL BOLT HOLES SHALL HAVE MINIMUM 4 MIL THICK BLACK COLORED LEAD HEAVYWEIGHT MELBY AND ULTRAVIOLET RAY RESISTANT ELECTROSTATIC POLYESTER COATING MADE OF TRIGLYCIDE (TIG) APPLIED IN THE FACTORY PRIOR TO DELIVERY. ALTERNATE COATING SHALL BE CITY APPROVED THERMOPLASTIC (10-15 MIL THICK).
 - BEFORE COATING APPLICATION, THE BICYCLE RACK SHALL BE SANDBLASTED AND EPOXY PRIME.
 - ALL FINISH COATINGS SHALL BE MAINTAINED BY THE PERMITTEE. ANY DAMAGED SURFACE AREA INCLUDING THOSE RESULTING FROM THE INSTALLER'S OPERATION SHALL BE REPAIRED TO THE CITY ENGINEER'S SATISFACTION WITH APPROVED MATERIALS IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. ALL WASTE SHALL BE HANDED AND DISPOSED OF IN ACCORDANCE WITH APPLICABLE EPA AND CALIFORNIA STATE REQUIREMENTS.
 - ALL VENT HOLES USED DURING FABRICATION MUST BE PLUGGED AND COATED.
 - ALL BOLT HOLES IN THE CONCRETE PAVEMENT OR THE CONCRETE FOUNDATION SHALL BE PREDRILLED HOLES, 1/2 INCH DIA BY 2 INCHES DEEP. PRIOR TO INSTALLATION, ALL BOLT HOLES SHALL BE CLEANED OF DIRT OR DELETERIOUS MATERIAL. ALL ANCHOR BOLTS SHALL BE DRIVEN VERTICALLY THROUGH THE SUPPORT PLATE INTO THE BOLT HOLES UNTIL THE HEAD IS FIRMLY SEATED AGAINST THE SUPPORT PLATE. NO PROTRUDING OR NON-FLUSH ANCHOR BOLTS SHALL BE USED.
 - FOR CONCRETE PAVEMENT THAT IS LESS THAN 4 INCHES THICK, CONSTRUCT CONCRETE FOUNDATION IN ACCORDANCE WITH THE SPECIFIED DETAILS. BICYCLE RACKS SHALL BE INSTALLED PARALLEL WITH THE PREVAILING SIDEWALK GRADE. THE SIDEWALK GRADE SHALL BE MEASURED AND THE BICYCLE RACKS LEGS SHALL BE ADJUSTED TO MATCH THE SIDEWALK GRADE BEFORE WELDING THEM TO THE BASE PLATE. FOR CONCRETE PAVEMENT WITH MINOR UNLEVELNESS, USE NOT DIPPED GALVANIZED STEEL OR STAINLESS STEEL WELDERS TO LEVEL THE BICYCLE RACK AND THE BASE PLATES BEFORE DRIVING THE ANCHOR BOLTS. FILL ALL OPENINGS AND JOINTS WITH NON-SHRINK GROUT AFTER ERECTION OF THE BICYCLE RACK.
 - FOR PARALLEL BICYCLE RACKS, INSTALLED BY THE LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT), ARRANGED IN EITHER A SINGLE ROW OR AS A SINGLE STAND-ALONE RACK, LADOT WILL MAKE THE FINAL DETERMINATION OF WHETHER OR NOT A CROSSWALK IS NEEDED FOR THE BICYCLE RACKS. FOR ALL OTHER RACK LAYOUTS, REGARDLESS OF WHO INSTALLS THEM, A BICYCLE RACK CROSSWALK SHALL BE PROVIDED.
- BICYCLE RACK CLEARANCES
 - FOR SINGLE PARALLEL BICYCLE RACKS AND SINGLE-ROW PARALLEL BICYCLE RACKS, EACH BICYCLE RACK SHALL HAVE A PARKING ZONE OF 38 INCH WIDE BY 72 INCH LONG. FOR ALL OTHER BICYCLE RACK ARRANGEMENTS EACH BICYCLE RACK SHALL HAVE A PARKING ZONE OF 48 INCH WIDE BY 72 INCH LONG.
 - BICYCLE RACKS SHALL BE INSTALLED WITHIN THE SIDEWALK AMENITY ZONE ADJACENT AND CLOSEST TO THE STREET CURB OUTSIDE BUS BOARDING ZONES AT LOCATIONS APPROVED BY THE CITY ENGINEER AND THE CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION.

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D. BICYCLE RACKS CLEARANCES (CONTINUED)

- A MINIMUM FIVE FEET WIDE UNOBSTRUCTED PEDESTRIAN ACCESS ROUTE (PAR) SHALL BE PROVIDED.
- NO BICYCLE PARKING ZONE SHALL PROTRUDE FROM PRIVATE PROPERTY INTO THE SIDEWALK PUBLIC RIGHT-OF-WAY. AMENITY ZONE AND PEDESTRIAN ZONE ARE DEFINED IN THE COMPLETE STREET DESIGN GUIDE.
- UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER AND THE CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT) LADOT ONLY, BICYCLE RACKS INSTALLATIONS SHALL CONFORM WITH THE FOLLOWING CLEARANCES AND ALL APPLICABLE AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS. UNLESS OTHERWISE NOTED, THE FOLLOWING BICYCLE RACK PARKING ZONE CLEARANCE ENVELOPES ARE MEASURED FROM THE BOUNDARY OF THE BICYCLE RACK PARKING ZONE.
 - PROVIDE 48 INCH MINIMUM CLEARANCE FROM ALL STREET CORNERS.
 - PROVIDE 38 FEET MINIMUM CLEARANCE FROM THE BEGINNING OF THE CURB RETURN, SIDE, THE END OF THE CURB RETURN (C&R) AND, THE TOP OF THE CURB OF ANY CURB RAMP, DRIVEWAY, OR ALLEY INTERSECTION.
 - PROVIDE 38 INCHES MINIMUM CLEARANCE TO FIRE HYDRANTS. PROVIDE 48 INCH MINIMUM CLEARANCE TO FIRE DEPARTMENT CONNECTIONS WHETHER THE CONNECTIONS ARE LOCATED IN THE PUBLIC RIGHT-OF-WAY OR PRIVATE PROPERTY ADJACENT TO A BUILDING FACE.
 - PROVIDE 38 INCHES MINIMUM CLEARANCE TO OBSTRUCTIONS SUCH AS SIDEWALK FURNITURE OR STREET IMPROVEMENTS INCLUDING BUT NOT LIMITED TO STREET TREES, TREEWELLS, PARKWAYS, PARKING METERS, STREET LIGHTING, TRAFFIC SIGNS OR POSTS, OTHER UTILITY FACILITIES COVERS.
 - WHERE ON-STREET PARKING IS ALLOWED, PROVIDE 18 INCHES MINIMUM CLEARANCE CONFORMANCE STRIPS TO THE BACK OF THE CURB.
 - PROVIDE 2 X 8 INCH MINIMUM CLEARANCE FROM THE BICYCLE RACK BASE PLATE EDGE TO ANY EXPANSION JOINT OR CONTROL JOINT IN THE CONCRETE SIDEWALK PAVEMENT.
 - UNLESS THE OUTSIDE BOUNDARY OF A BICYCLE RACK PARKING ZONE IS SET 10 FEET OR MORE FROM A PARKWAY, OR 4 FEET OR MORE FROM A TRENCH, MEASURED PARALLEL TO FACE OF CURB AND IS UNOBSTRUCTED FROM PEDESTRIANS, VEIN, NO PART OF THE BICYCLE RACK PARKING ZONE SHALL PROTRUDE BEYOND THE ADJACENT PARKWAY TRENCH ALIGNMENT. IN ADDITION, NO PART OF THE BICYCLE RACK PARKING ZONE SHALL PROTRUDE INTO THE REQUIRED PEDESTRIAN ZONE AND/OR THE PEDESTRIAN ACCESS ROUTE.
- BICYCLE RACK LAYOUTS - NOT WITHSTANDING THE CLEARANCES NOTED ABOVE, THE FOLLOWING LAYOUT REQUIREMENTS APPLY:

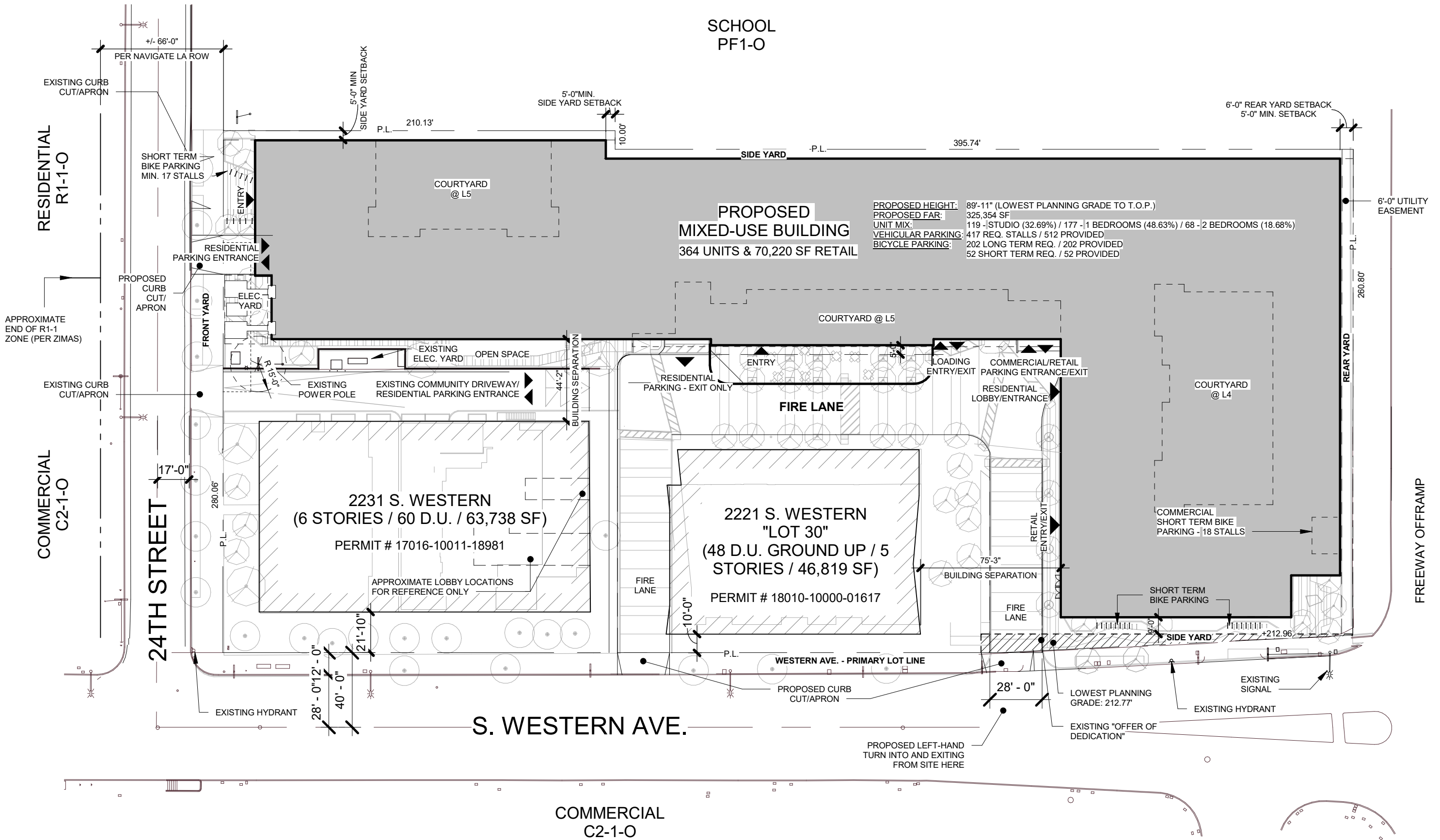
BICYCLE RACK PARKING ZONES		MIN. SIDEWALK BORDER (FEET)	
SIZE	LAYOUT	STREET PARKING PERMITTED	STREET PARKING NOT PERMITTED
36" X 72"	PARALLEL, SINGLE ROW OR STAND-ALONE	10	10
48" X 72"	PERPENDICULAR, SINGLE ROW OR STAND-ALONE	13	12
48" X 72"	PARALLEL, DOUBLE-STACKED	15	14

* SIDEWALK BORDER IS MEASURED FROM THE CURB FACE TO THE PROPERTY LINE.
 ** WHERE STREET PARKING RESTRICTION IS LIFTED, PERMITTEE SHALL RELOCATE BICYCLE RACK AT THE DIRECTION OF THE CITY.

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SCHOOL
PF1-O



**PROPOSED
MIXED-USE BUILDING**
364 UNITS & 70,220 SF RETAIL

PROPOSED HEIGHT: 89'-11" (LOWEST PLANNING GRADE TO T.O.P.)
 PROPOSED FAR: 325,354 SF
 UNIT MIX: 119 -STUDIO (32.69%) / 177 -1 BEDROOMS (48.63%) / 68 - 2 BEDROOMS (18.68%)
 VEHICULAR PARKING: 417 REQ. STALLS / 512 PROVIDED
 BICYCLE PARKING: 202 LONG TERM REQ. / 202 PROVIDED
 52 SHORT TERM REQ. / 52 PROVIDED

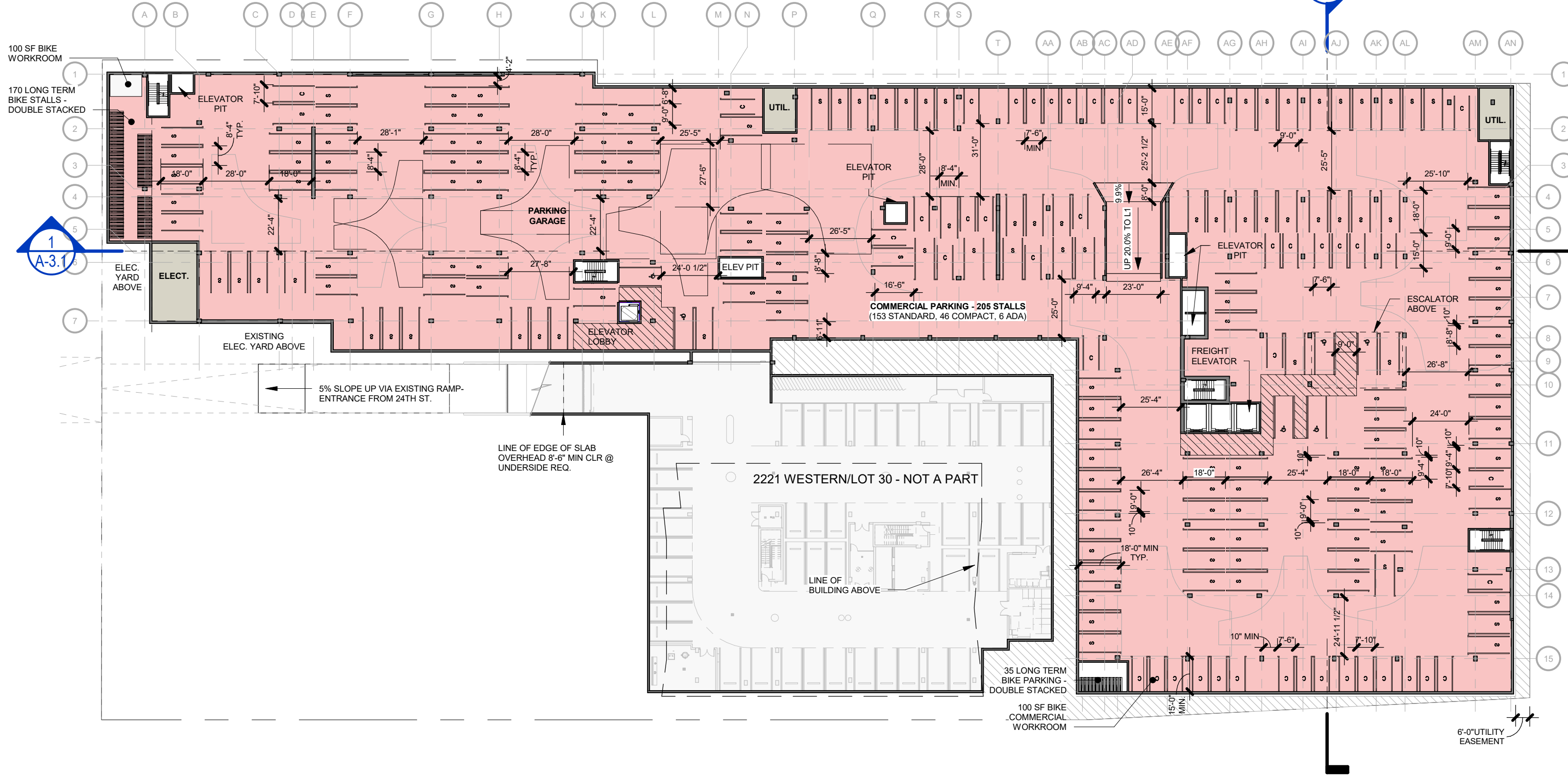
2231 S. WESTERN
(6 STORIES / 60 D.U. / 63,738 SF)
PERMIT # 17016-10011-18981

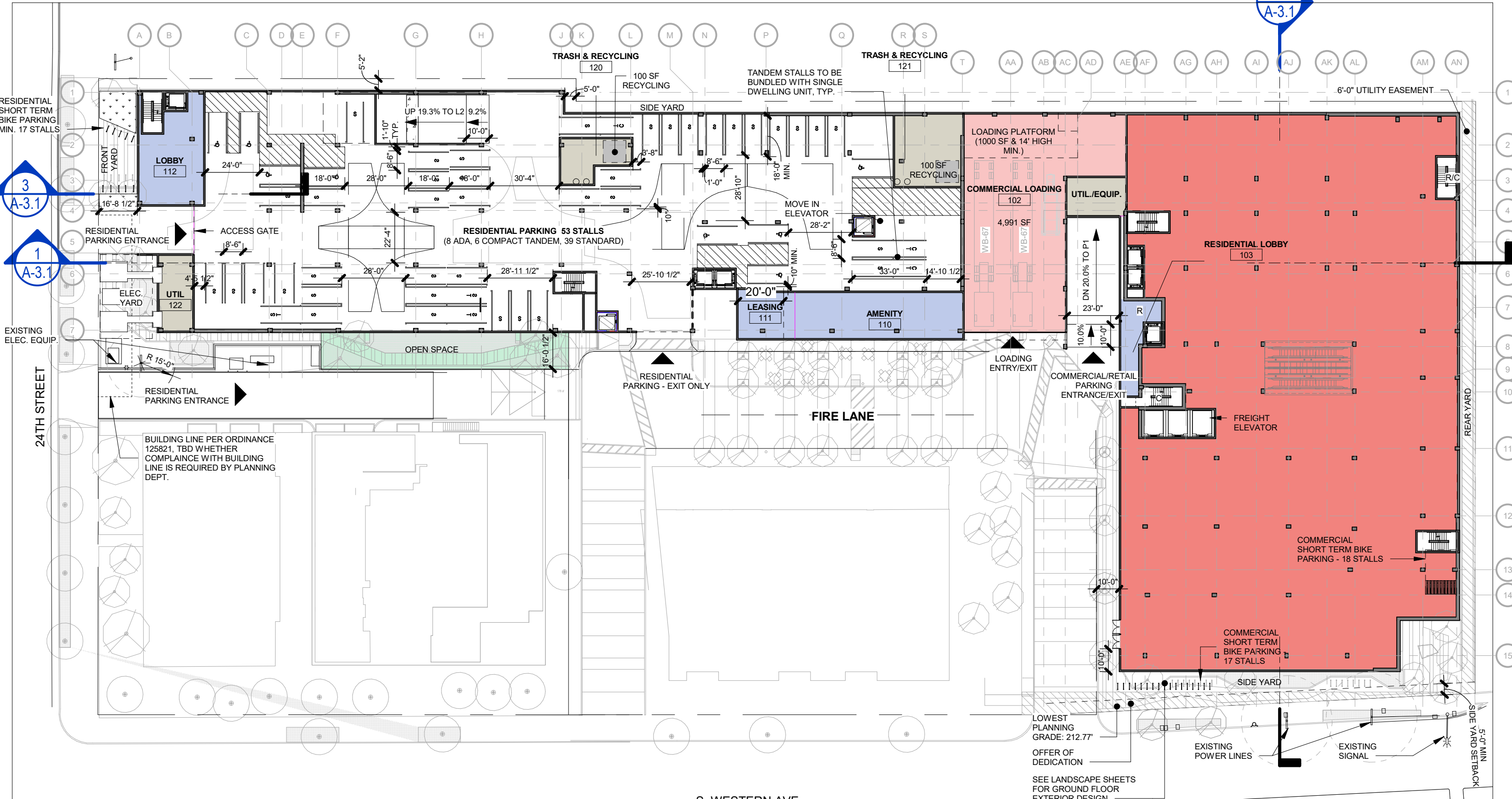
2221 S. WESTERN
"LOT 30"
(48 D.U. GROUND UP / 5 STORIES / 46,819 SF)
PERMIT # 18010-10000-01617

S. WESTERN AVE.

COMMERCIAL
C2-1-O

I-10 FREEWAY





3
A-3.1

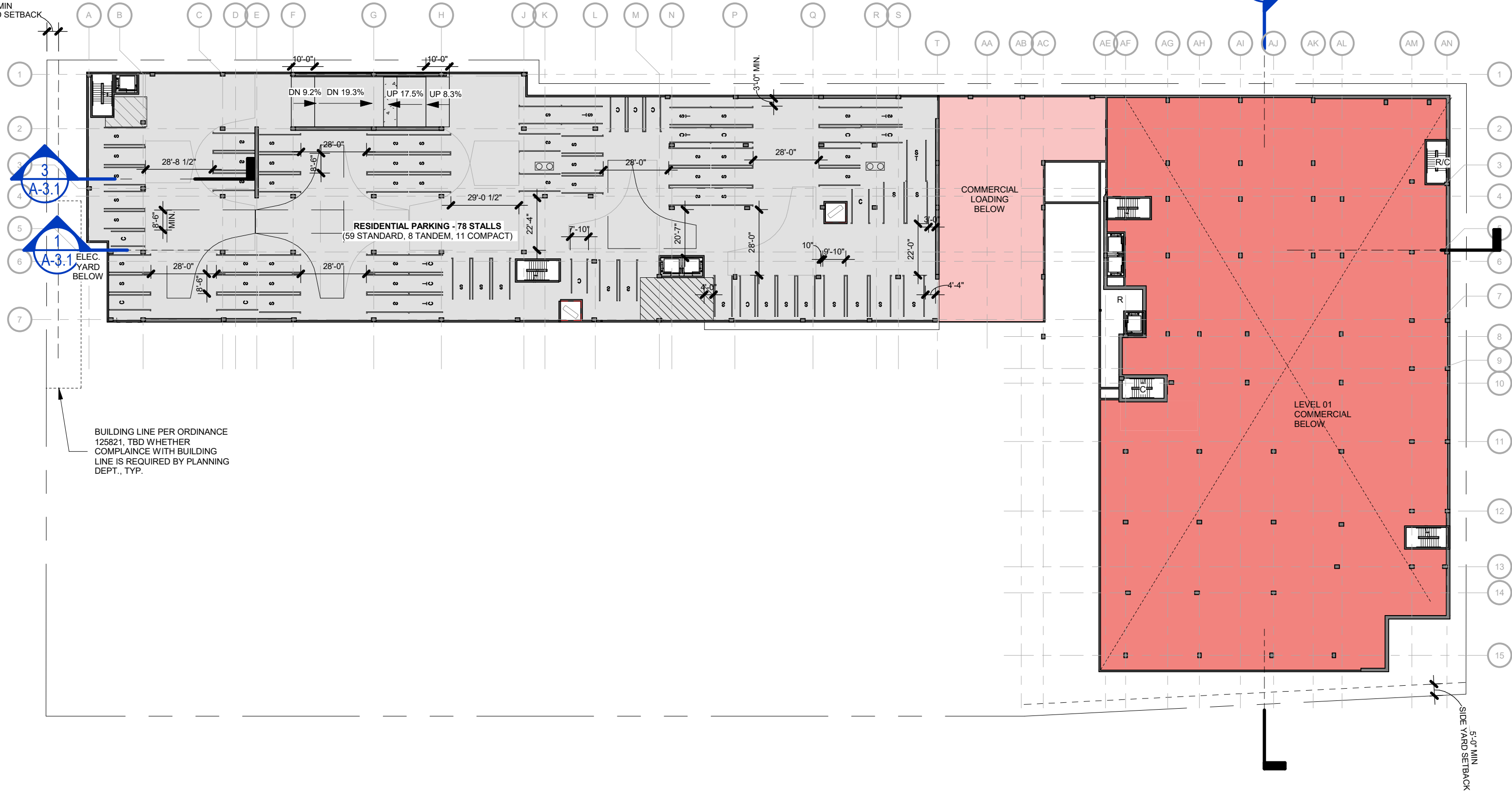
1
A-3.1

24TH STREET

S. WESTERN AVE.

LOWEST PLANNING GRADE: 212.77'
 OFFER OF DEDICATION
 SEE LANDSCAPE SHEETS FOR GROUND FLOOR EXTERIOR DESIGN
 EXISTING POWER LINES
 EXISTING SIGNAL
 5'-0" MIN SIDE YARD SETBACK

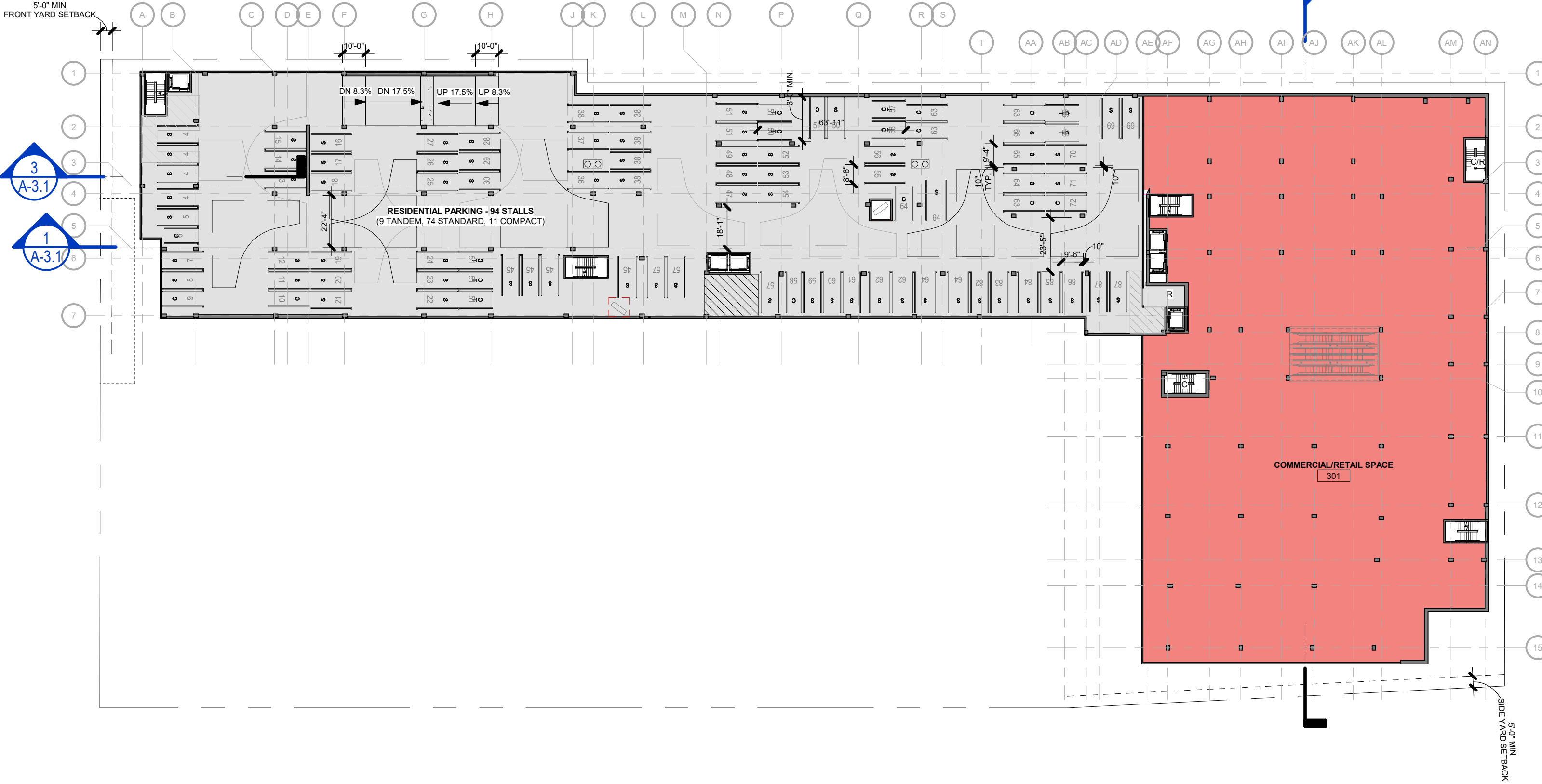
5'-0" MIN FRONT YARD SETBACK



BUILDING LINE PER ORDINANCE 125821, TBD WHETHER COMPLIANCE WITH BUILDING LINE IS REQUIRED BY PLANNING DEPT., TYP.

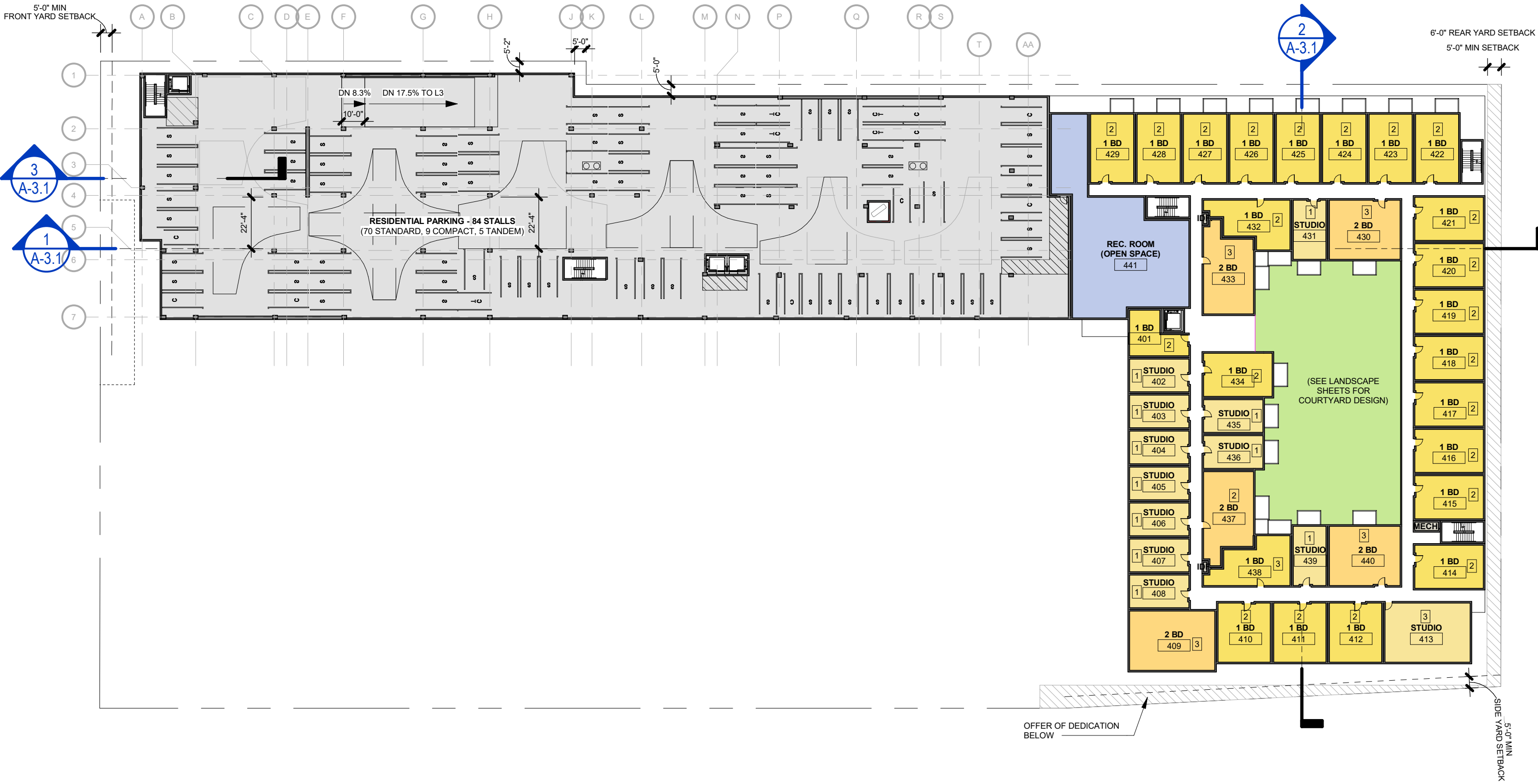
2
A-3.1

5'-0" MIN
FRONT YARD SETBACK



3
A-3.1

1
A-3.1



5'-0" MIN FRONT YARD SETBACK

2
A-3.1

6'-0" REAR YARD SETBACK
5'-0" MIN SETBACK

3
A-3.1

1
A-3.1



5'-0" MIN FRONT YARD SETBACK

2
A-3.1

6'-0" REAR YARD SETBACK
5'-0" MIN SETBACK

3
A-3.1

1
A-3.1



5'-0" MIN FRONT YARD SETBACK

2
A-3.1

6'-0" REAR YARD SETBACK
5'-0" MIN SETBACK

3
A-3.1

1
A-3.1

(SEE LANDSCAPE SHEETS FOR SKYDECK DESIGN)

SKYDECK

MECH.

MECH.

MECH.

MECH.

MECH.

MECH.

MECH.

FIRE LANE BELOW

OFFER OF DEDICATION BELOW

5'-0" MIN SIDE YARD SETBACK



5'-0" MIN
FRONT YARD SETBACK

2
A3.1

1
A3.1

STAIR TOWER
ELEVATOR OVERRUN
TRASH CHUTE

COURTYARD BELOW
AT LEVEL 5

TRASH CHUTE

6,425 SF SOLAR AREA
15% of 57,913 SF = 8,687 SF SOLAR AREA

TRASH CHUTE

STAIR TOWER

2,302 SF SOLAR AREA

STAIR TOWER

ELEVATOR OVERRUN

STAIR TOWER

ELEVATOR OVERRUN

COURTYARD BELOW
AT LEVEL 5

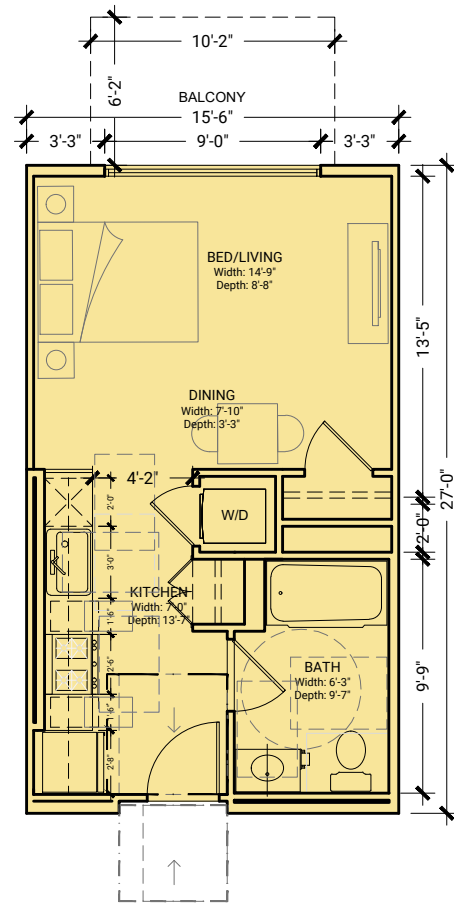
364 A.C.
CONDENSING
UNITS

ELEVATOR OVERRUN

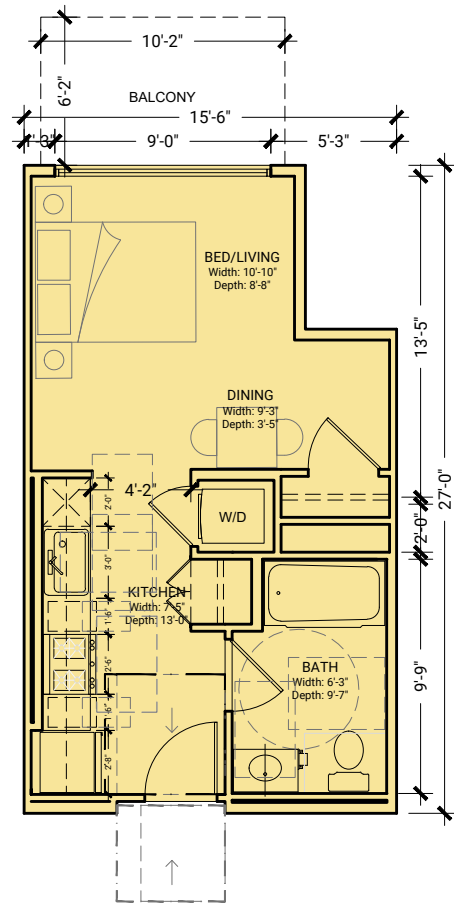
COURTYARD BELOW
AT LEVEL 4

STAIR TOWER

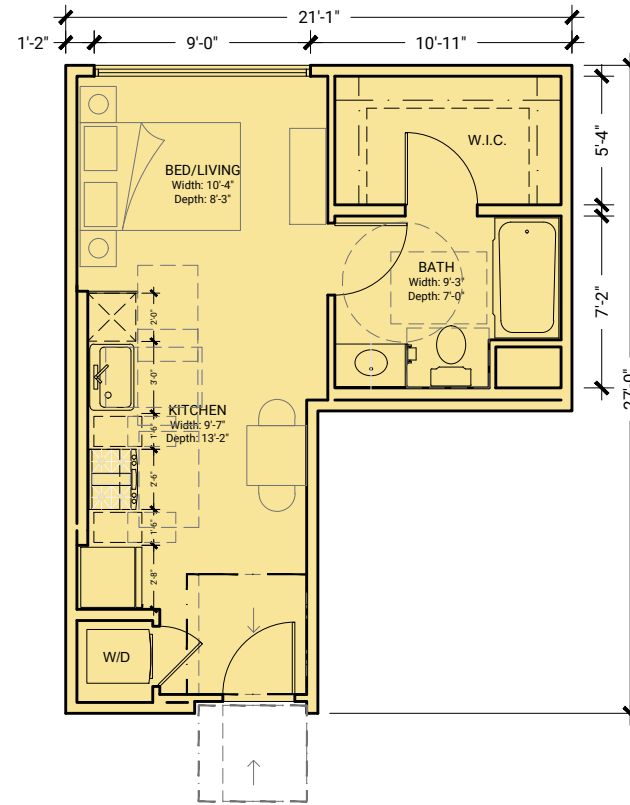
5'-0" MIN
SIDE YARD SETBACK



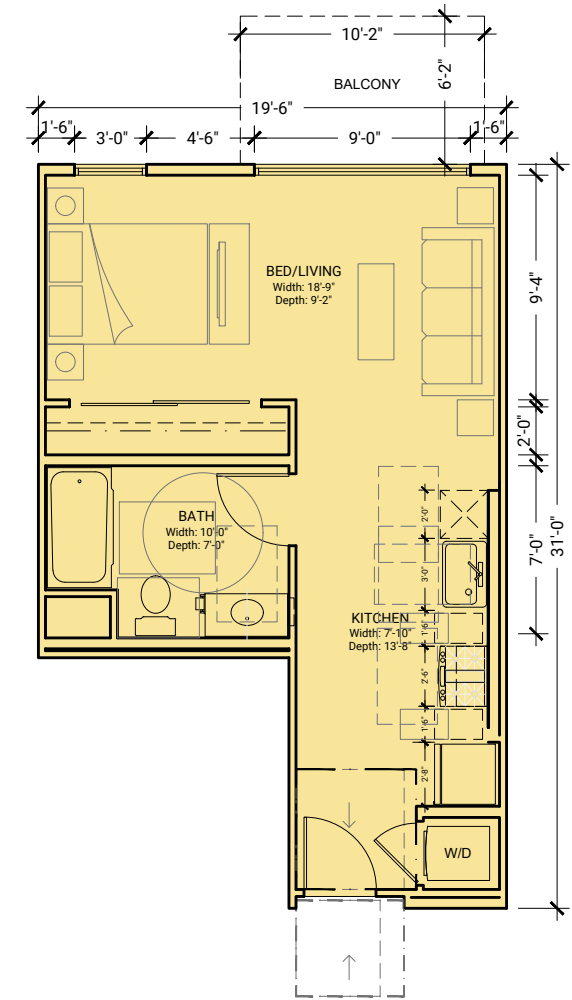
STUDIO - A1.0 103 Units
 Studio / 1 Bath 416 sf



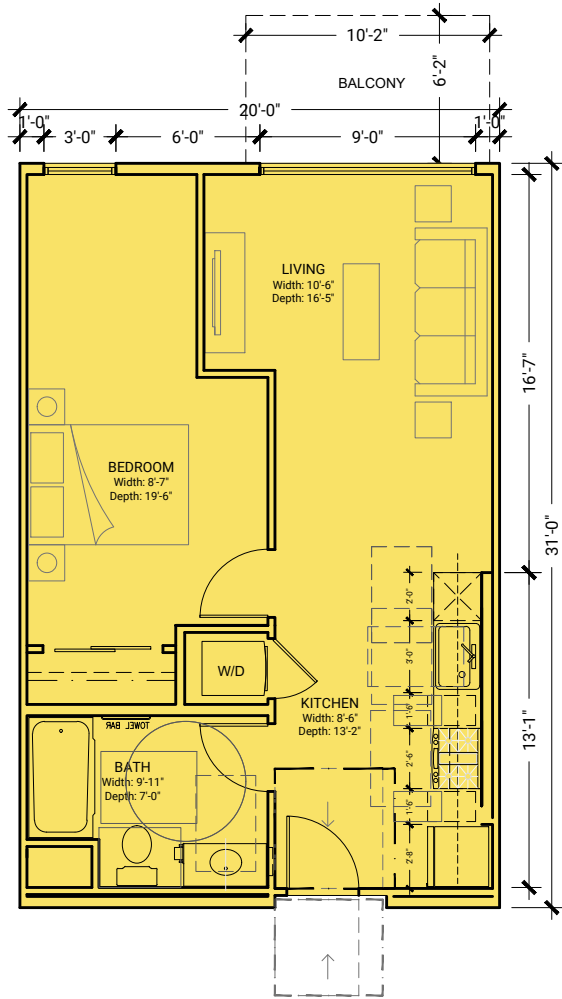
STUDIO - A1.1 3 Units
 Studio / 1 Bath 390 sf



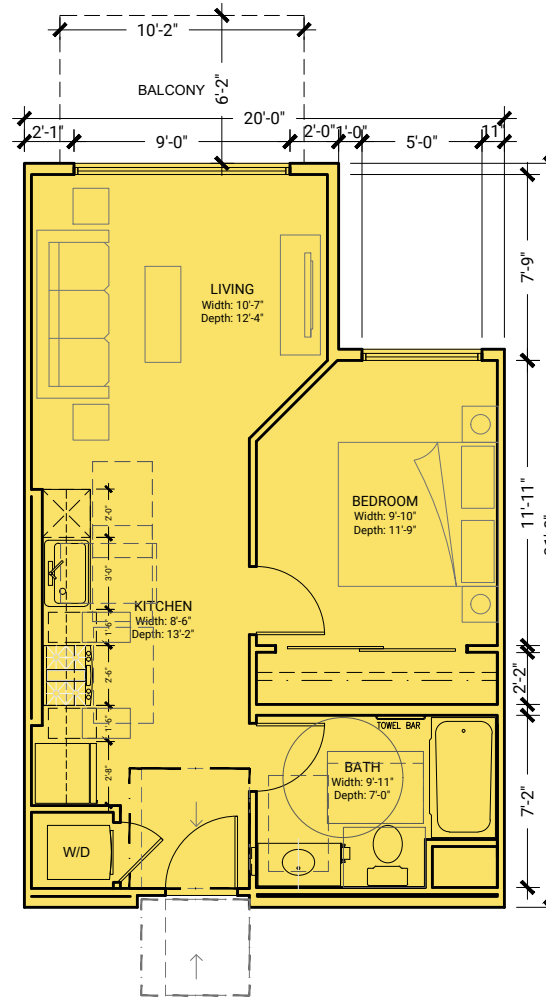
STUDIO - A2.0 5 Units
 Studio / 1 Bath 433 sf



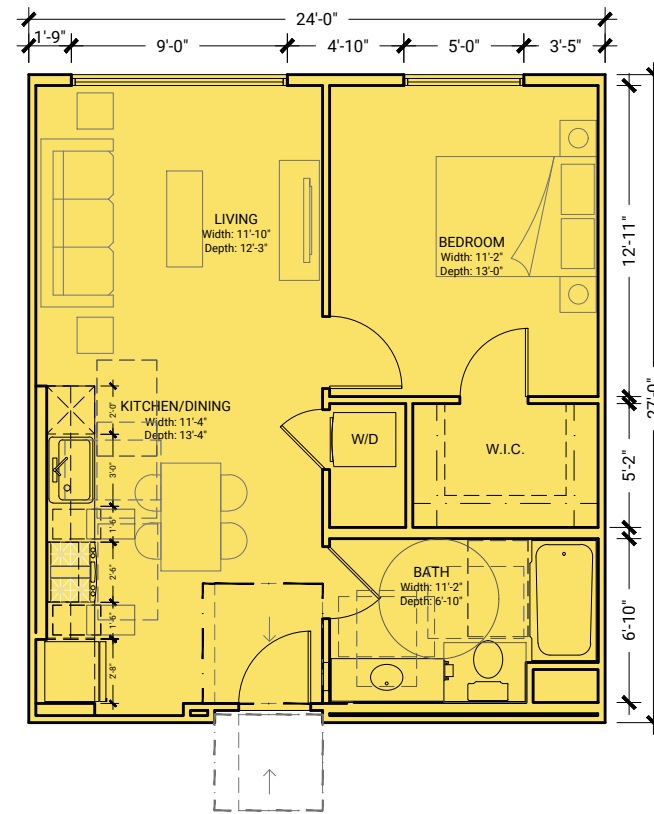
STUDIO - A4.0 8 Units
 Studio / 1 Bath 493 sf



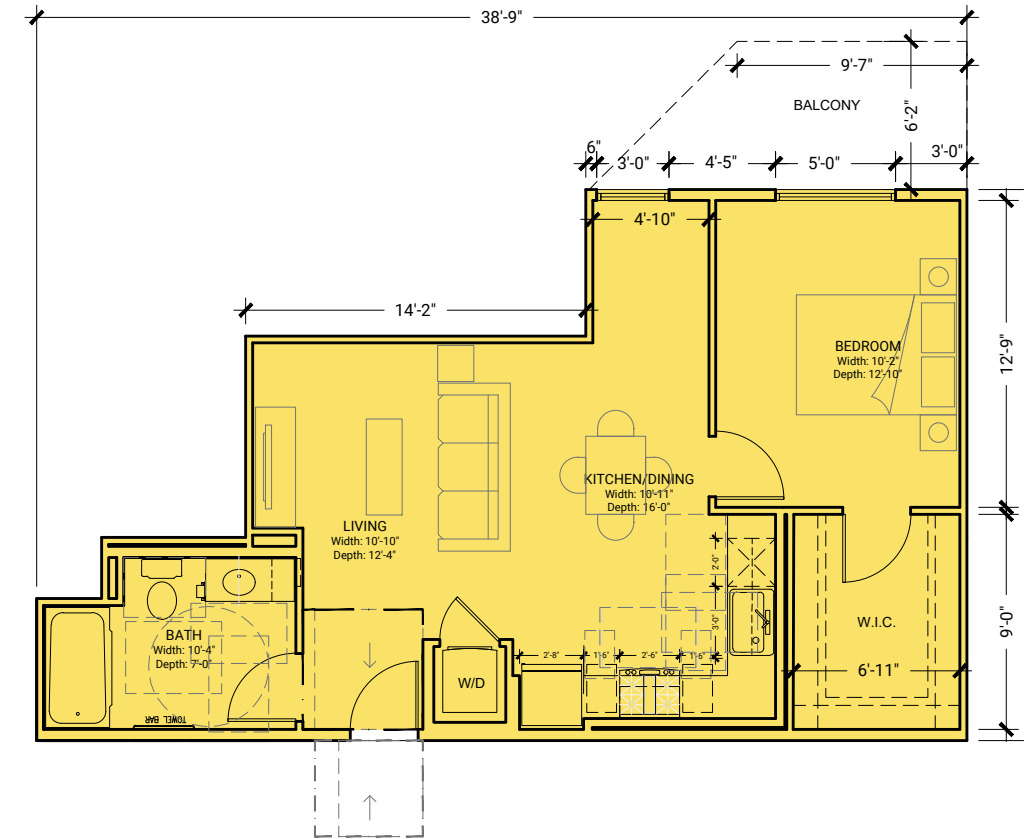
1 BED - B1.0 128 Units
 1 Bed / 1 Bath 618 sf



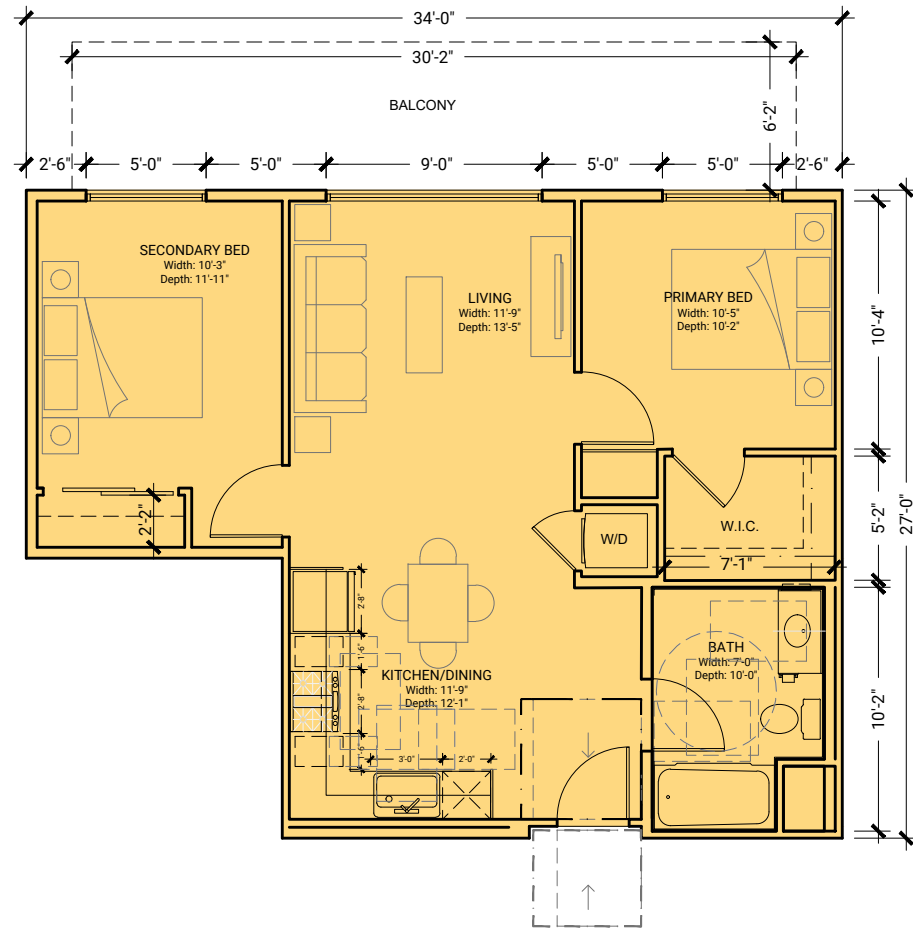
1 BED - B1.1 4 Units
 1 Bed / 1 Bath 564 sf



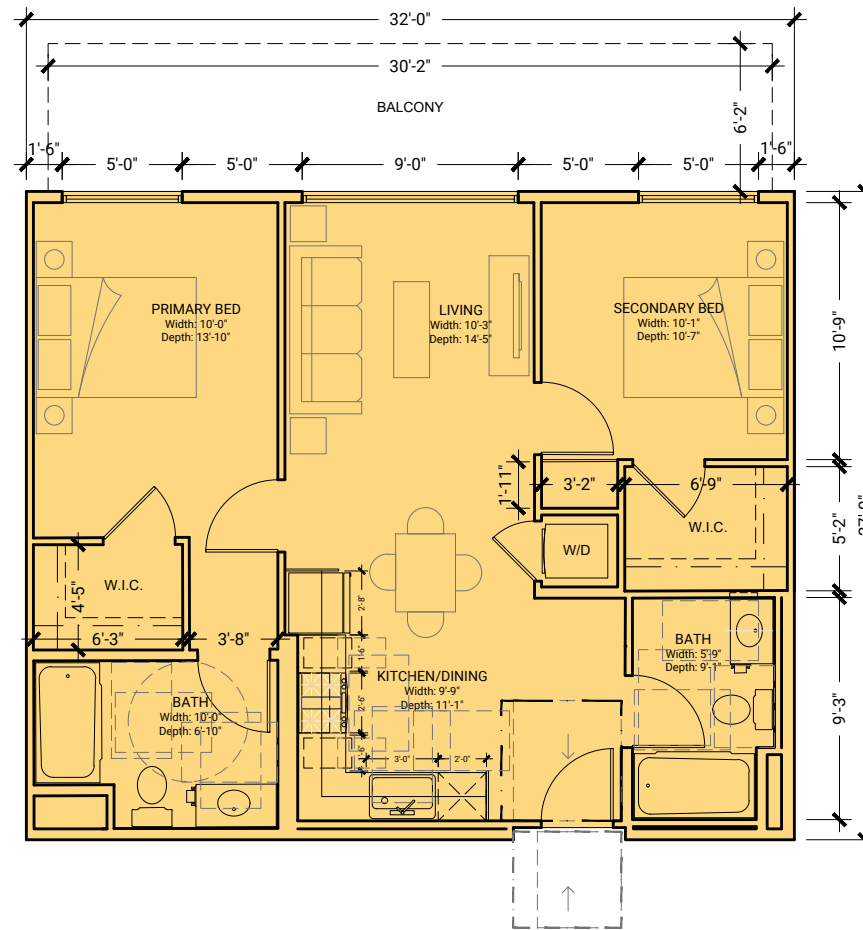
1 BED - B2.0 19 Units
 1 Bed / 1 Bath 646 sf



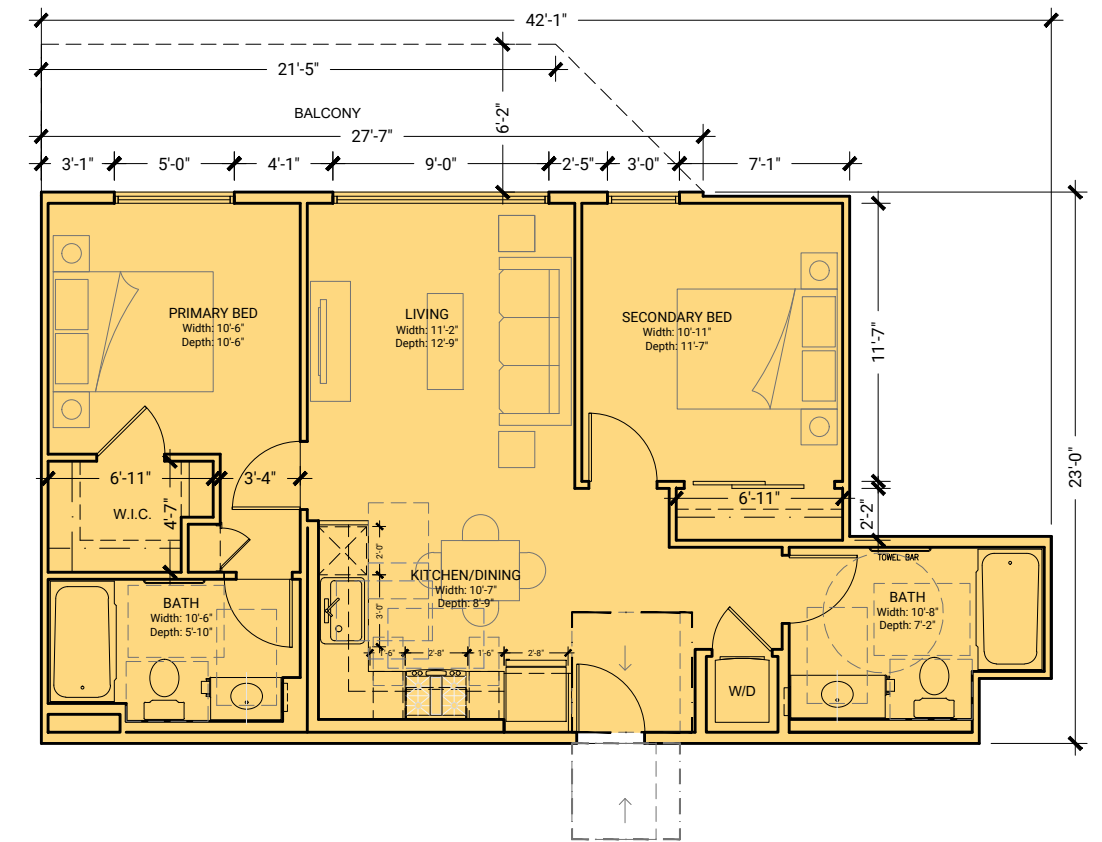
1 BED - B3.0 26 Units
 1 Bed / 1 Bath 670 sf



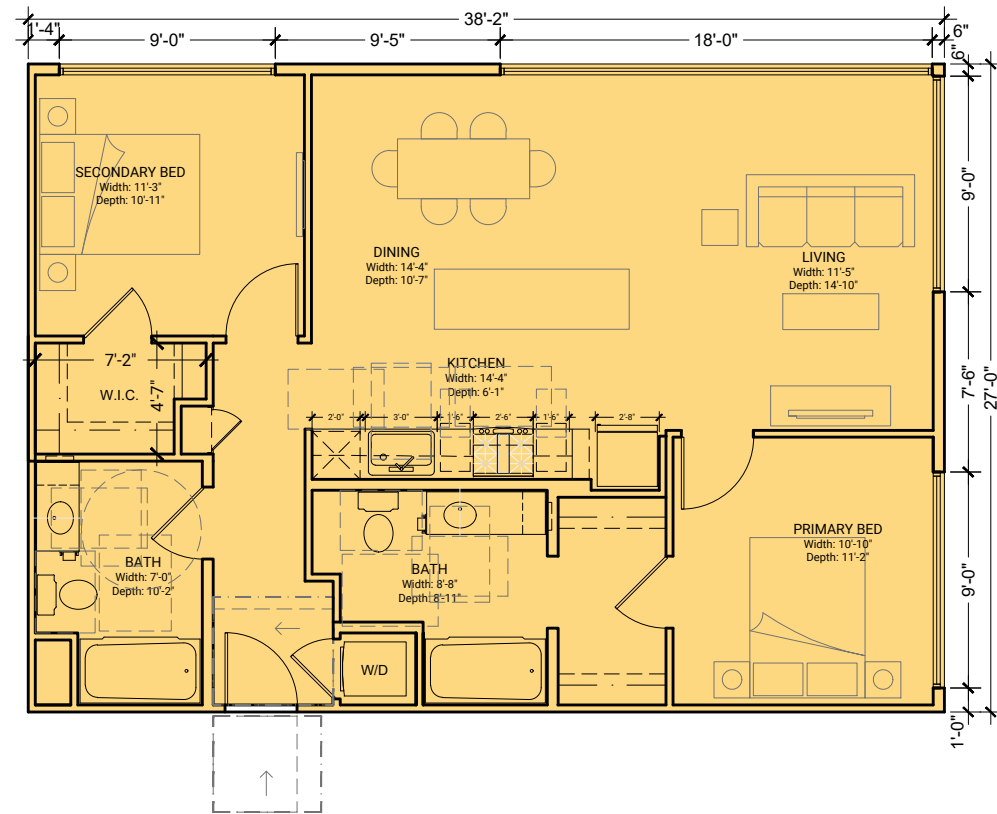
2 BED - C1.0 **3 Units**
 2 Bed / 1 Bath **813 sf**



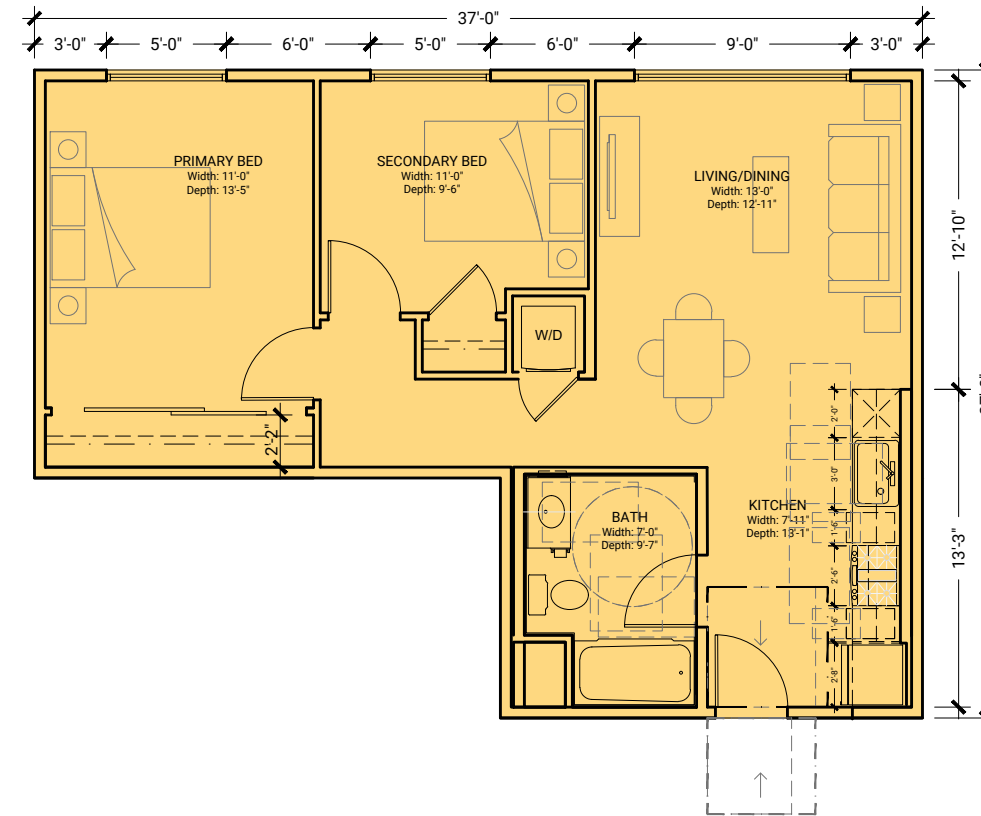
2 BED - C2.0 **22 Units**
 2 Bed / 2 Bath **862 sf**



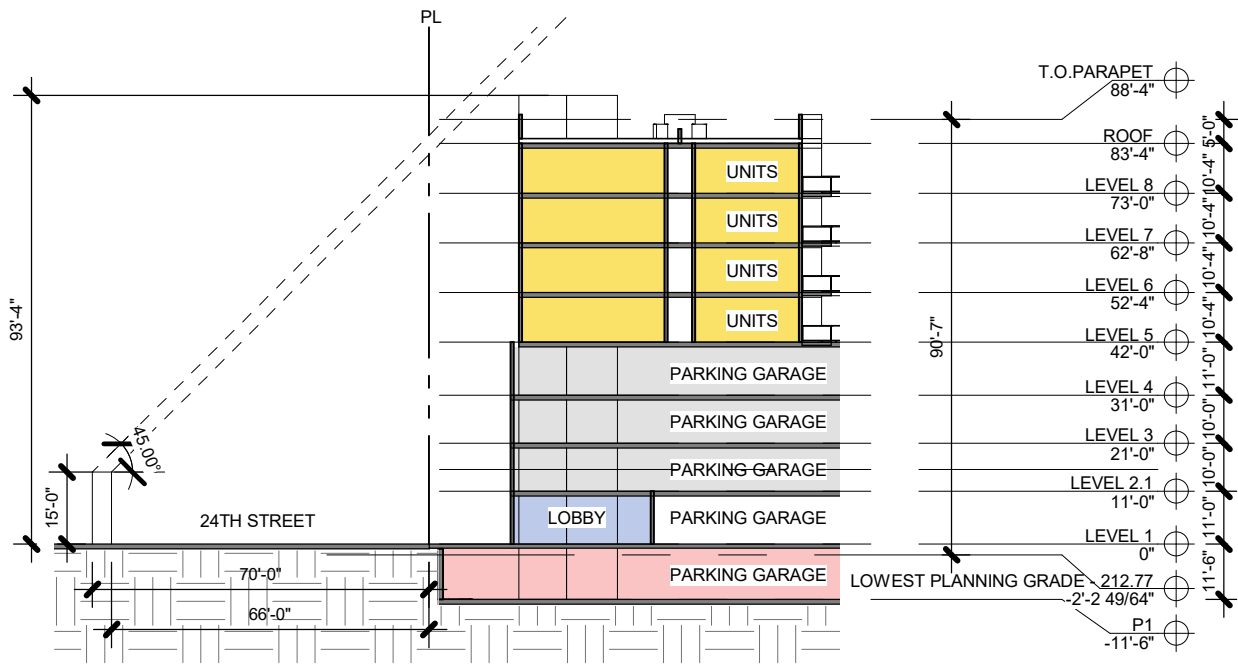
2 BED - C3.0 **26 Units**
 2 Bed / 2 Bath **837 sf**



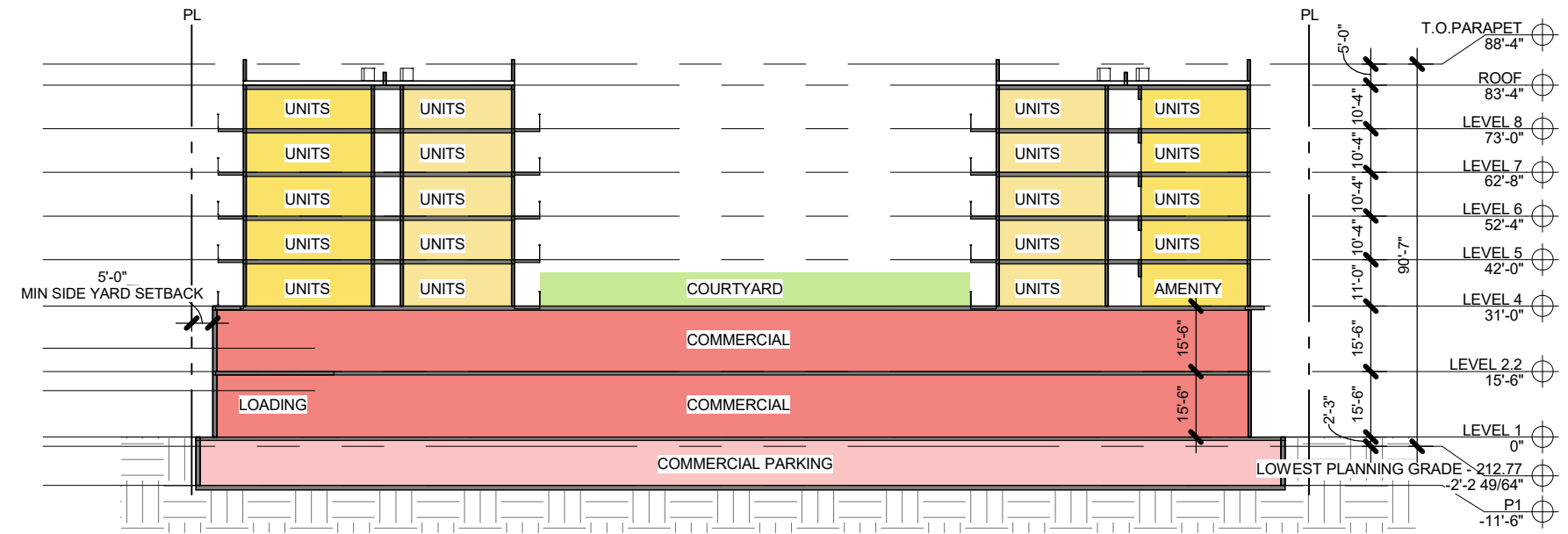
2 BED - C4.0 13 Units
 2 Bed / 2 Bath 1,030 sf



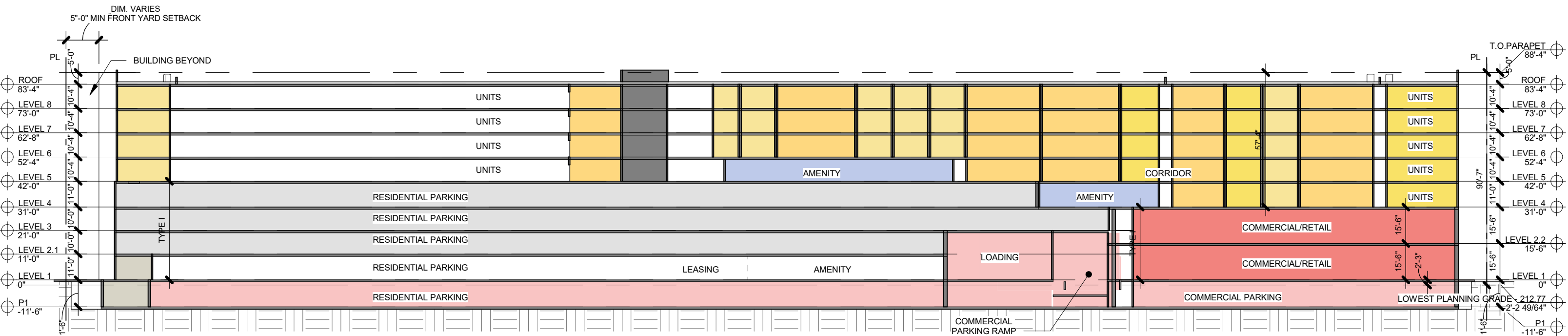
2 BED - C5.0 4 Units
 2 Bed / 1 Bath 805 sf



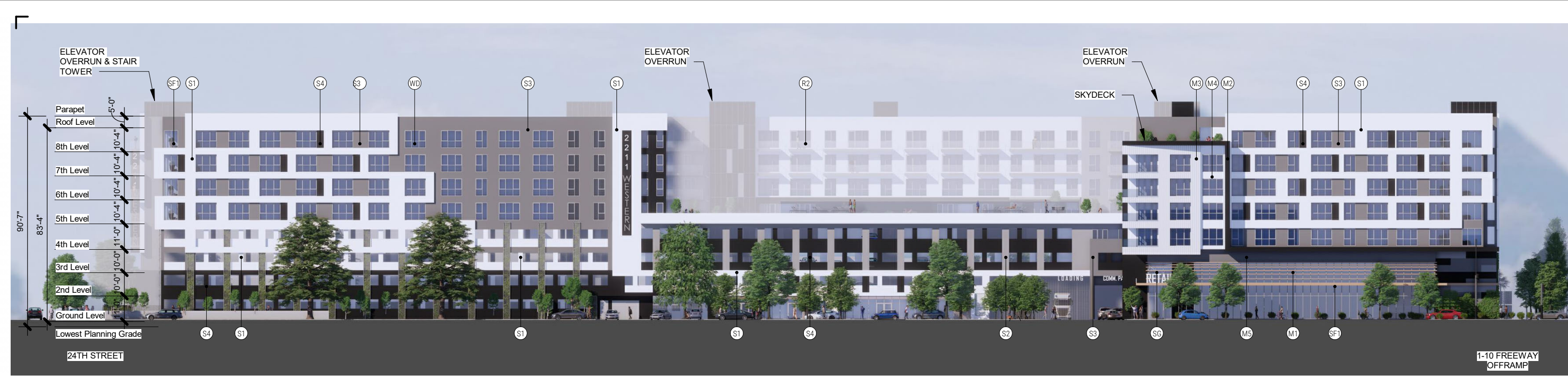
45 DEG. CUT OFF DIAGRAM 3



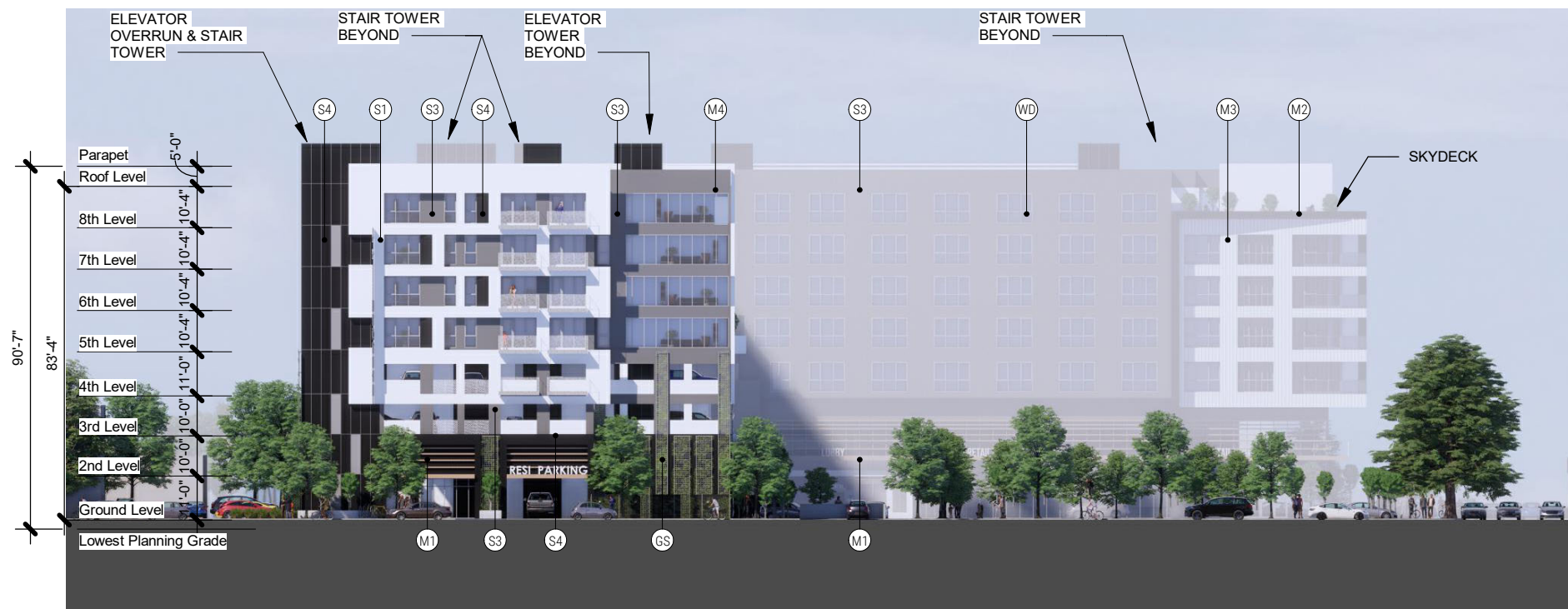
EAST-WEST SECTION 2



NORTH-SOUTH SECTION



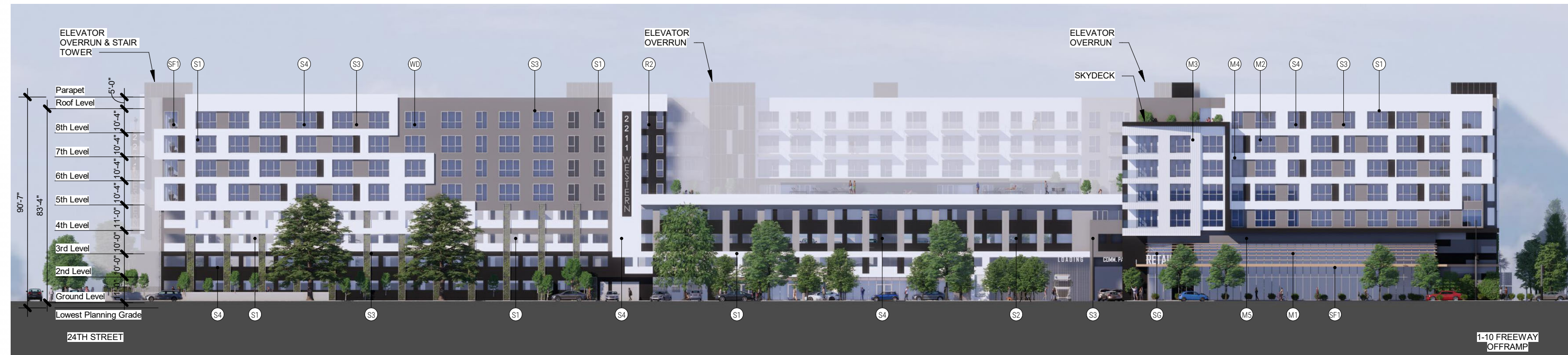
② EAST ELEVATION
1" = 40'-0"



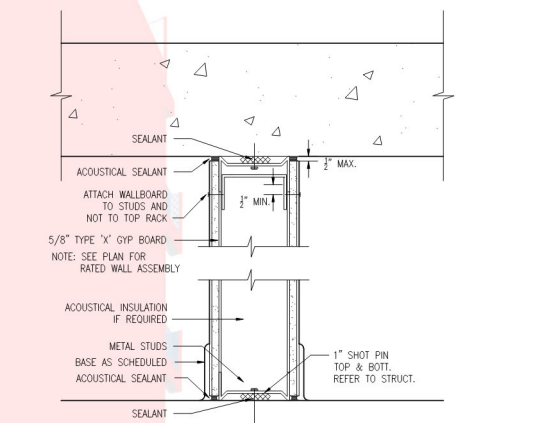
① SOUTH ELEVATION
1" = 40'-0"

MATERIAL LEGEND

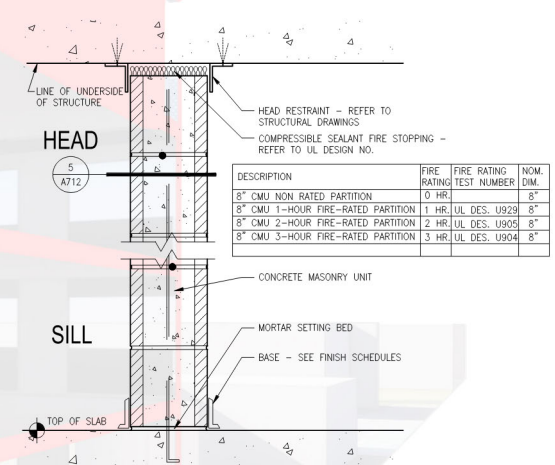
- S1: Stucco - White (Smooth)
- S2: Stucco - Light Gray
- S3: Stucco - Med Gray
- S4: Stucco - Black/Charcoal
- M1: Aluminum Composite - Tan/Light Brown
- M2: Aluminum Composite - Black/Charcoal
- M3: Metal Panel - White
- M4: Aluminum Composite - Light Gray
- M5: Aluminum Composite - Med Gray
- WD: Vinyl Windows & Doors - Silver
- SF1: Storefront - Silver
- SF2: Bifold Door - Silver
- R1: Glass Railing
- R2: Perforate Metal Railing
- R3: Horizontal Metal Railing
- GS: Green Screen
- MU: Mural - Pending final design
- SG: Signage



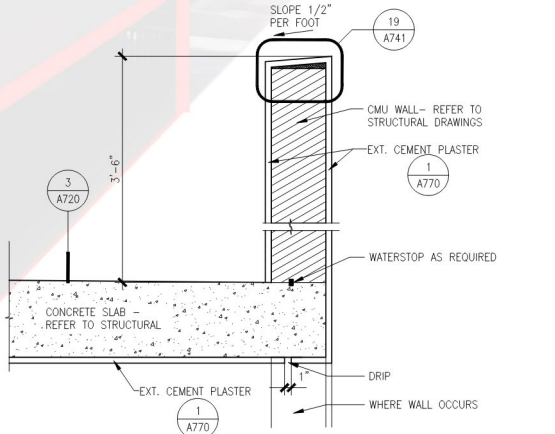
	S1 STUCCO White Smooth Finish Omega or Equal		S2 STUCCO Light Gray 20/30 Fine Sand Finish Omega or Equal		S3 STUCCO Medum Gray 20/30 Fine Sand Finish Omega or Equal		S4 STUCCO Black / Charcoal 20/30 Fine Sand Finish Omega or Equal		M1 Aluminum Composite Metal Paint to Match: Tan/Lt Brown A1000 Dry Seal System Rollfab or Equal
	M2 Aluminum Composite Metal SL-1012 - Black A1000 Dry Seal System Rollfab or Equal		M3 Corrugated Metal Panel Kynar 500 - Ascot White Concealed Fastener Z-12 Morin or Equal		M4 Aluminum Composite Metal Paint to Match: Light Gray A1000 Dry Seal System Rollfab or Equal		M5 Aluminum Composite Metal SL-1831 - Mouse Gray A1000 Dry Seal System Rollfab or Equal		WD Windows & Doors Silver Endurance Vinyl Windows. Envision Doors VPI Windows or Equal
	SF1 Storefront Silver AFG451T Series (Thermal) Offset Glazed System Arcadia or Equal		SF2 Bifold Doors Silver Aluminum Jeld Wen or Equal		R1 Glass Railing Silver Taper-Loc Glass Rail System Top Mounted CR Lawrence or Equal		R2 Perforated Metal Railing Painted to Match: White Pattern A26 Bok Modern or Equal		GS Green Screen - Manufacturer TBD
	MU Mural Artist TDB - Artist TBD		SG Sigange Paint to Match: TBD 2" Thick Aluminum - Backlit Manufacturer TBD						



VERTICAL METAL STUD WALL SECTION
3"=1'-0" VERT-GYPWALL



CMU OR CONCRETE WALL
1 1/2" = 1'-0" CMU/WALL-SECTION

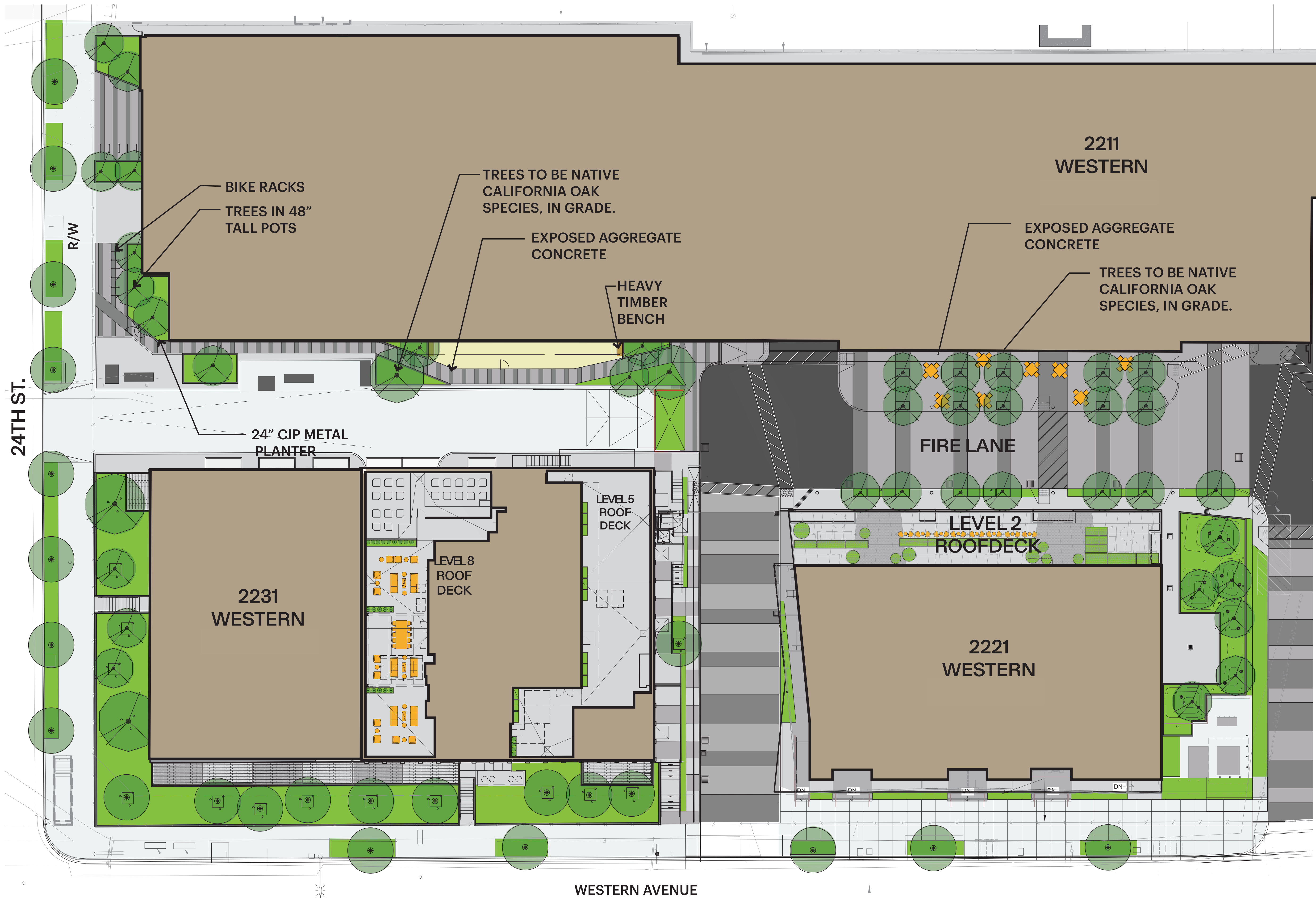


CONC. MASONRY GUARDRAIL WALL
1" = 1'-0" 18-A741 CMU-GUARDRAIL

*ABOVE GRADE PARKING LEVELS 1-4 TO BE NATURALLY VENTILATED WITH MIN. 60% AVERAGE OPACITY



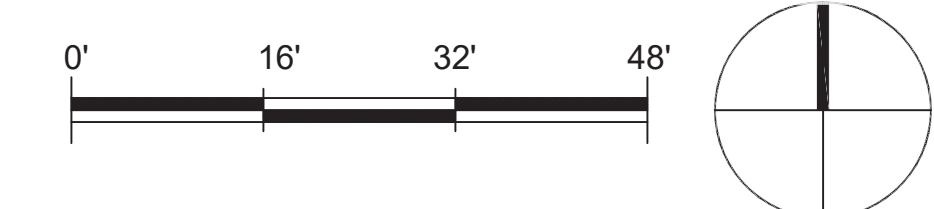




24TH ST.

MATCHLINE
 SHEET L2.11

WESTERN AVENUE



ENHANCED LEVEL 1 PLAN
 Scale: 1/16" = 1'-0" **1**

CONSULTANTS
 NOT FOR CONSTRUCTION
 CONCEPTUAL PLAN ONLY

ISSUED FOR
 PZA SET

REVISIONS

KEY PLAN

DRAWING TITLE
 LEVEL 1
 LANDSCAPE SITE PLAN

DATE
 04/30/2021

SCALE
 AS SHOWN

DRAWING NUMBER
L2.10

LANDSCAPE NOTES:

- ALL EXTERIOR COMMON OPEN SPACES TO BE PLANTED MIN. 25% OF TOTAL COMMON AREA.
- TOTAL OPEN SPACE ALL FLOORS: 33,768 SF.
- TOTAL PLANTED OPEN SPACE ALL FLOORS: 8,502 SF (25.2% PROVIDED)
- (1) TREE REQUIRED FOR EVERY (4) UNITS. 367 UNITS PROPOSED- 92 TREES REQUIRED.
- TOTAL TREES PROVIDED ALL FLOORS: 93
- TOTAL AMOUNT OF STREET TREES IN PROJECT: 10 TREES
- THE MINIMUM ACCEPTABLE SIZE FOR STREET TREES AND ON-SITE TREES SHALL BE A 24" BOX. NEWLY PLANTED TREES SHALL BE SUPPORTED WITH STAKES OR GUY WIRE.
- SHRUBS SHALL BE A MINIMUM SIZE OF 5 GALLONS. WHEN PLANTING AS A HEDGE OR SCREEN.
- SHRUBS SHALL BE PLANTED WITH 2' TO 4' OF SPACING, DEPENDING ON THE PLANT SPECIES.
- GROUND COVER SHALL BE GENERALLY SPACED AT A MAXIMUM SIZE OF 6" TO 8" O.C. WHEN USED AS GROUND COVER, MINIMUM 1 GALLON SIZED SHRUB MAY BE PLANTED 18" TO 24" O.C.
- USE RECYCLED CONTENT MULCH OR OTHER LANDSCAPE AMENDMENTS.

GROUND LEVEL TREES:



OLEA EUROPAEA 'SWAN HILL'
SWAN HILL OLIVE TREE



PLATANUS RACEMOSA
WESTERN SYCAMORE



ARCTOSTAPHYLOS MANZANITA
COMMON MANZANITA



ARBUTUS UNEDO
STRAWBERRY TREE

HARDSCAPE MATERIALS



BIKE RACK



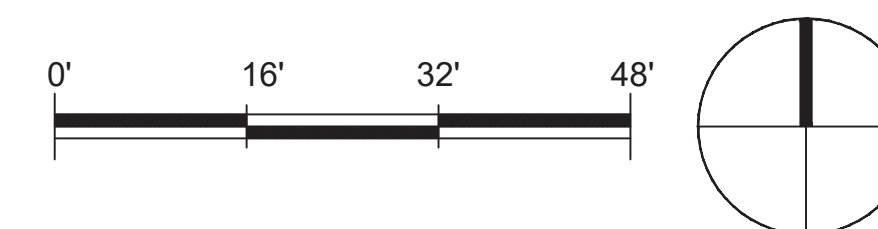
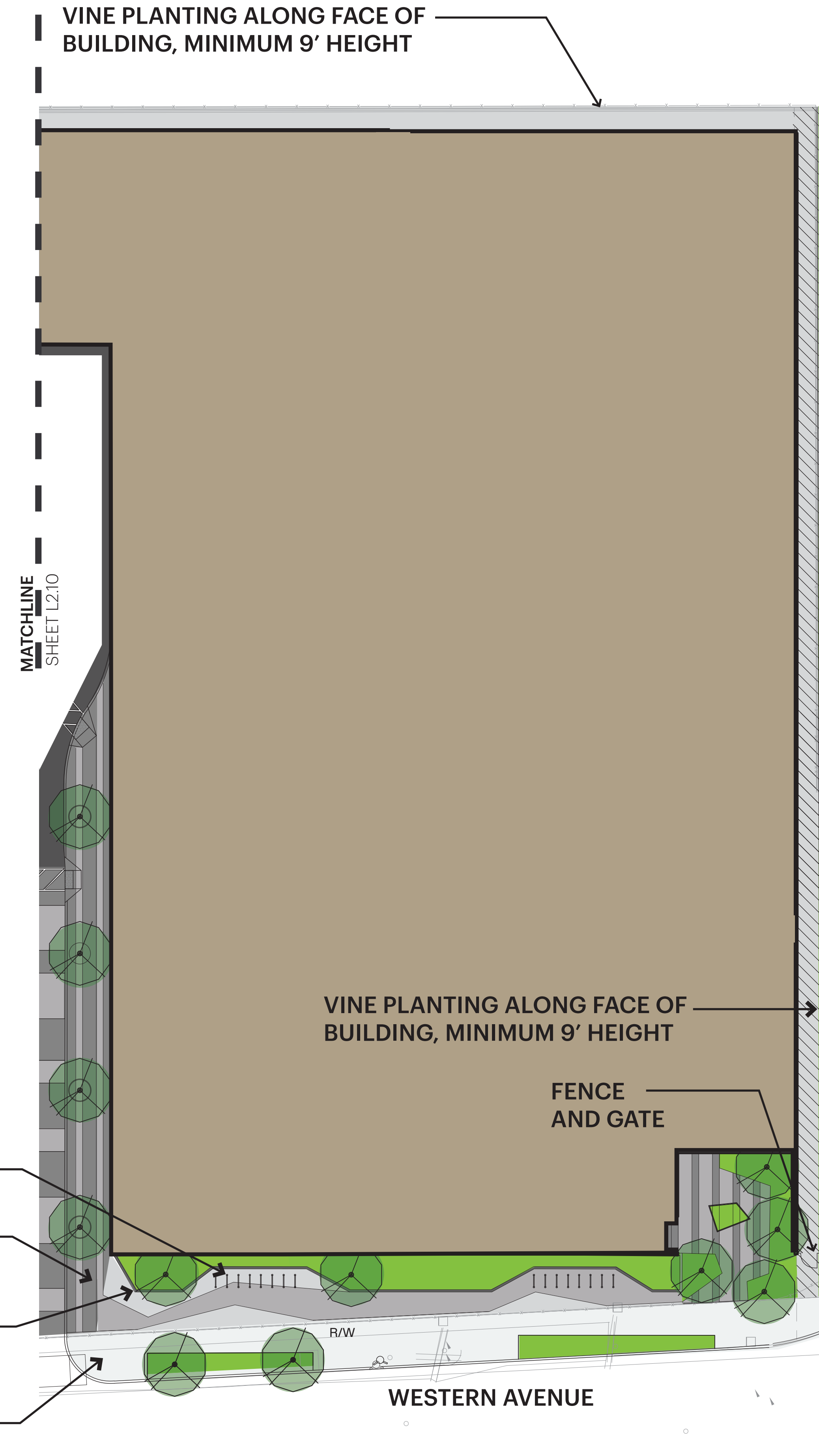
LINEAR PRECAST CONC, PAVERS
LIGHT GRAY GRAY



HEAVY TIMBER BENCH



HANGING LIGHTS



ENHANCED LEVEL 1 PLAN
Scale: 1/16" = 1'-0"

1

CONSULTANTS NOT FOR CONSTRUCTION
CONCEPTUAL PLAN ONLY

ISSUED FOR PZA SET

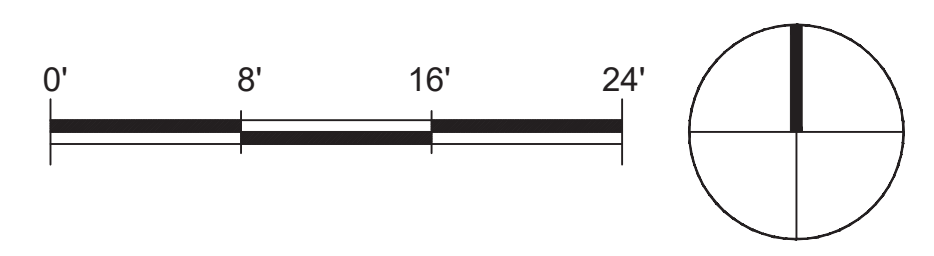
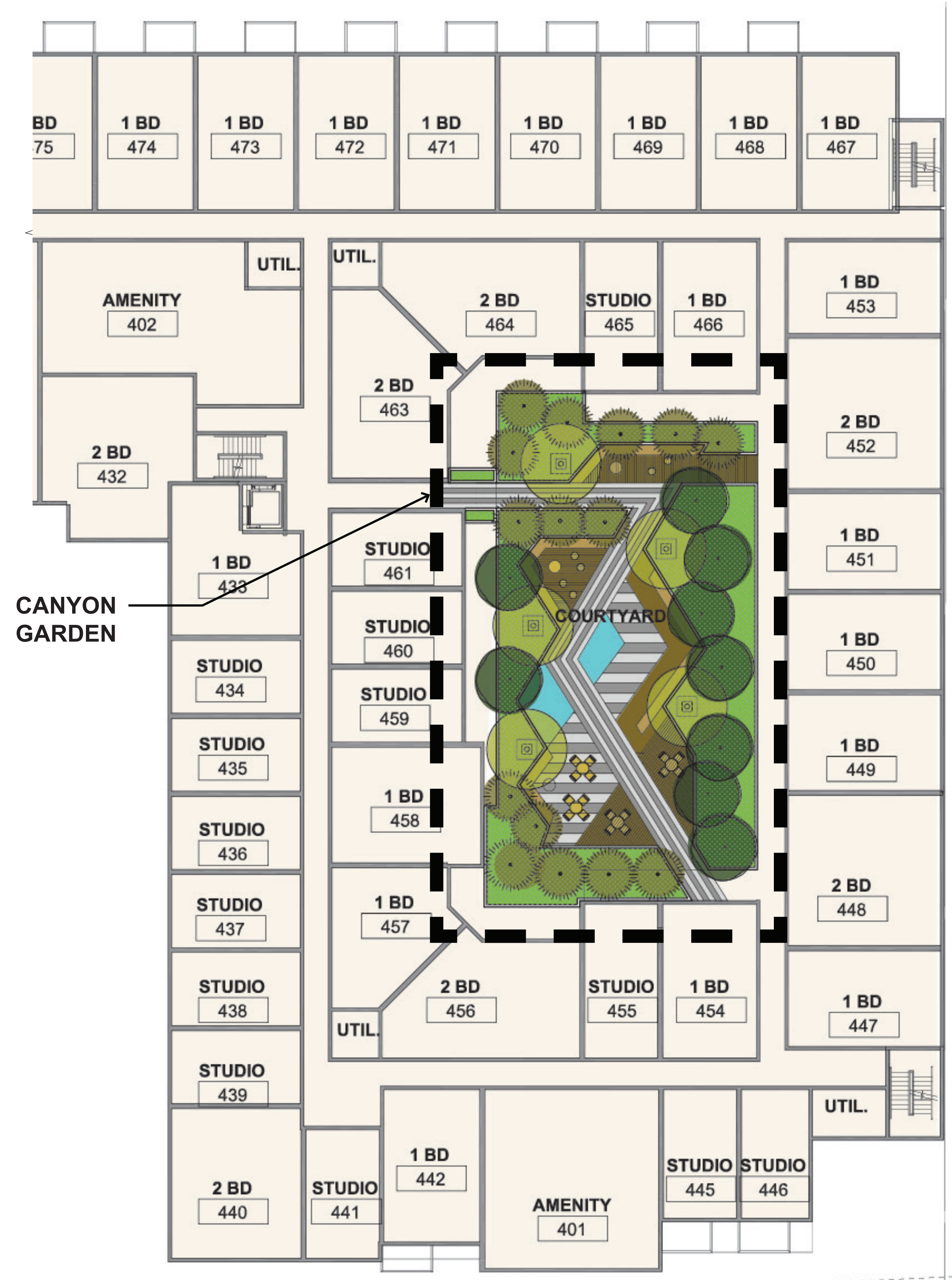
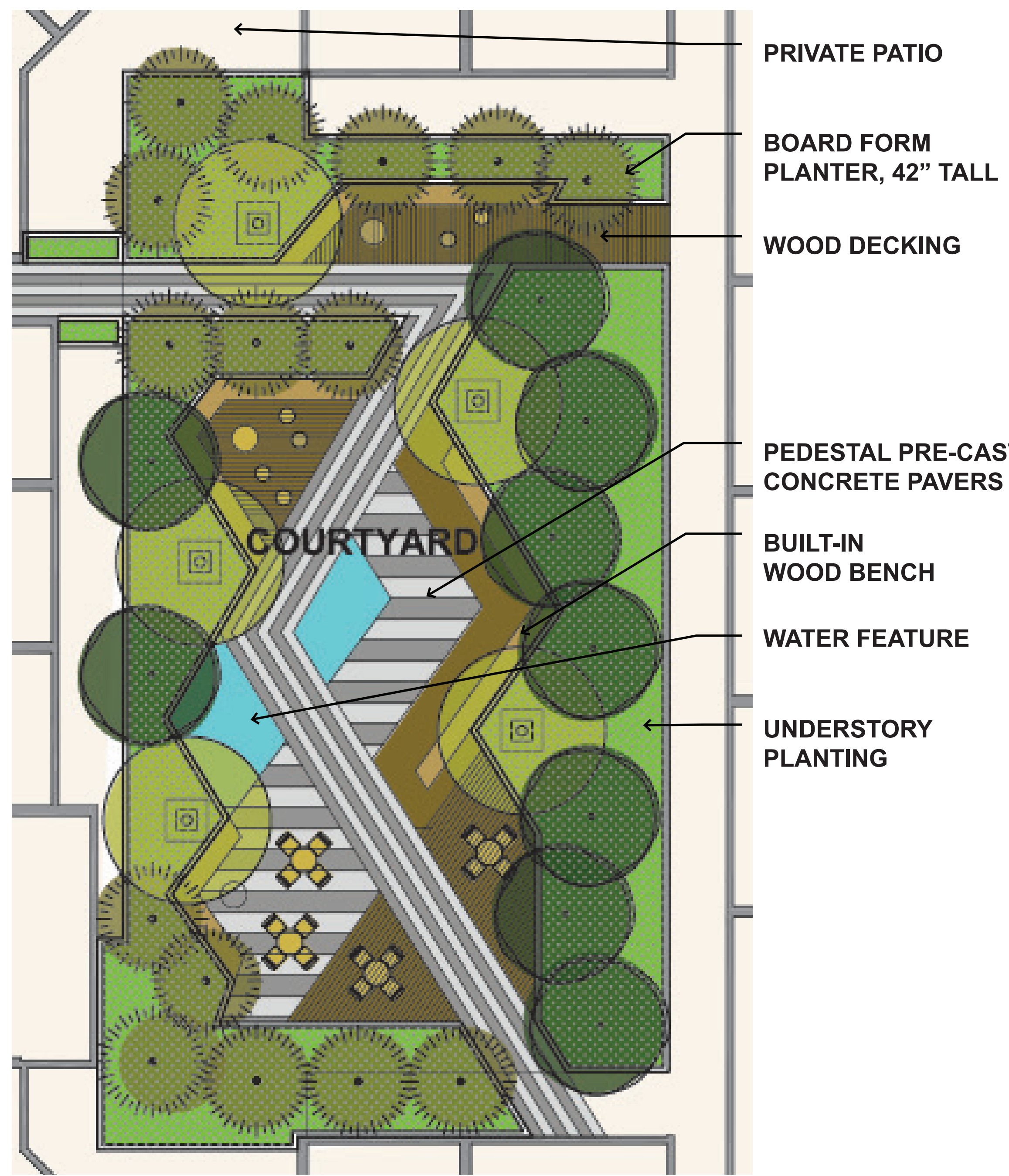
REVISION	DATE	DESCRIPTION

DRAWING TITLE LEVEL 1 LANDSCAPE SITE PLAN

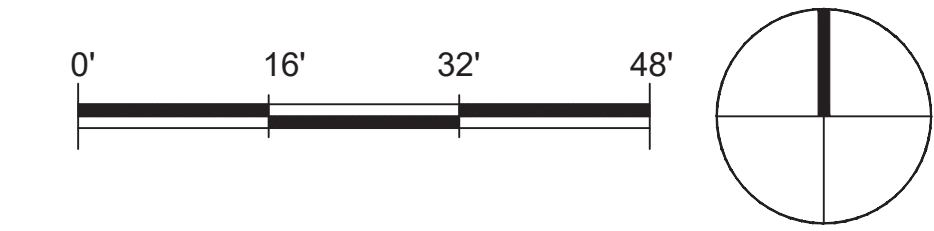
DATE 04/30/2021

SCALE AS SHOWN

DRAWING NUMBER L2.11



ENHANCED LEVEL 4 PLAN - CANYON GARDEN
Scale: 1/8" = 1'-0"



LEVEL 4 PLAN
Scale: 1/16" = 1'-0"

LANDSCAPE NOTES:

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- TOTAL OPEN SPACE ALL FLOORS: 33,768 SF.
- TOTAL PLANTED OPEN SPACE ALL FLOORS: 8,502 SF (25.2% PROVIDED)
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- SHRUBS SHALL BE A MINIMUM SIZE OF 5 GALLONS. WHEN PLANTING AS A HEDGE OR SCREEN.
- SHRUBS SHALL BE PLANTED WITH 2' TO 4' OF SPACING, DEPENDING ON THE PLANT SPECIES.
- GROUND COVER SHALL BE GENERALLY SPACED AT A MAXIMUM SIZE OF 6" TO 8" O.C. WHEN USED AS GROUND COVER, MINIMUM 1 GALLON SIZED SHRUB MAY BE PLANTED 18" TO 24" O.C.
- USE RECYCLED CONTENT MULCH OR OTHER LANDSCAPE AMENDMENTS.

HARDSCAPE MATERIALS:



BOARD FORM CONCRETE PLANTER

LINEAR PRECAST CONC, PAVERS
LIGHT GRAY
GRAY

BUILT-IN WOOD BENCH

POOL CABANA

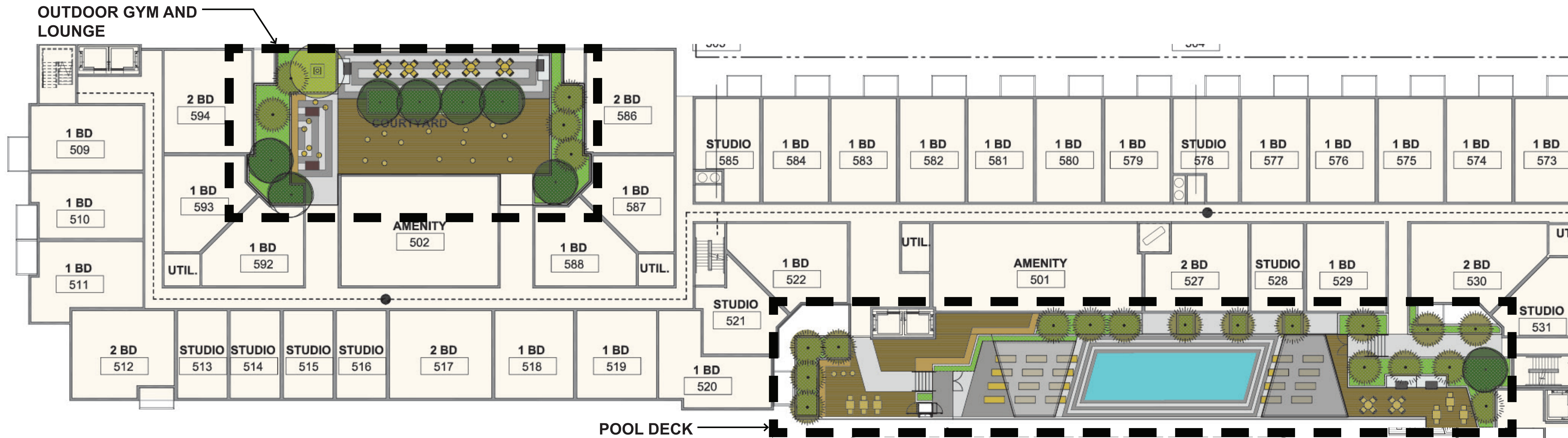
POOL FENCE AND GATE

LEVEL 4 TREES:



ARBUTUS UNEDO
STRAWBERRY TREE

OLEA EUROPAEA 'SWAN HILL'
SWAN HILL OLIVE TREE



LEVEL 5 PLAN
Scale: 1/16" = 1'-0"
1

LANDSCAPE NOTES:

- ALL EXTERIOR COMMON OPEN SPACES TO BE PLANTED MIN. 25% OF TOTAL COMMON AREA.
- TOTAL OPEN SPACE ALL FLOORS: 33,768 SF.
- TOTAL PLANTED OPEN SPACE ALL FLOORS: 8,502 SF (25.2% PROVIDED)

- (1) TREE REQUIRED FOR EVERY (4) UNITS. 367 UNITS PROPOSED - 92 TREES REQUIRED.
- TOTAL TREES PROVIDED ALL FLOORS: 93

- TOTAL AMOUNT OF STREET TREES IN PROJECT: 10 TREES

- THE MINIMUM ACCEPTABLE SIZE FOR STREET TREES AND ON-SITE TREES SHALL BE A 24" BOX. NEWLY PLANTED TREES SHALL BE SUPPORTED WITH STAKES OR GUY WIRE.

- SHRUBS SHALL BE A MINIMUM SIZE OF 5 GALLONS. WHEN PLANTING AS A HEDGE OR SCREEN.

- SHRUBS SHALL BE PLANTED WITH 2' TO 4' OF SPACING, DEPENDING ON THE PLANT SPECIES.

- GROUND COVER SHALL BE GENERALLY SPACED AT A MAXIMUM SIZE OF 6" TO 8" O.C. WHEN USED AS GROUND COVER, MINIMUM 1 GALLON SIZED SHRUB MAY BE PLANTED 18" TO 24" O.C.

- USE RECYCLED CONTENT MULCH OR OTHER LANDSCAPE AMENDMENTS.

LEVEL 5 TREES:



OLEA EUROPAEA 'SWAN HILL' SWAN HILL OLIVE TREE
ARBUTUS UNEDO STRAWBERRY TREE

HARDSCAPE MATERIALS



TREE PLANTER

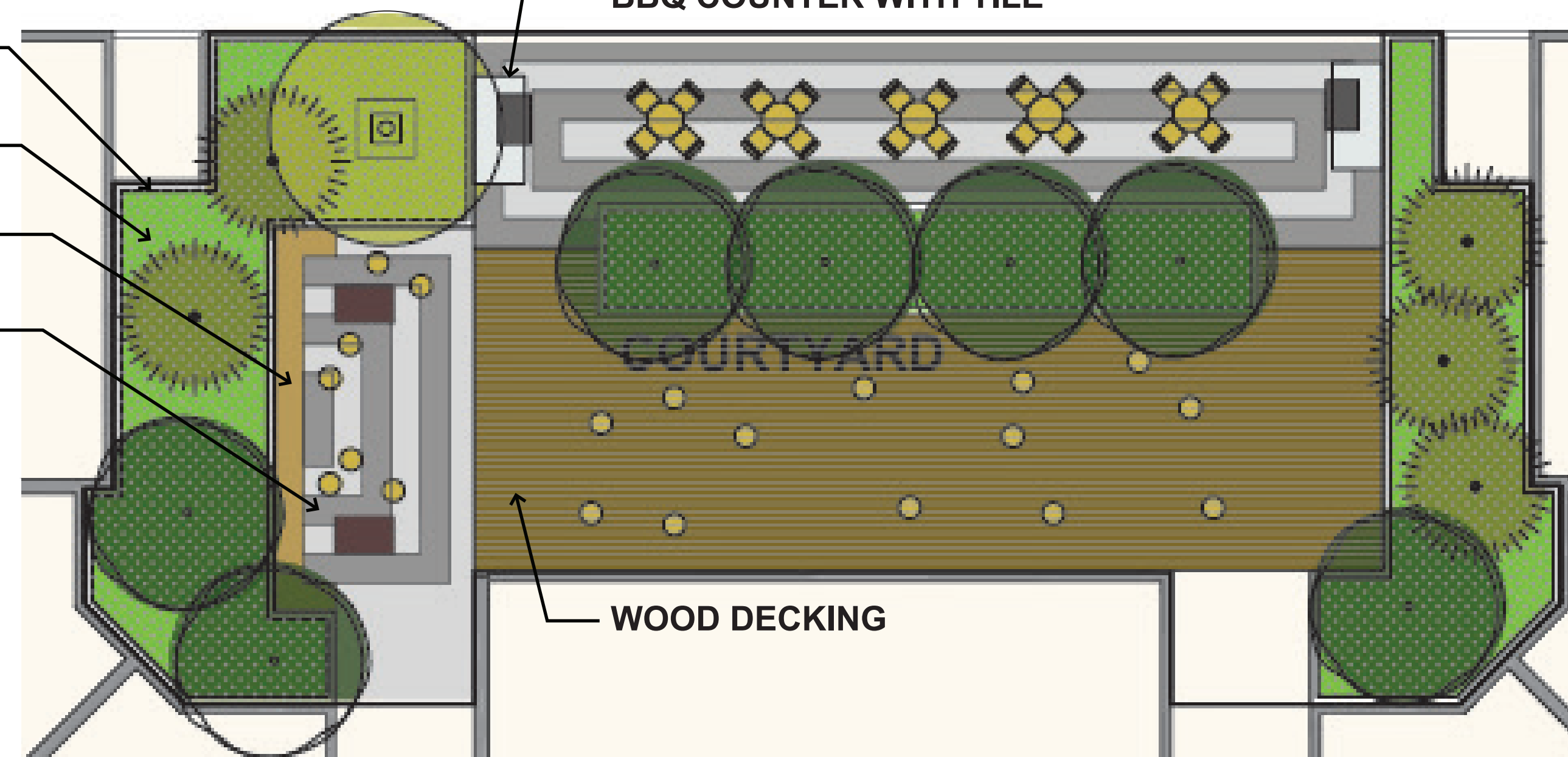


LINEAR PRECAST CONC. PAVERS
LIGHT GRAY GRAY

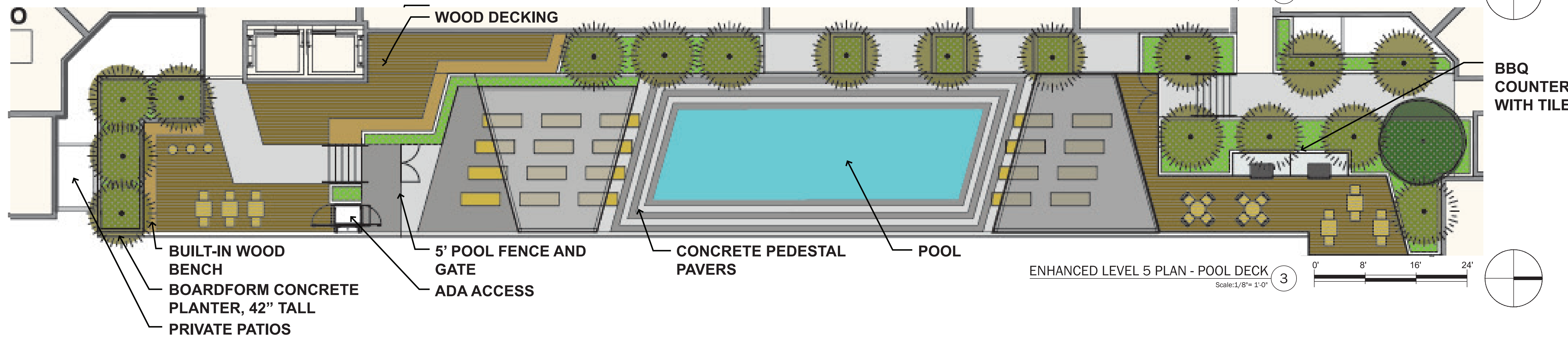


BBQ COUNTER WITH TILE

BOARDFORM PLANTER, 42" TALL
UNDERSTORY PLANTING
BUILT-IN WOOD BENCH
CONCRETE PEDESTAL PAVERS



ENHANCED LEVEL 5 PLAN - OUTDOOR GYM AND LOUNGE
Scale: 1/8" = 1'-0"
2



ENHANCED LEVEL 5 PLAN - POOL DECK
Scale: 1/8" = 1'-0"
3

CONSULTANTS
**NOT FOR CONSTRUCTION
CONCEPTUAL PLAN ONLY**

ISSUED FOR
PZA SET

REVISIONS

KEY PLAN

DRAWING TITLE
**LEVEL 5
AMENITY DECK**

DATE
04/30/2021

SCALE
AS SHOWN

DRAWING NUMBER
L2.05

CONSULTANTS
**NOT FOR CONSTRUCTION
CONCEPTUAL PLAN ONLY**

ISSUED FOR
PZA SET

REVISIONS

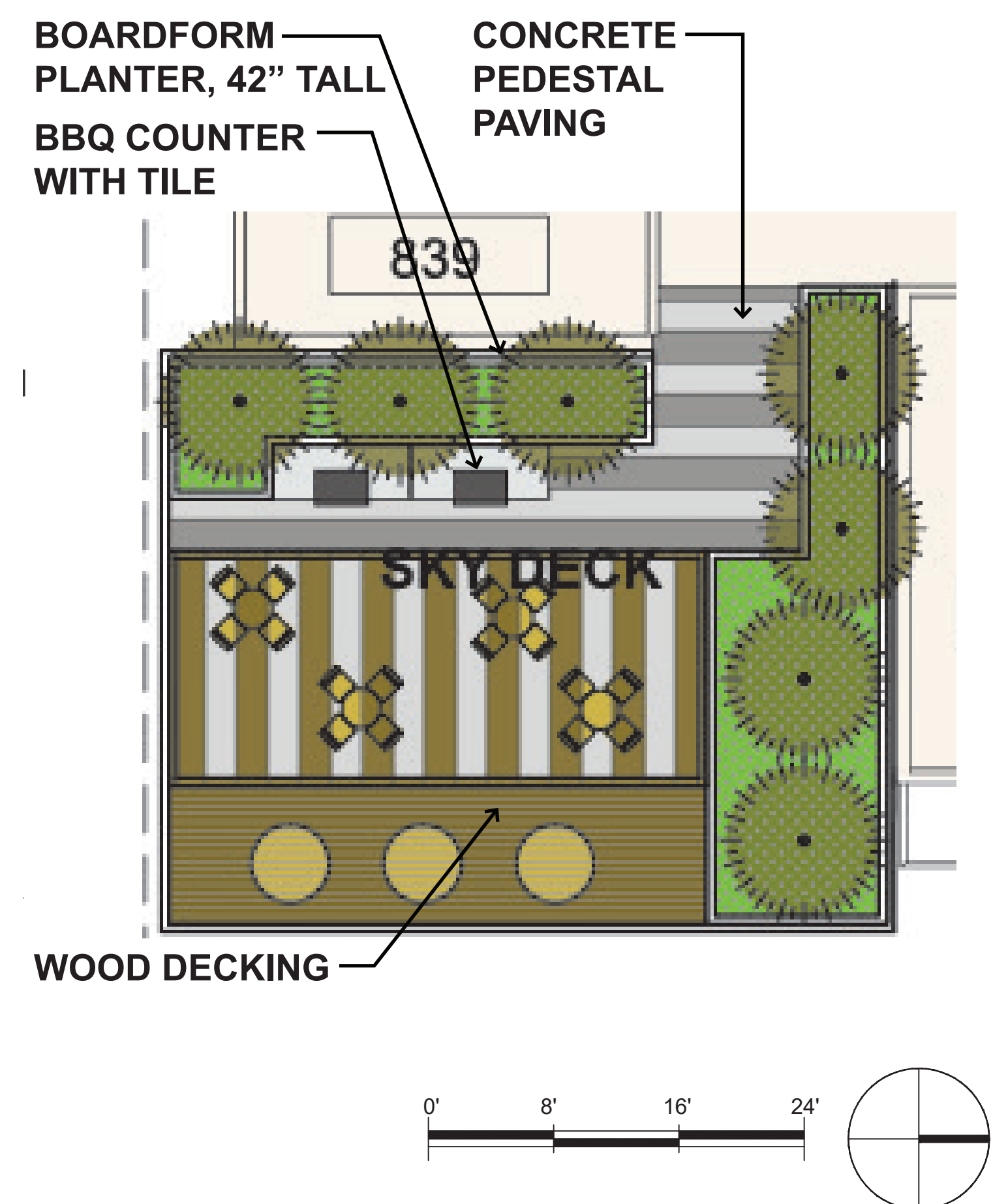
KEY PLAN

DRAWING TITLE
**LEVEL 8
AMENITY DECK**

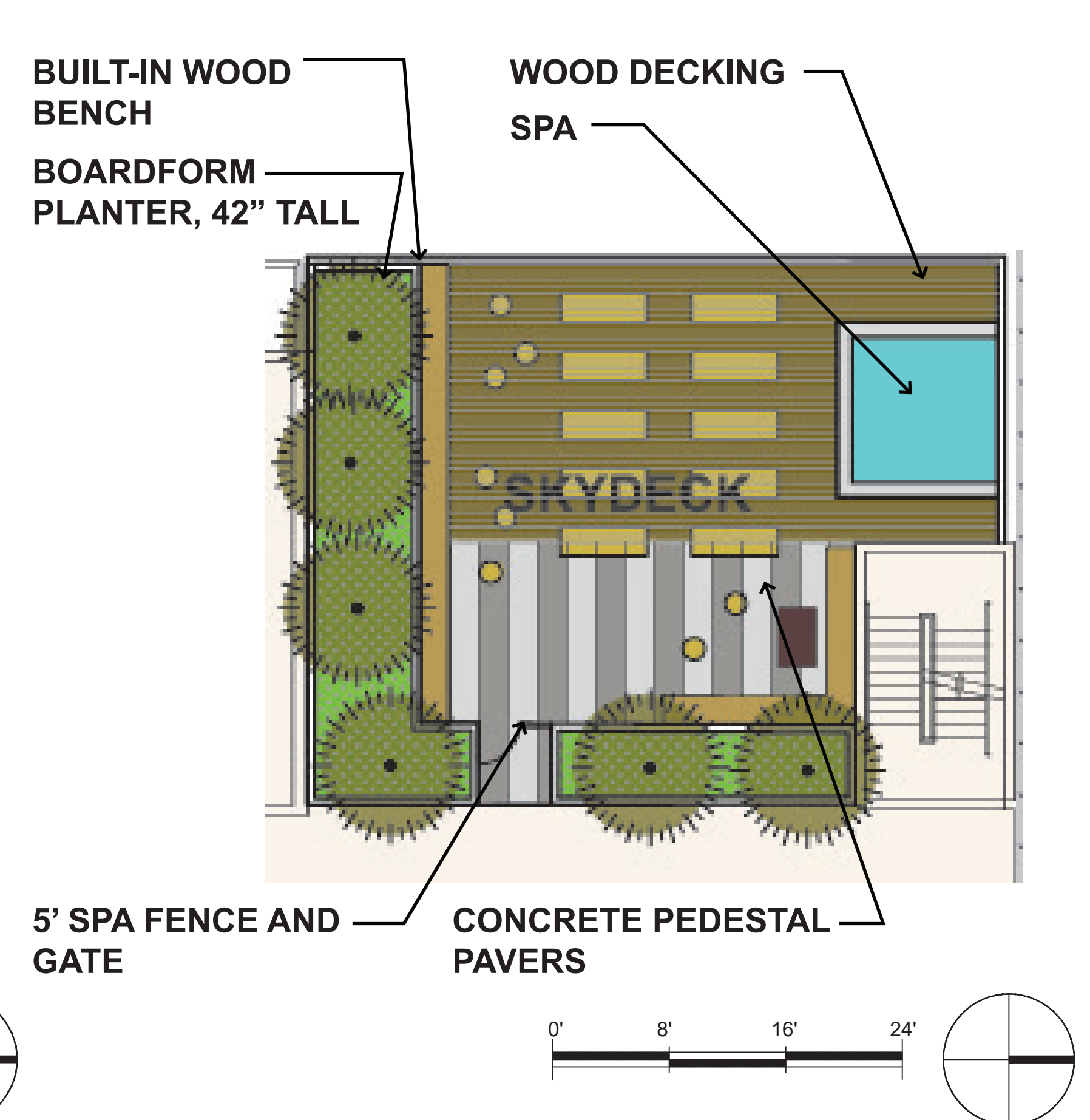
DATE
04/30/2021

SCALE
AS SHOWN

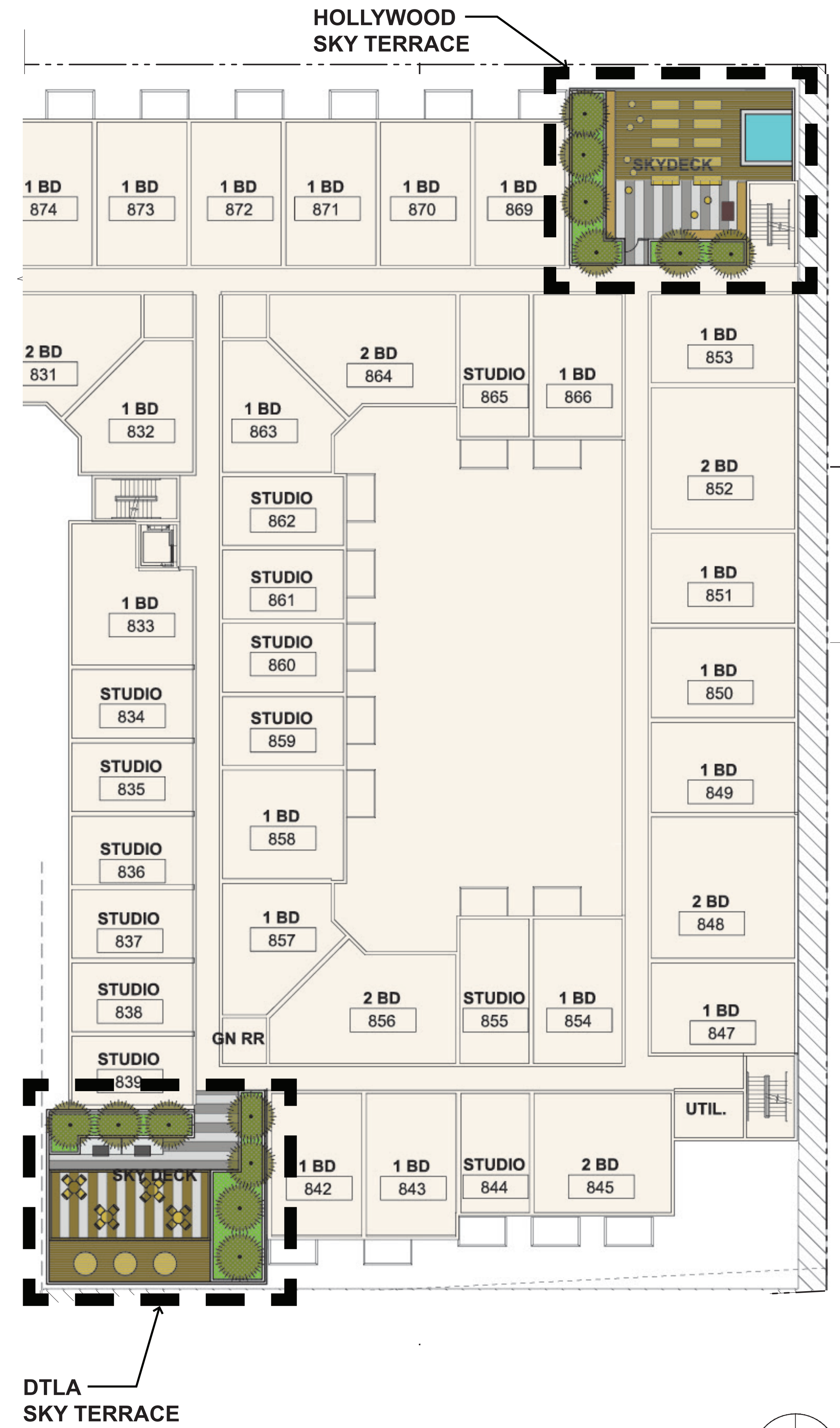
DRAWING NUMBER
L2.08



ENHANCED LEVEL 8 PLAN - DTLA SKY TERRACE
Scale: 1/8" = 1'-0" **3**



ENHANCED LEVEL 8 PLAN - HOLLYWOOD SKY TERRACE
Scale: 1/8" = 1'-0" **2**



LEVEL 8 PLAN
Scale: 1/16" = 1'-0" **1**

ROOF LEVEL TREES:



OLEA EUROPAEA 'SWAN HILL' SWAN HILL OLIVE TREE
ARBUTUS UNEDO STRAWBERRY TREE

HARDSCAPE MATERIALS



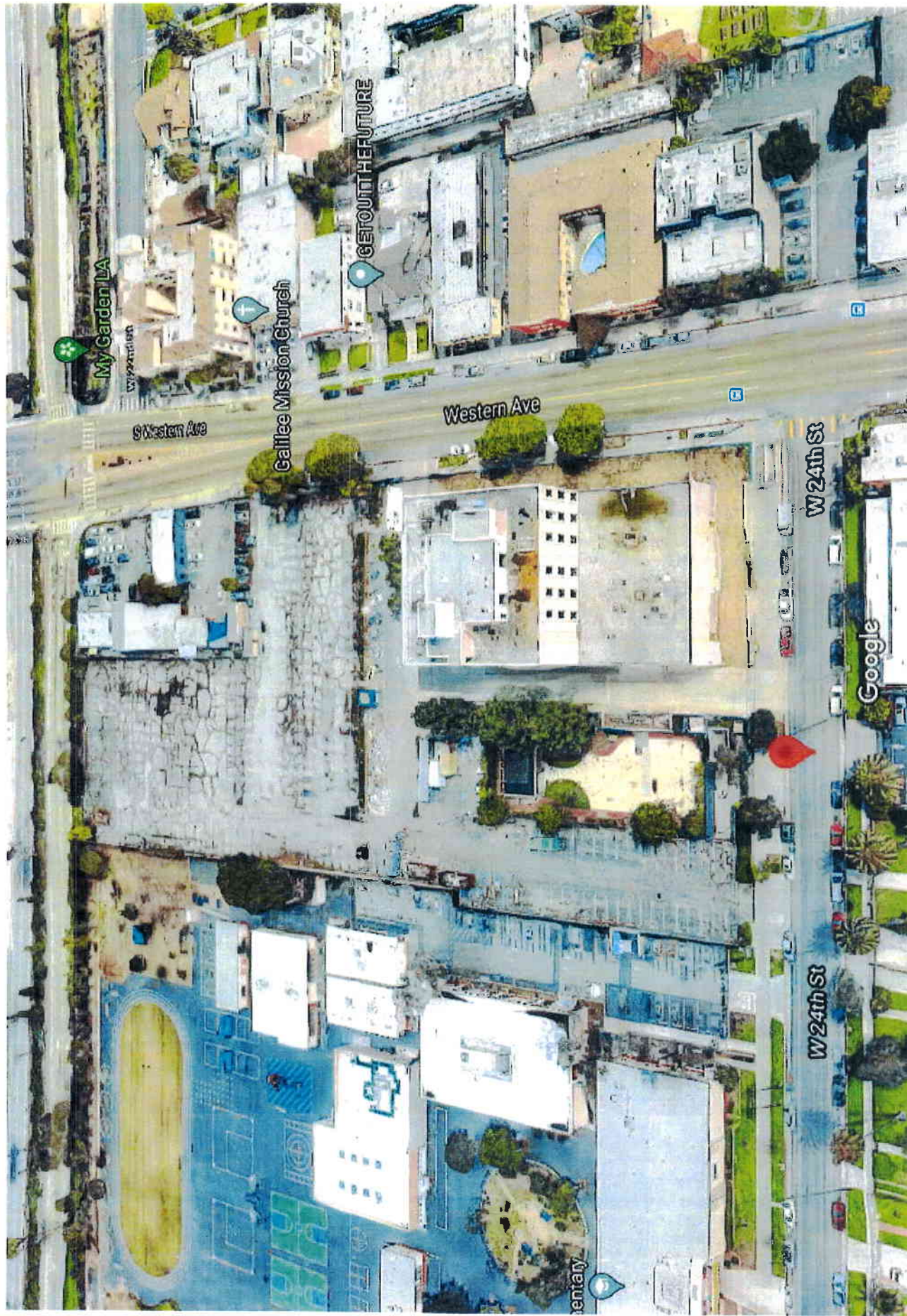
TREE PLANTER

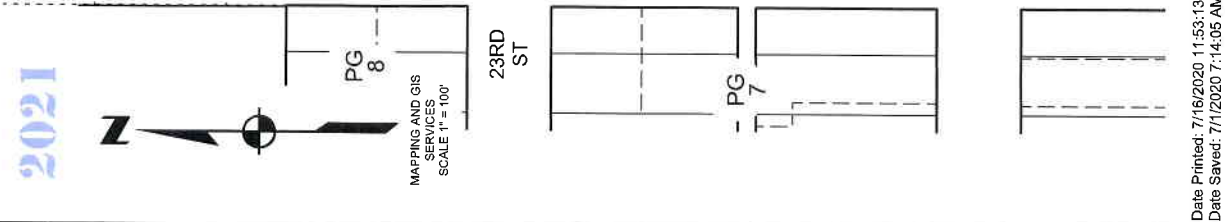
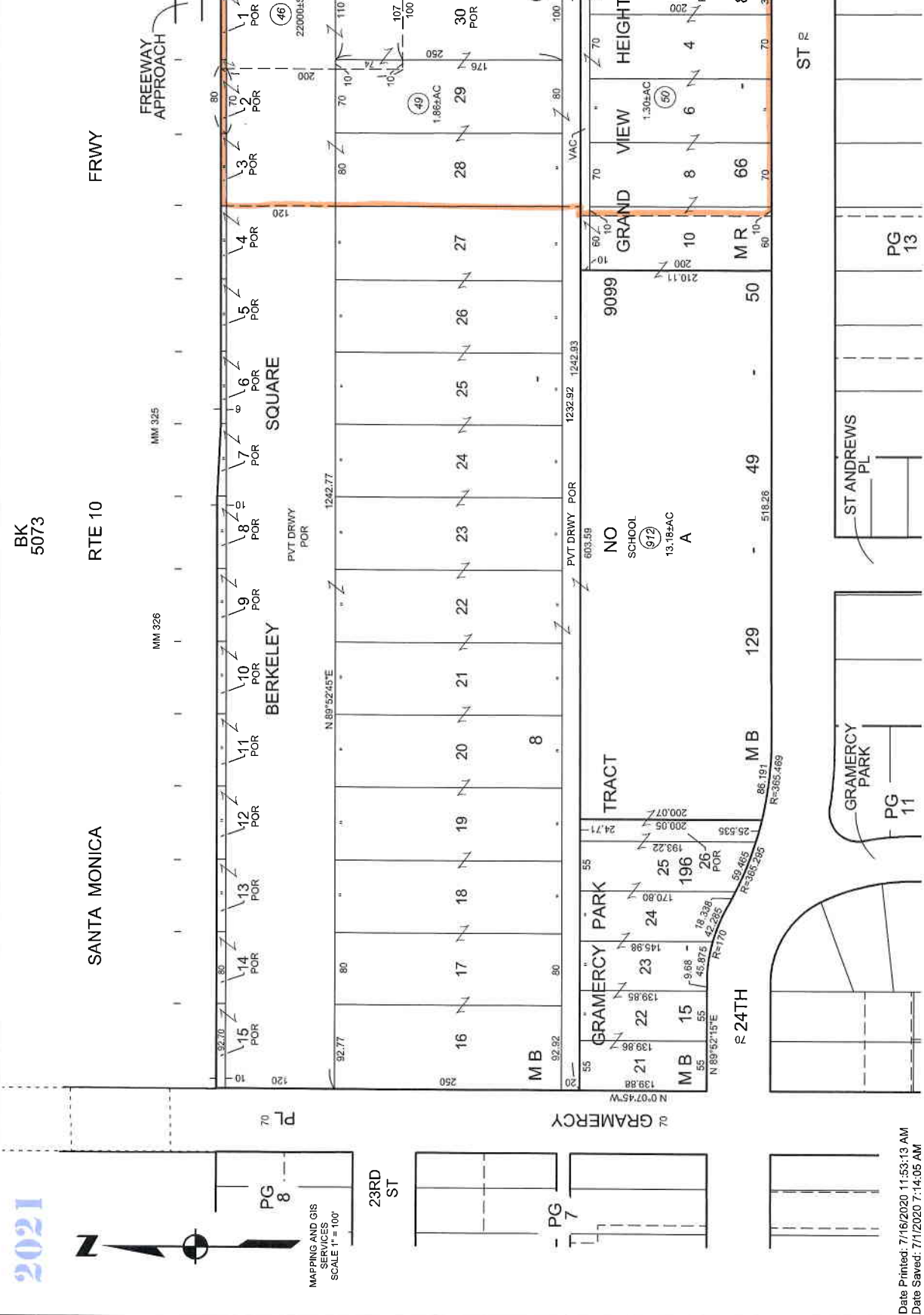
LINEAR PRECAST CONC, PAVERS
LIGHT GRAY
GRAY

BBQ COUNTER WITH TILE

LANDSCAPE NOTES:

- ALL EXTERIOR COMMON OPEN SPACES TO BE PLANTED MIN. 25% OF TOTAL COMMON AREA.
- TOTAL OPEN SPACE ALL FLOORS: 33,768 SF.
- TOTAL PLANTED OPEN SPACE ALL FLOORS: 8,502 SF (25.2% PROVIDED)
- (1) TREE REQUIRED FOR EVERY (4) UNITS. 367 UNITS PROPOSED- 92 TREES REQUIRED.
- TOTAL TREES PROVIDED ALL FLOORS: 93
- TOTAL AMOUNT OF STREET TREES IN PROJECT: 10 TREES
- THE MINIMUM ACCEPTABLE SIZE FOR STREET TREES AND ON-SITE TREES SHALL BE A 24" BOX. NEWLY PLANTED TREES SHALL BE SUPPORTED WITH STAKES OR GUY WIRE.
- SHRUBS SHALL BE A MINIMUM SIZE OF 5 GALLONS. WHEN PLANTING AS A HEDGE OR SCREEN.
- SHRUBS SHALL BE PLANTED WITH 2' TO 4' OF SPACING, DEPENDING ON THE PLANT SPECIES.
- GROUND COVER SHALL BE GENERALLY SPACED AT A MAXIMUM SIZE OF 6" TO 8" O.C. WHEN USED AS GROUND COVER, MINIMUM 1 GALLON SIZED SHRUB MAY BE PLANTED 18" TO 24" O.C.
- USE RECYCLED CONTENT MULCH OR OTHER LANDSCAPE AMENDMENTS.





SANTA MONICA FRWY



22 ND ST

AVE

VAR

86

93

90

90

93

93

100

83

WESTERN

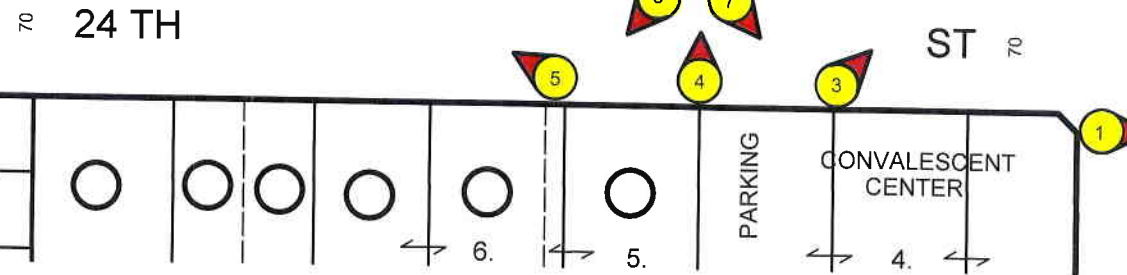
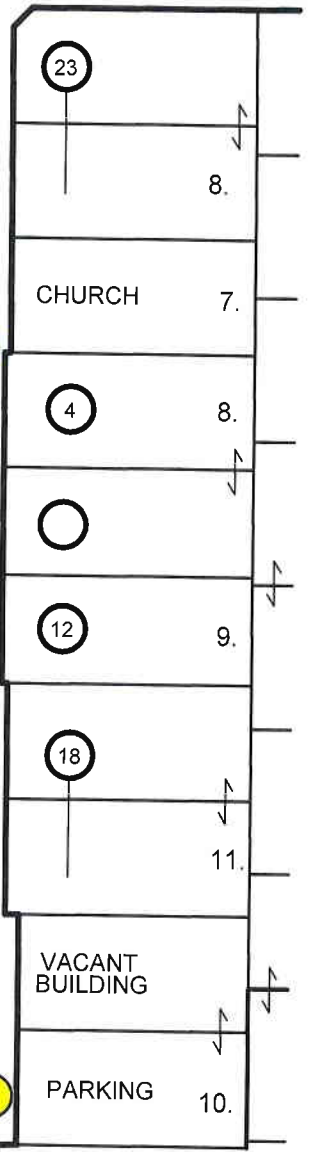
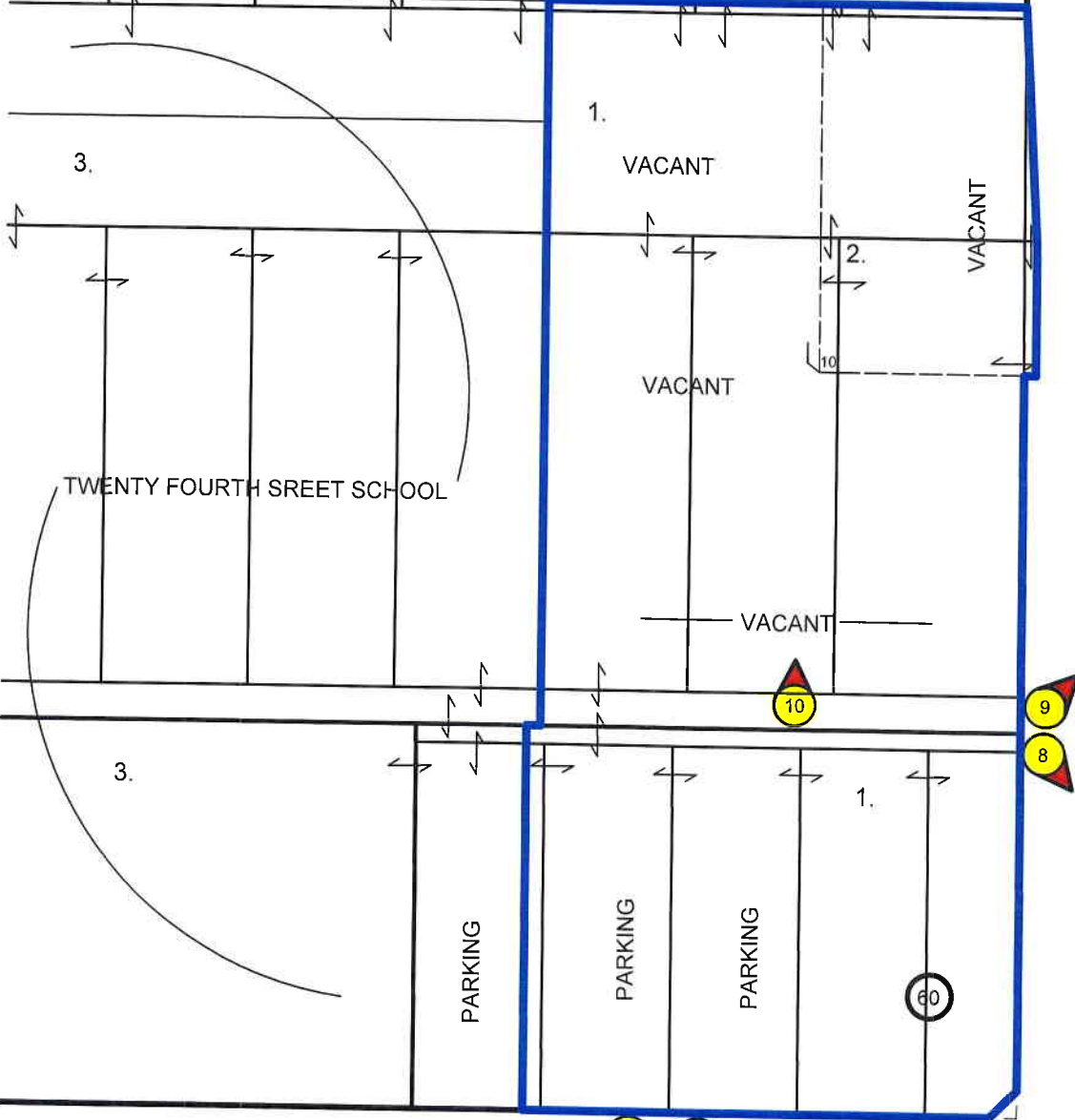


PHOTO BROCHURE



RADIUS MAPS ETC
 3544 PORTOLA AVENUE
 LOS ANGELES CA 90032
 OFF/FAX (323) 221-4555
 RADIUSMAPSETC@YAHOO.COM

SITE LOCATION:
 2029 W. 24TH STREET
 LOS ANGELES CA 90018

CASE NO.
 DATE: 01 - 13 - 2021
 D.M.: 123 B 193
 T.B. PAGE: 633 GRID: H-6
 APN: 5058-009-043,046,049,050

1.



2.



3.



4.



5.



6.



7.



8.



9.



10.

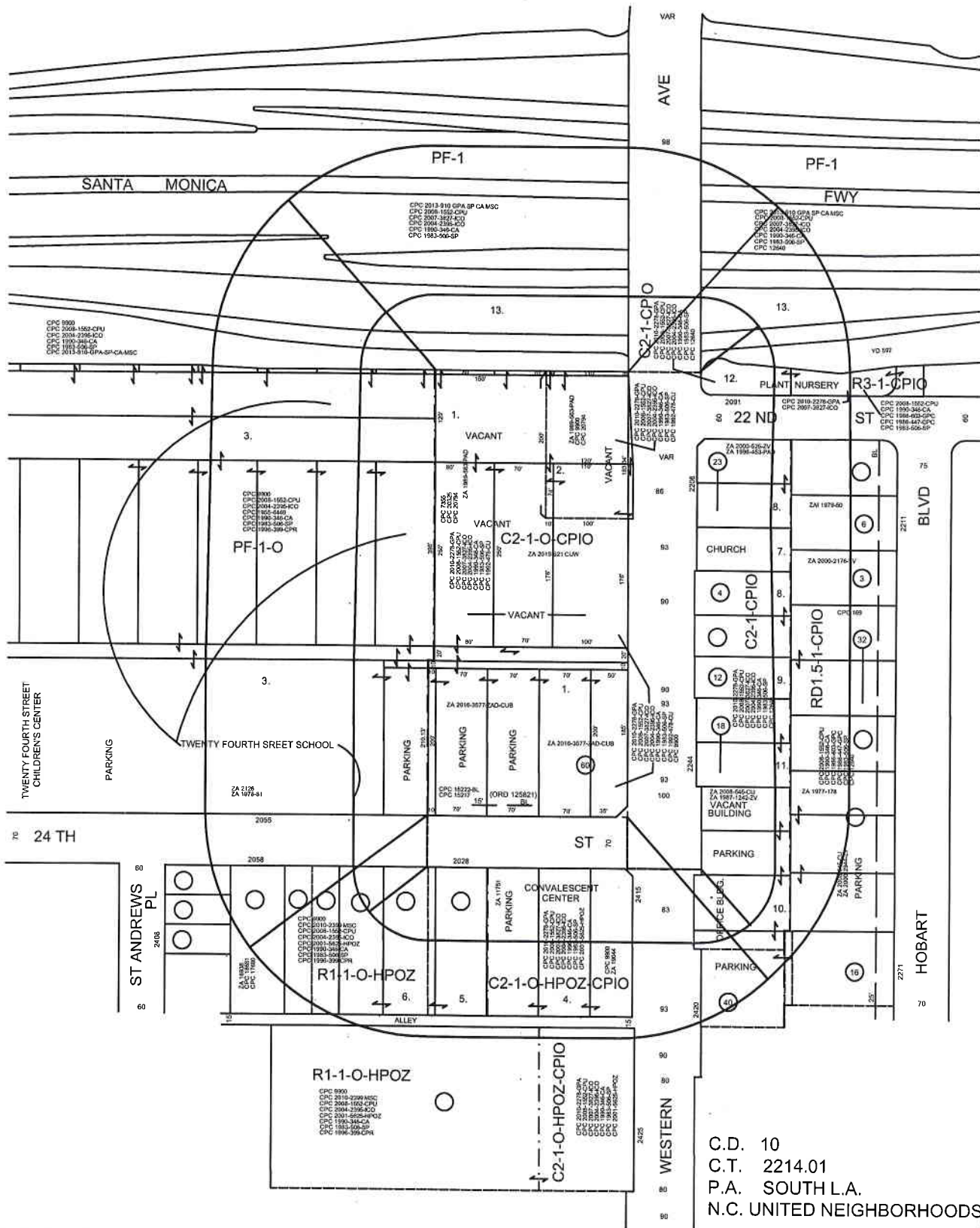


11.



12.





C.D. 10
 C.T. 2214.01
 P.A. SOUTH L.A.
 N.C. UNITED NEIGHBORHOODS



3.686 NET AC.

TRANSIT ORIENTED COMMUNITIES & SITE PLAN REVIEW

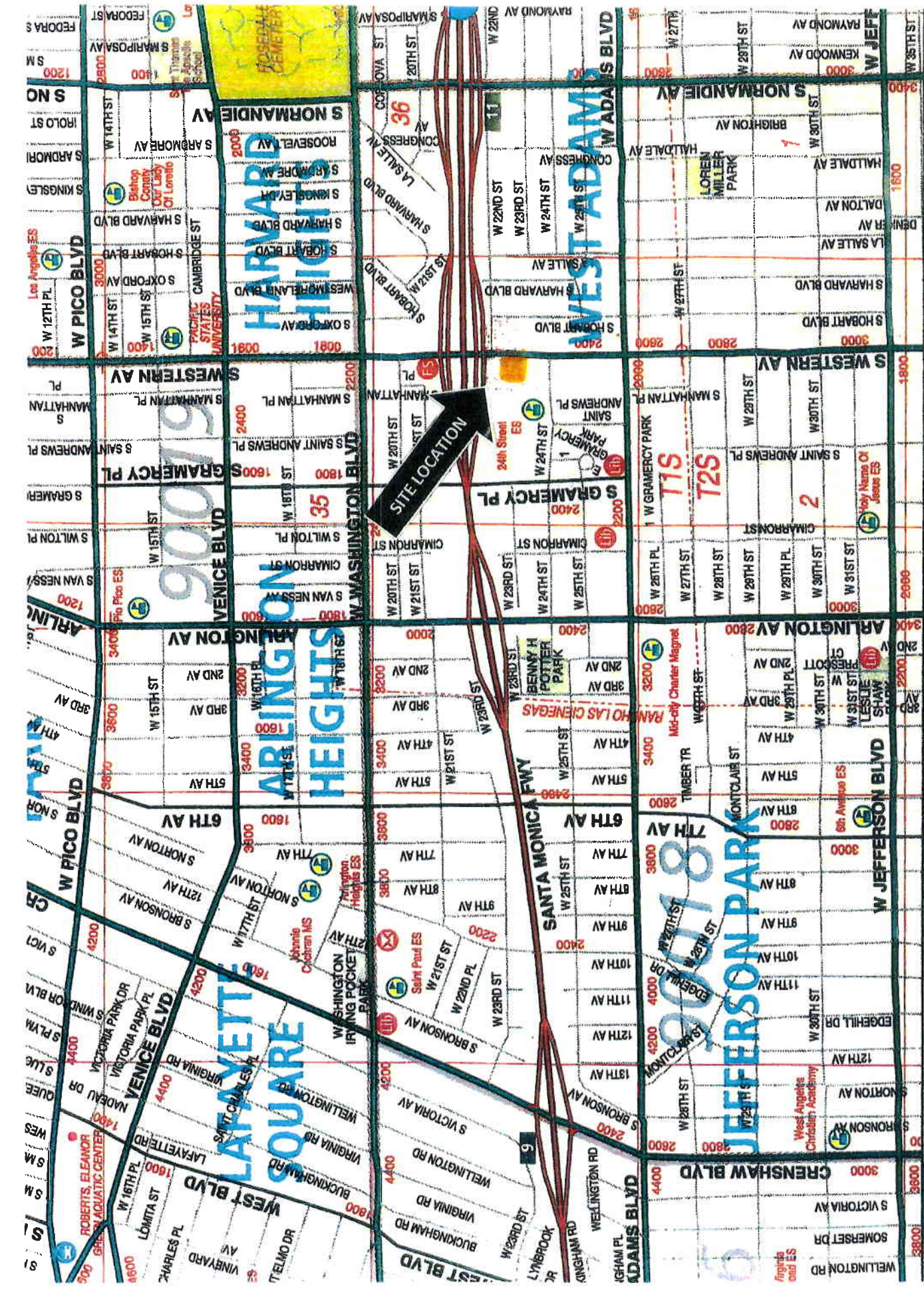
RADIUS MAPS ETC
 3544 PORTOLA AVENUE
 LOS ANGELES CA 90032
 OFF/FAX (323) 221-4555
 RADIUSMAPSETC@YAHOO.COM

SITE LOCATION:
 2029 W. 24TH STREET
 LOS ANGELES CA 90018

LEGAL DESCRIPTION:
 LOTS 2 (ARB 1,2), 4 (ARB 1,2), 6 (ARB 1,2,3), 8 (ARB 1,2) AND
 EARLY 10 FT OF VACATED ALLEY, GRAND VIEW HEIGHTS,
 M.R. 66-88; LOTS 2 (ARB 2,3), 29, 30 (ARB 1,3), LOT 3, 28 AND
 VACATED PVT DRWYS (ARB 2,3), BERKELEY SQUARE,
 M.B. 8-61. (SEE APPLICATION)

CASE NO.

DATE: 01 - 13 - 2021
SCALE: 1" = 100'
USES: FIELD
D.M.: 123 B 193
T.B. PAGE: 633 **GRID:** H-6
APN: 5058-009-043,046,049,050



CASE NO:

SITE LOCATION:
 2029 W. 24TH STREET
 LOS ANGELES, CA 90018

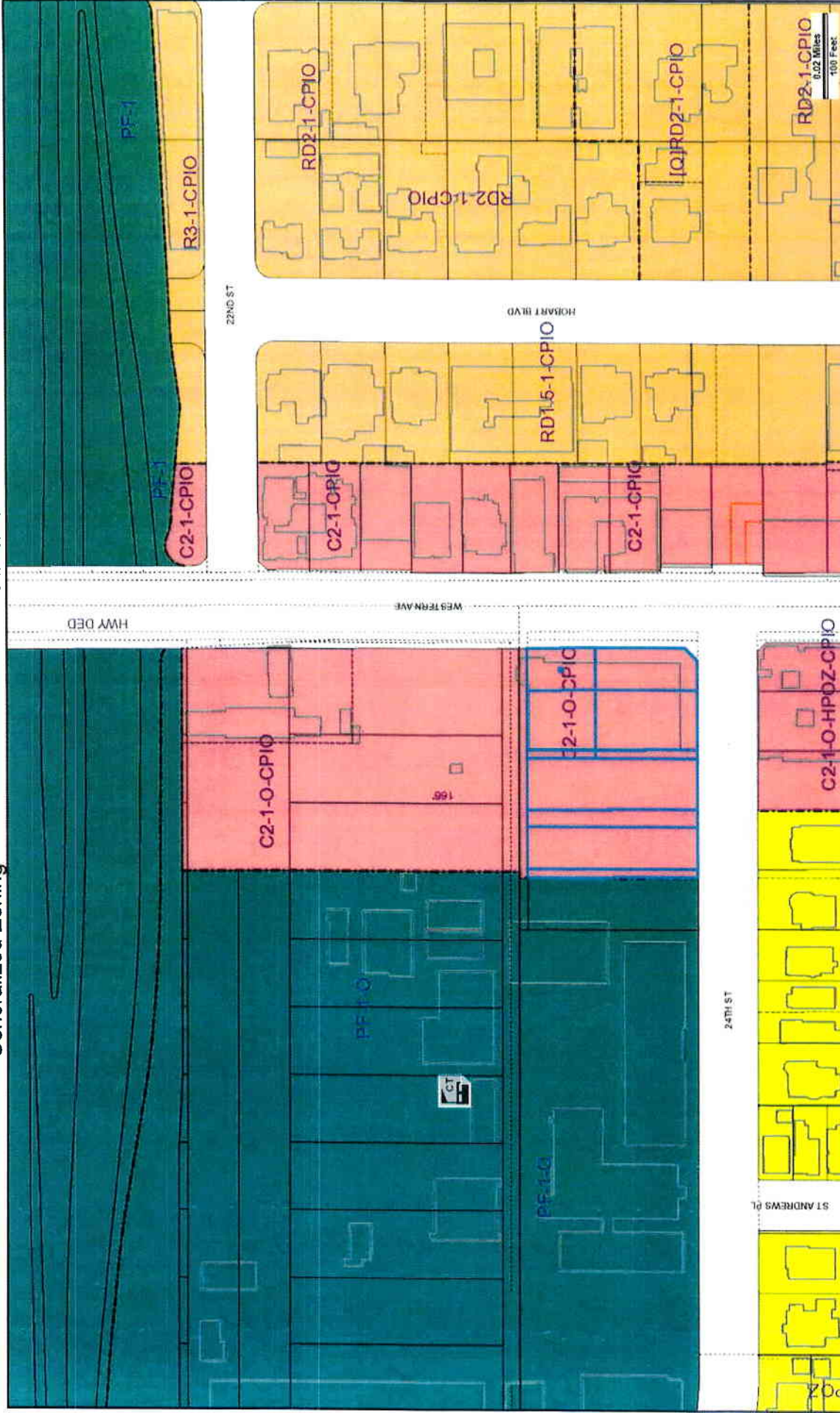
VICINITY MAP

T.B. PAGE: 633 GRID: H-6

01/13/2021

Generalized Zoning

ZIMAS PUBLIC



Address: 2231 S WESTERN AVE Tract: GRAND VIEW HEIGHTS Zoning: C2-1-O-CPIO
 APN: 5058009050 Block: None General Plan: Neighborhood Commercial
 PIN #: 123B193 238 Lot: FR 2
 Arb: 1

PLANNING CASE REFERRAL FORM (PCRF)

City of Los Angeles, Bureau of Engineering (BOE) / Department of City Planning (DCP)

Reference Number: 202100548

Part I. To be Completed by Applicant

DCP
Case
Number

Applicant	Andrew Svitek	Address	800 Wilshire Blvd Ste 860 Los Angeles, CA 90017
Phone	2132796967	Email	andrew@gonzaleslawgroup.com
Owner	2231 S Western (LA), LLC	Address	4700 Wilshire Blvd Los Angeles, CA 90010
Project Address	2003-2029 24th St, 2201-2231 S Western Ave	APN	5058-009-049; -050; -047; -046
Engineering District	Central		

Project description (attach ZIMAS map with highlighted parcel(s))
Construction of an 8-story, 367 unit mixed use project with 70,220 sf. of retail floor area and 532 parking spaces on vacant portions of the property. Project FAR is 2.96:1. The project does not demolish or replace any existing units.

Is there a tract or parcel map being filed in conjunction with this: Yes No
If yes, Tract Map No. _____ Parcel Map No. _____

Has the Tract/Parcel report been prepared and submitted to DCP by BOE Yes No
If yes, please refer to the Tract or Parcel map conditions, if not, then

Is any part of this project on a corner lot? Yes No

Part II. To be Completed by BOE Staff

What is/are the street classification(s) for the adjacent streets (list all)?

WESTERN AVE (AVENUE II, W=86FT)
 24TH ST (COLLECTOR STREET, W=66FT)

Does the project front an intersection of two major or secondary highways? Yes No

If yes, additional dedication may be required for dual left-turn pockets. If no, how far is the project from the nearest major/secondary intersection? Additional dedication may be required if within the standard flare section. Dedication and improvements are to be consistent with Standard Street Dimensions. See [Standard Plan S-470-1](#).

Apparent width of existing half right of way (street centerline to property line): WESTERN AVE - 50 ft
 24TH ST - 35 ft

Standard dimension for half right of way (from S-470-1), (street centerline to property line): WESTERN AVE - 43 ft
 24TH ST - 35 ft

Apparent width of existing half roadway (street centerline to curb face): WESTERN AVE - 28 ft
 24TH ST - 17.5 ft

Standard street dimension for half roadway (street centerline to curb face): WESTERN AVE - 28 ft
 24TH ST - 20 ft

Is the lot connected to the sewer? Yes No

Distance from subject lot to nearest main line sewer _____ ft

Is the subject lot(s) within the hillside ordinance boundary? Yes No

Preliminary Required Improvements:

Planning Case Referral Form Recommendation:

Dedication Required: Yes No

Street Widening Required: Yes No

Other Improvements Required: Yes No

If yes, please list preliminary required improvements:

VERIFY EXISTING
 CORNER CUT
 DEDICATION IS 15FT BY
 15FT AT NORTHWEST
 INTERSECTION OF
 WESTERN AVE AND 24TH
 ST OR PROVIDE
 VARIABLE DEDICATION
 TO MEET 15FT BY 15FT
 CORNER CUT
 DEDICATION.

2.5FT WIDENING ALONG
 24TH TO PROVIDE HALF
 ROADWAY OF 20FT.

CONSTRUCT NEW ADA
 CURB RAMP AT
 NORTHWEST
 INTERSECTION OF
 WESTERN AVE AND 24TH

ST PER LA CITY
STANDARD PLAN NO.
S-442-6

CONSTRUCT NEW FULL
HEIGHT CURB, GUTTER,
AND SIDEWALK WITH
APPROPRIATE
TRANSITIONS ALONG
FRONTAGE WITH 24TH ST
PER LA CITY
STANDARDS.

CLOSE ANY UNUSED
DRIVEWAYS ALONG
PROPERTY FRONTAGES
AND REPLACE WITH FULL
HEIGHT CURB, GUTTER,
AND SIDEWALK PER LA
CITY STANDARDS.

REPAIR DAMAGED,
CRACKED, OFF-GRADE
SIDEWALK ALONG
WESTERN AVE PER LA
CITY STANDARDS.

NOTE: The information on this PCRf is only a "preliminary recommendation" by BOE, which provides the applicant with a general understanding of what **may** be required by BOE. If the PCRf Recommendations for Dedication or Street Widening is marked "Yes", a formal investigation and engineering report will be required. The engineering report will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the engineering report.

Street Trees: If the PCRf Recommendation for Street Widening is marked "Yes", Street tree removals may be required. All street tree removals must be approved by the Board of Public Works. Applicant shall contact the Urban Forestry Division at (213) 847-3077 before proceeding with the Master Land Use Application.

In all cases, the Applicant will be required to close any unused driveways; remove and reconstruct broken, off-grade, or bad order concrete curb, gutter, driveways or sidewalk,; and install/replace public improvements, such as driveway aprons and access ramps, to meet ADA requirements.

Applicants with PCRf Recommendation of "Yes" for Dedication or Street Widening are advised to submit the following documents and pay the BOE investigation fee.

1. BOE investigation fee.
2. Two (2) copies of the Planning Master Land Use Application.
3. Two (2) copies of the project site plan.
4. Two (2) copies of the radius map.
5. Picture of the existing building, sidewalk, curb, and gutter.

Due to the possible implications that dedications and improvements may have on the development of a project, applicants that do not pay the BOE investigation fee for the preparation of a detailed engineering report may have their application placed on hold until such information is provided. Questions and concerns regarding the engineering report may be presented at the hearing.

Prepared by: Steve Melgar

Date: 10/04/2021



Eric Garcetti, Mayor
Ann Sewill, General Manager

DATE: April 29, 2021

TO: 2231 S. Western (LA), LLC, a Delaware limited liability company,
South Western Properties SWP, LLC, a Delaware limited liability company, collectively "Owner"

FROM: Marites Cunanan, Senior Management Analyst II
Los Angeles Housing and Community Investment Department

SUBJECT: **Housing Crisis Act of 2019 (SB 330)**
(Discretionary) Replacement Unit Determination
RE: 2137 – 2139 S. Western Ave., Los Angeles, CA 90016
2201 S. Western Ave., Los Angeles, CA 90016
2211 S. Western Ave., Los Angeles, CA 90016
2231 S. Western Ave., Los Angeles, CA 90016
2023 – 2025 W. 24th St., Los Angeles, CA 90016
2003 W. 24th St., Los Angeles, CA 90016
2011 W. 24th St., Los Angeles, CA 90016
2029 W. 24th St., Los Angeles, CA 90016

Based on the Application for a Replacement Unit Determination (RUD) submitted by 2231 S. Western (LA), LLC, a Delaware limited liability company and South Western Properties SWP, LLC, a Delaware limited liability company (Owner) for: no associated address on APN 5058-009-043; 2137 – 2139 S. Western Ave., 2201 S. Western Ave., 2211 S. Western Ave. on APN 5058-009-046 (lots FR 1, POR 2 Arb 3, FR PVT DRIVEWAY Arb 3, 29 Arb 3, FR 30 Arb 3); no associated address for APN 5058-009-049 (lots FR PVT DRIVEWAY Arb 4, FR 30 Arb 1, 29 Arb 1, 28, FR PVT DRIVEWAY Arb 2, POR 3, and POR 2 Arb 2); and 2231 S. Western Ave., 2003 W. 24th St., 2011 W. 24th St., 2023 – 2025 W. 24th St. on APN 5058-009-050 (previously -047 and -048; lots FR 2 Arb 1 and 2, 4 Arb 1 and 2, 6 Arb 1, 2, and 3, 8 Arb 1 and 2, and 10 Arb 2) (Property), the Los Angeles Housing and Community Investment Department (HCIDLA) has determined that no units are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

PROJECT SITE REQUIREMENTS:

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 proposed housing development project replaces those units as specified below. The replacement requirements below are applicable only 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.

Replacement of Existing Residential Dwelling Units.

The proposed housing development project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the project site within the past 5 years.

Replacement of Existing or Demolished Protected Units.

The proposed housing development project must also replace all existing or demolished "Protected Units." Protected Units are those residential dwelling units that are or were within the 5 years prior to the owner's application for a Replacement Unit Determination: **(1)** subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income, **(2)** subject to any form of rent or price control through a public entity's valid exercise of its police power within the **5** past years, **(3) occupied by lower or very low income**

households (an affordable Protected Unit), or (4) that were withdrawn from rent or lease per the Ellis Act, within the past 10 years.

Whether a unit qualifies as an affordable Protected Unit, is primarily measured by the income level of the occupants (i.e. W-2 forms, tax return, pay stubs etc.). In the absence of occupant income documentation, affordability will default to the percentage of extremely low, very low, and low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database, which is presently at 30% extremely low income, 19% very low income and 18% low income for Transit Oriented communities (TOC) projects and 49% very low income and 18% low income for Density Bonus (DB) projects. The balance of these unit(s) (i.e. 33%) are presumed above-low incomes and if subject to the Rent Stabilization Ordinance (“RSO”), must be replaced in accordance with the RSO. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

Relocation, Right of Return, Right to Remain for Occupants of Protected Units.

SB 330 also provides the right of first refusal for comparable units (i.e. same bedroom type) in the owner’s proposed new housing development to occupants of Protected Units. Therefore, for occupied units, the replacement units must be of the same bedroom type of the units demolished. The comparable replacement units must be provided at a rent or sales price affordable to the same or lower income category. Occupants of Protected Units also are entitled to receive relocation to state or local law, whichever provides greater assistance and the right to remain in their unit until 6 months before the start of construction.

THE PROPOSED HOUSING DEVELOPMENT PROJECT:

Per the statement received by HCIDLA on February 19, 2021, the Owner plans to construct a four hundred eleven (411) unit mixed-use structure (the existing sixty (60) unit and permitted forty-eight (48) unit structures are not a part of the project scope), according to Transit Oriented Communities (TOC) guidelines.

STATUS OF PROJECT SITE/PROPERTY:

Owner submitted an Application for a RUD for the Property on February 19, 2021. In order to comply with the required 10 year look back period, HCIDLA collected and reviewed data from February 2011 to February 2021.

Review of Documents:

Pursuant to the Owner’s Grant Deeds, the Property was acquired on September 21, 2018 (for APNs 5058-009-043 and -046) and August 18, 2015 (for APN 5058-009-041, which is now -049 and -050).

Please note, APN 5058-009-041 turned into 5058-009-047, -048, and -049. Although ZIMAS shows 5058-009-047 as a currently distinct APN, Assessor data shows that 5058-009-047 and -048 subsequently turned into 5058-009-050; thus, the application for the project only lists 5058-009-043, -046, -049, and -050 as the associated project APNs.

Google Earth, Google Street View, County Assessor Parcel Information (LUPAMS), DataTree indicate a use code of “0100 – Vacant Commercial Land” for APN 5058-009-043.

Google Earth, Google Street View, an internet search, Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, the Code, Compliance, and Rent Information System (CRIS) database, and the Rent Stabilization Ordinance (RSO) unit indicate a use code of “26TO – Commercial – Auto, Recreation Equipment, Construction Equipment Sale and Service” for 2137 – 2139 S. Western Ave., 2201 S. Western Ave., and 2211 S. Western Ave. Per the RSO unit, there are no residential units on this APN (5058-009-046). Google Earth, Google Street View, and the RSO unit confirmed that this APN was vacant land at the time of the application.

Google Earth, Google Street View, an internet search, Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, the Code, Compliance, and Rent Information System (CRIS) database, and the Rent Stabilization Ordinance (RSO) unit

indicate a use code of “2700 – Commercial – Parking Lot” for APN 5058-009-049 (previously part of 5058-009-041). There are no associated addresses for this APN.

Google Earth, Google Street View, an internet search, Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, the Code, Compliance, and Rent Information System (CRIS) database, and the Rent Stabilization Ordinance (RSO) unit indicate a use code of “0550 – Residential – Five or More Units” for 2003 W. 24th St., 2011 W. 24th St., 2023 – 2025 W. 24th St., 2029 W. 24th St., and 2231 W. Western Ave. According to the submitted SB 330 application, the current sixty (60) unit structure will not be demolished. The RSO unit confirmed that the 60-unit structure is not subject to the RSO. Please note, in the event that any units are demolished, the Owner will need to amend this determination and any applicable fees will apply.

Los Angeles Department of Building and Safety database indicates that the Owner has applied for Building Permit 18010-10000-05544 (permit not issued). Los Angeles Department of Building and Safety database indicates that the Owner has applied for Demolition permit 19029-10000-00024, 19019-10000-00998, and 19019-10000-01000; the permits have not been issued. Los Angeles Department of Building and Safety database indicates that the Owner has applied for Demolition permit 19019-10000-03050; the permit was issued on September 23, 2019. Los Angeles Department of Building and Safety database indicates that the Owner has applied for Demolition permit 19019-10000-03052; the permit was finalized on February 12, 2020.

REPLACEMENT UNIT DETERMINATION:

HCIDLA has determined that the Property included commercial structures, commercial vacant land, parking lot(s), and an existing sixty (60) unit structure. Provided no units continue to be demolished, the affordable replacement provisions of SB 330 do not apply to commercial structures, commercial vacant land, and parking lots. Further, this development does not require demolition of any prohibited types of housing; therefore, no SB 330 replacement affordable units are required.

If you have any questions about this RUD, please contact Michael Zirbes at michael.zirbes@lacity.org.

****WARNING****

LOT TIES AND EXISTING PRE-1978 SINGLE FAMILY DWELLING ON ONE LOT

ISSUE:	Is a LOT TIE required for the NEW proposed housing development project?
IF NO:	Owner’s existing Rent Stabilization (RSO) replacement obligation, if any, remains the SAME as above.
IF YES:	Owner’s existing RSO replacement obligation, if any, will INCREASE by one and the proposed housing development project will also be subject to the RSO, unless the existing single family dwelling is demolished before the lots are tied.

cc: Los Angeles Housing and Community Investment Department File
2231 S. Western (LA), LLC, a Delaware limited liability company,
South Western Properties SWP, LLC, a Delaware limited liability company
Planning.PARP@lacity.org, Department of City Planning

MAC:mz

Planning Case Referral Details

Applicant Information

Name: Andrew Svitek
Email: andrew@gonzaleslawgroup.com
Phone: (213) 279-6967
Business Address: 800 Wilshire Blvd., Suite 860, Los Angeles, 90017

Project Information

Project Address: 2003-2029 24th St., 2201-2231 S. Western Ave., Zip-Code: 90018
Total Site Area (Ac): 2.300
Approx. Impervious Area (Ac): 2.070
Approx. Pervious Area (Ac): 0.230
Percolation Test Done: No

Date Submitted

09-28-2021

Plan Checker Name

Sarah Youssef

Status

Plan Checker Reviewing

Uploaded Documents

[Download All Documents From This Section](#)

[PCR_ProposedArchitecturalPlan_092821024456.pdf](#)

Revisions:



REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

RELATED CODE SECTION: Los Angeles Municipal Code Section 16.05 and various code sections.

PURPOSE: The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with the Department of City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at <http://ladot.lacity.org>.
- A transportation study is not needed for the following project applications:
 - Ministerial / by-right projects
 - Discretionary projects limited to a request for change in hours of operation
 - Tenant improvement within an existing shopping center for change of tenants
 - Any project only installing a parking lot or parking structure
 - Time extension
 - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by LADOT.

SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

- Copy of Department of City Planning Application (CP-7771.1).
- Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.
- If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.
- Copy of project-specific VMT Calculator¹ analysis results.

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Office as follows:

Metro
213-972-8482
100 S. Main St, 9th Floor
Los Angeles, CA 90012

West LA
213-485-1062
7166 W. Manchester Blvd
Los Angeles, CA 90045

Valley
818-374-4699
6262 Van Nuys Blvd, 3rd Floor
Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: CPC-2021-8442-CU-DB-SPR-HCA

Address: 2201-2231 S. Western Ave. & 2003-2029 24th St., Los Angeles CA 90018

Project Description: Development with 364 residential units, of which 38 are affordable, and 70,220 sf retail.

Seeking Existing Use Credit (will be calculated by LADOT): Yes _____ No Not sure _____

Applicant Name: 2231 S. Western (LA), LLC

Applicant E-mail: andrew@gonzaleslawgroup.com Applicant Phone: (213) 279-6967

Planning Staff Initials: _____ Date: _____

2. PROJECT REFERRAL TABLE

	Land Use (list all)	Size / Unit	Daily Trips ¹
Proposed ¹	Multi-Family Housing	326	
	Affordable Housing - Family	38	
	General Retail	70,220 sf	
	<i>Total trips¹:</i>		
<p>a. Does the proposed project involve a discretionary action? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>b. Would the proposed project generate 250 or more daily vehicle trips²? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station³? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If YES to a. and b. or c., or to all of the above, the Project <u>must</u> be referred to LADOT for further assessment.</p> <p>Verified by: Planning Staff Name: _____ Phone: _____</p> <p style="text-align: center;">Signature: _____ Date: _____</p>			

¹ Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

² To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's [VMT Calculator User Guide](#) and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

³ Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

TO BE COMPLETED BY LADOT

3. PROJECT INFORMATION

	Land Use (list all)	Size / Unit	Daily Trips
Proposed			
	<i>Total new trips:</i>		
Existing			
	<i>Total existing trips:</i>		
<i>Net Increase / Decrease (+ or -)</i>			

- a. Is the project a single retail use that is less than 50,000 square feet? Yes No
- b. Would the project generate a net increase of 250 or more daily vehicle trips? Yes No
- c. Would the project result in a net increase in daily VMT? Yes No
- d. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? Yes No
- e. Does the project trigger Site Plan Review (LAMC 16.05)? Yes No
- f. Project size:
 - i. Would the project generate a net increase of 1,000 or more daily vehicle trips? Yes No
 - ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? Yes No
 - iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? Yes No

VMT Analysis (CEQA Review)

If **YES** to **a.** and **NO** to **d.** a VMT analysis is **NOT** required.
 If **YES** to both **b.** and **c.**; or to **d.** a VMT analysis **is** required.

Access, Safety, and Circulation Assessment (Corrective Conditions)

If **YES** to **b.**, a project access, safety, and circulation evaluation may be required.
 If **YES** to **e.** and either **f.i.**, **f.ii.**, or **f.iii.**, an access assessment may be required.

LADOT Comments:

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4. Specific Plan with Trip Fee or TDM Requirements: **Yes** **No**

Fee Calculation Estimate: _____

VMT Analysis Required (Question b. satisfied): **Yes** **No**

Access, Safety, and Circulation Evaluation Required (Question b. satisfied): **Yes** **No**

Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): **Yes** **No**

Prepared by DOT Staff Name: _____ Phone: _____

Signature: _____ Date: _____

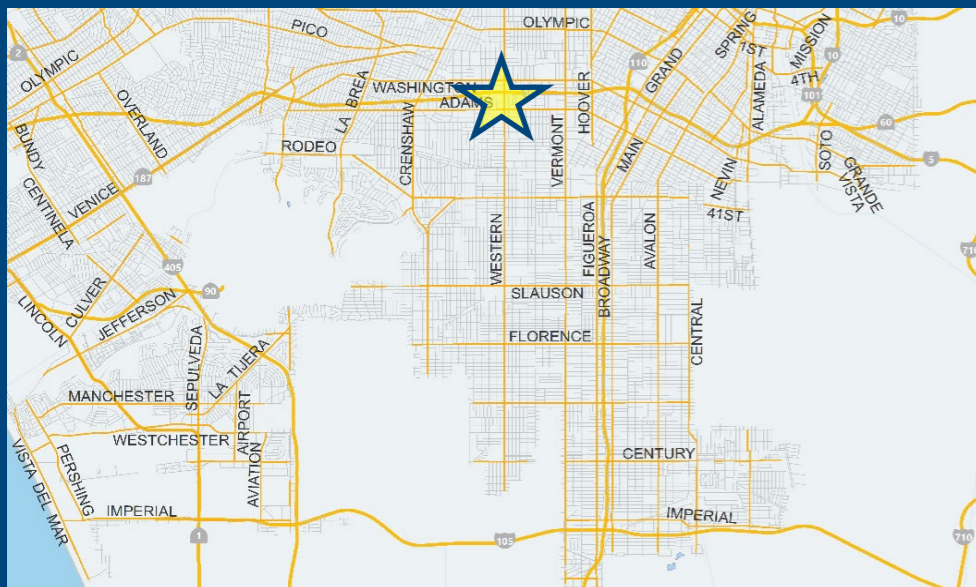
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

Project: 2211 S. Western Avenue
Scenario: Project
Address: 2211 S WESTERN AVE, 90018



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 Health Club		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	326	DU
Housing Multi-Family	326	DU
Retail General Retail	70.22	ksf
Housing Affordable Housing - Family	38	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
0 Daily Vehicle Trips	3,693 Daily Vehicle Trips
0 Daily VMT	26,180 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	3,693 Net Daily Trips
The net increase in daily VMT ≤ 0	26,180 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	70,220 ksf
The proposed project is required to perform VMT analysis.	



the focal point from truck dock to a better emphasized entrance for people—which should also increase the feeling of safety, with more people and activity central to the project

- If eliminating the new driveway to the south is absolutely impossible then the loading dock functions should instead be managed internally; in addition, maneuvering/backing-in large trucks into the traffic flows this close to the freeway off-ramp may *not* be an easy prospect
- Understood that the pedestrian lobby on 24th Street is intended to be the primary entrance for residents but the extreme length of corridors plus the overall scale of the project call for the north residential lobby to be much more than an afterthought, minimal in size and function
- DB entitlements don't provide much in the way of design authority, but the requirements do specify: *All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street-facing elevations*
- An opportunity exists to craft a much more considered pedestrian approach from Western; one suggestion was to create an arcade along the south edge of the commercial space as a shaded and hospitable space leading to a grander entrance for both the retail and residential entrances; far from being a loss of commercial space, it could serve as outdoor eating areas (for example grocery stores are increasingly reliant on offering prepared foods, that generate larger profits)
- The vehicular orientation is reinforced by the manner in which multiple elevators are scattered across the parking floor plates; clearly this is the way the building will most easily be accessed

360° Design:

- Good to see such a large retail space on such a busy corner, with all that freeway traffic from the offramp, and at least that the residential is elevated above
- The CPC will want to see much more detail, of the both the design intent and materiality of how the parking levels are screened, of how they might be wrapped with other uses in the future, or excess spaces reduced; parts of the parking level are more integrated with the
- With the bulk of the units on the north, logic would seem to dictate a major lobby in a more central location; the lack of any street presence or of entry to such a large project is troubling
- A good example of truly mixed-use, with a lot of retail and a lot of units that could become more of an urban district, with the *eyes on the street* effect of bringing lots of activity deep into the site
- Could create more of a self-contained urban neighborhood with the residents' and commercial activities mixing; a mews treatment of the fire lane could turn this negative into a positive by providing an opportunity to escape from all the traffic on Western, perhaps with the existing building housing small shops, cafés and outdoor eating areas
- Odd that the commercial has so much transparency along the freeway and western edge but with no way to enter, with the suggested entrance location at a nondescript spot rather than at what should be an important corner, where design could be played with as a focal point
- The architectural expression or language of the project was appreciated but it doesn't seem to have much relationship with that of the other two buildings on site

Climate-Adapted:

- Consider adding large skylights to the courtyard above the retail space, both to bring in natural light to enliven the store and to encourage more mixing of activities, with more interaction
- If an ultimate tenant for the retail space hasn't yet been identified, why is the loading dock being planned for such large trucks (especially when maneuvering space is so tight)
- Even with only a 5' setback along the western property boundary some landscaping, green screen or other treatment could help soften and buffer the transition from parking to schoolyard

CPC-2021-10278-CUP

Pedestrian First:

- .

360° Design:

-)

Climate-Adapted:

- ,



TECHNICAL MEMORANDUM

2211 WESTERN AVE

Environmental Case: ENV-2021-8443-EAF

Project Location: Northwest corner of intersection of S. Western Avenue and W. 24th Street, Los Angeles; includes the addresses of 2011 through 2211 S. Western Avenue.

Community Plan Area: South Los Angeles

Council District: 10

Project Description: 2231 S Western (LA), LLC and South Western Properties SWP, LLC (collectively the “Applicant”) own an approximately 3.8- acre property at the northwest corner of S Western Avenue and 24th Street in the City of Los Angeles (the “Property”). The Applicant has proposed to redevelop a portion of the Property that contains surface parking and vacant land (the “Development Site”) with a new mixed-use project (the “Project”). The Project would include a single integrated, 8-story mixed-use structure that contains one level of below grade parking, four partial levels of above grade parking, a two-story, approximately 70,220-square-foot retail store fronting Western Avenue, and approximately 364 residential units located partially on level 4 (above the retail) and entirely on levels 5 to 8. The new L-shaped structure would have a maximum height of up to approximately 90 feet above the lowest point on grade. The Project would set aside 38 of the residential units as very low-income units.

The Applicant is seeking a ministerial 35 percent density bonus pursuant to California Government Code Section 65915 (the “Density Bonus Law”) in exchange for an 11 percent set aside of very low-income units. In addition, the Applicant is also seeking approval from the City of a Conditional Use Permit (“CUP”) pursuant to LAMC Section 12.24.U.26 to allow an additional 10 percent density bonus for a total density bonus of 45 percent. As required by the LAMC, the Applicant would set aside additional very low-income units to support the increased density bonus pursuant to the CUP. In total, the Applicant would provide a set aside of 15 percent of base density as very low-income units, or 38 units. LAMC Section 12.22.A.25 implements the Density Bonus Law in the City. The Project would utilize one off-menu incentive and concession pursuant to LAMC Section 12.22.A.25(g) and Government Code Section 65915(d)(1) to allow an increased FAR of 3.25 to 1. The Project also would utilize one on-menu incentive and concession pursuant to LAMC Section 12.22.A.25(f)(1) to allow a 12 percent open space reduction. The Applicant is seeking waivers of development standards pursuant to Government Code Section 65915(e) to allow a 5-foot interior side yard and a 5-foot rear yard, to eliminate the transitional height requirement of LAMC Section 12.21.1.A.10, and to temporarily eliminate a covenant to provide 41 parking spaces for the benefit of 2231 Western Avenue. The Project would relocate these parking spaces in the Project’s proposed parking garage upon completion. The Applicant also seeks a ministerial parking reduction of 0.5 spaces per bedroom pursuant to AB 744 (Government Code Section 65915(p)). In addition, the Project would be subject to Site Plan Review pursuant to LAMC Section 16.05.

APPLICANT:

2231 S Western (LA), LLC
4700 Wilshire Boulevard
Los Angeles, CA 90010

PREPARED BY:

Meridian Consultants LLC
910 Hampshire Rd., Ste. V
Westlake Village, CA 91361

PREPARED FOR:

The City of Los Angeles
Department of City Planning
Environmental Analysis Section

OCTOBER 2022

TABLE OF CONTENTS

Section	Page
1.0 Introduction.....	1.0-1
2.0 Project Description	2.0-1
3.0 Basis For CEQA Review.....	3.0-1
4.0 Consistency with PRC 21099.....	4.0-1
5.0 Community Plan and Community Plan Implementation Overlay Consistency	5.0-1
6.0 SCAG Sustainable Communities Strategy Consistency	6.0-1
7.0 Environmental Impact Analysis.....	7.0-1

Appendices

A	Bus Schedules
B	CalEEMod Model Data
C	Phase I ESA
D	Noise Analysis Memorandum
E	Transportation Assessment

List of Figures	Page
1 Project Location Map	2.0-2
2 Site Plan	2.0-5
3 P1 Floor Plan.....	2.0-7
4 Level 1 Floor Plan	2.0-8
5 Level 2 Floor Plan	2.0-9
6 Level 3 Floor Plan	2.0-10
7 Level 4 Floor Plan	2.0-11
8 Level 5 Floor Plan	2.0-12
9 Level 6-7 Floor Plan.....	2.0-13
10 Level 8 Floor Plan	2.0-14
11 Building Elevations - East and South	2.0-15
12 Building Elevations - West and North.....	2.0-16
13 Connect SoCal Priority Growth Areas	6.0-10
14 Connect SoCal Transit Priority Areas	6.0-11
15 Connect SoCal High Quality Transit Areas	6.0-12
16 Connect SoCal Neighborhood Mobility Areas	6.0-13

List of Tables	Page
2.0-1 Proposed Floor to Area Ratio (FAR)	2.0-4
2.0-2 Proposed Commercial and Residential Parking Stalls	2.0-6
5.0-1 Project Consistency with CPIO General Purposes.....	5.0-3
6.0-1 Consistency with Connect SoCal Goals.....	6.0-3
6.0-2 Consistency with Connect SoCal Land Use Strategies.....	6.0-5
6.0-3 Consistency with Connect SoCal Land Use Tools.....	6.0-8
7.0-1 Project Consistency with City of Los Angeles Air Quality Element	7.0-14
7.0-2 Project Construction Schedule	7.0-18
7.0-3 Maximum Daily Construction Emissions	7.0-20
7.0-4 Maximum Operational Emissions	7.0-20
7.0-5 Localized Construction and Operational Emissions.....	7.0-21
7.0-6 Construction GHG Emissions.....	7.0-38
7.0-7 Operational GHG Emissions	7.0-38
7.0-8 Mandatory Regulatory Compliance Measures Within the 2017 Scoping Plan Update	7.0-40
7.0-9 Project Consistency with 2017 Scoping Plan Update	7.0-41
7.0-10 Project Consistency with 2020-2045 RTP/SCS.....	7.0-45

INTRODUCTION

PURPOSE

The California Environmental Quality Act (CEQA) requires the review of projects that involve the exercise of discretionary powers by a public agency and that could result in a physical change in the environment.

Section 15061 of the CEQA guidelines provides that once a lead agency has determined a project could be subject to CEQA, it shall determine if that project may be exempt from CEQA. The City of Los Angeles (the “City”), as lead agency, has evaluated the Project and determined that the Project meets all the criteria of Public Resource Code 21155.4 and therefore is exempt from CEQA.

In addition, the Project qualifies as “later activities” of a Program EIR as defined by CEQA Guidelines Section 15168(c) and the City has evaluated the Project and determined that the environmental effects of the Project are within the scope of the Program EIR.

This Technical Memorandum has been prepared to support these determinations.

PROJECT SUMMARY

The Property contains approximately 164,849 square feet of lot area and is situated on the west side of S. Western Avenue between 24th Street and Interstate 10. Portions of the Property are currently improved with a 60-unit residential structure and a separate, under construction 48-unit residential structure (the “Existing Structures”). The Property’s remaining lot area consists of the Development Site, containing approximately 100,112 square feet that has been utilized as a surface parking lot or is vacant land. The Applicant proposes to utilize the Development Site to construct a single, integrated eight story, mixed-use structure containing 364 dwelling units, approximately 70,220 square feet of retail floor area, and 512 parking spaces. The Project does not involve changes to the Existing Structures. The Project is described in more detail in **Section 2: Project Description**.

The Project is within the South Los Angeles Community Plan Area (CPA). In 2017 the City adopted an updated South Los Angeles Community Plan (the “Community Plan”), the South Los Angeles Community Plan EIR (the “Community Plan EIR”) and adopted the South Los Angeles Community Plan Implementation Overlay (CPIO) to implement the policies of the new Community Plan. The CPIO expressly states that it is a specific plan for purposes of Public Resources Code Section 21155, which allows for an exemption from CEQA for projects that meet the criteria described in Section 21155.4. In addition, the Community Plan EIR is considered a program EIR and CEQA Guidelines Section 15168 allows for “later activities” that are site specific operations within the scope of the program EIR to be considered as already evaluated by the program EIR.

2.0 PROJECT DESCRIPTION

EXISTING SITE CONDITIONS

The Property contains approximately 164,849 square feet of lot area and is situated on the west side of Western Avenue between 24th Street and Interstate 10. Portions of the Property are currently improved with the Existing Structures (a 60-unit residential structure and a separate, under construction 48-unit residential structure). The Development Site contains an area of 100,112 square feet and has been utilized as a parking lot or is vacant land. **Figure 1: Project Location Map** shows the Property's outline and the approximate locations of the Existing Structures. The Property is located in the geographic area analyzed in the Community Plan EIR.

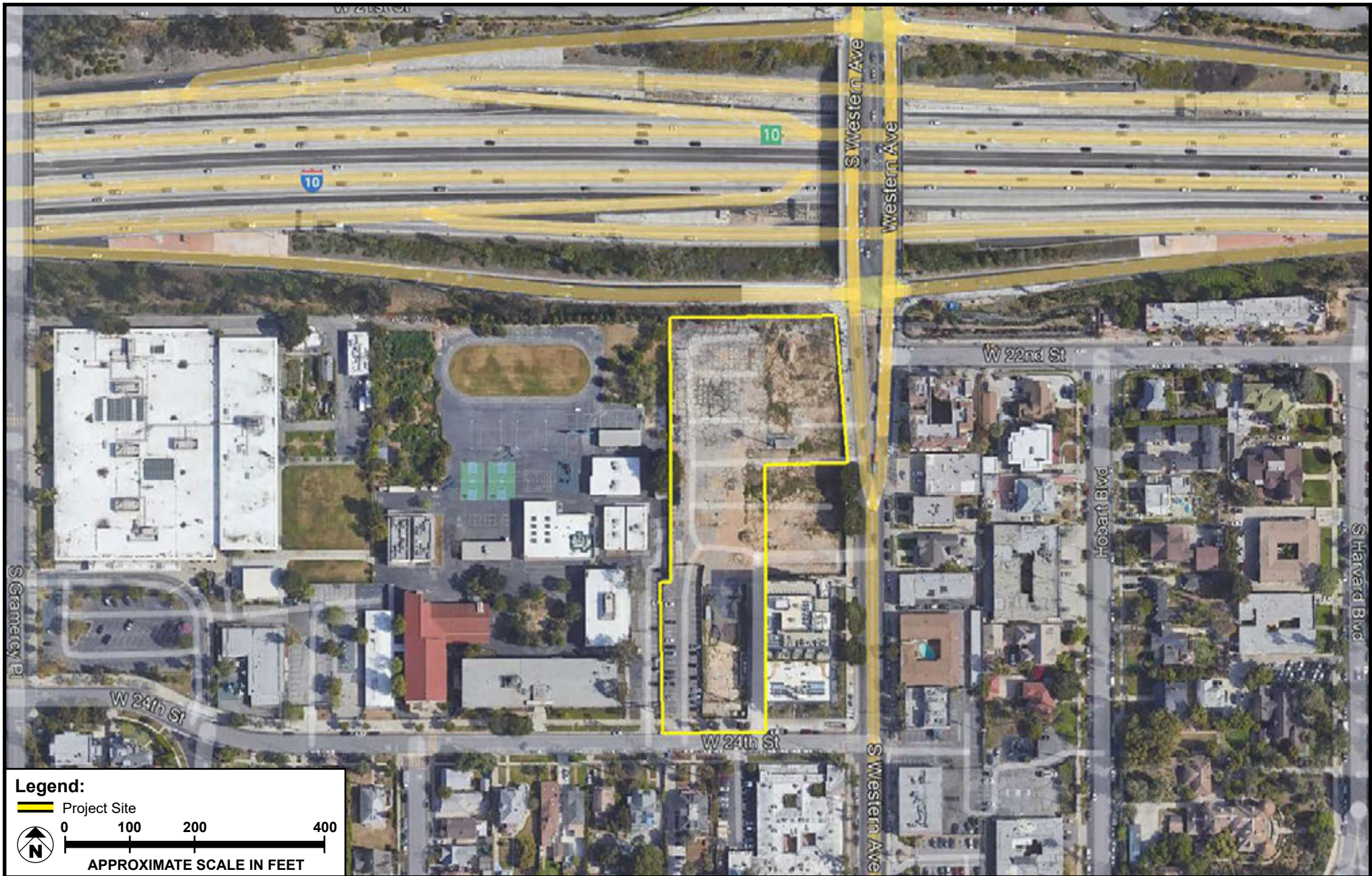
SURROUNDING LAND USES

Interstate 10 abuts the Property to the north. The Property abuts Western Avenue to the east, 24th Street to the south, and the 24th Street Elementary school to the west. Properties east of Western Avenue are improved with multifamily residential buildings of two to four stories in height and a church building. South of 24th Street is the West Adams Terrace Historic Preservation Overlay Zone (HPOZ). The structure across 24th street from the Property, at the southwest corner of Western Avenue and 24th Street is a brick commercial structure built in 1969 and not a contributing element to the HPOZ. However, the residential buildings to the west along the south side of W 24th Street are contributing structures to the HPOZ.

Western Avenue, abutting the Property to the east, is designated Avenue II with a corresponding 86-foot right-of-way and a required 43-foot half-width. 24th Street, abutting the Property to the south, is designated Collector Street with a corresponding 66-foot right-of-way and a required 33-foot half-width.

COMMUNITY PLAN DESIGNATION

As noted above, the Project is within the CPA, located approximately three miles southwest of Downtown Los Angeles with a total area of approximately 9,881 acres (approximately 15.4 square miles), inclusive of streets and other public rights-of-way. Approximately 7,272 acres of the CPA is developable land. South Los Angeles is characterized by diverse neighborhoods including Angelus Vista, Adams-Normandie, University Park, Exposition Park, Vermont Square, Vermont-Slauson, Manchester Square, Vermont Knolls, Gramercy Park, and Vermont Vista. It is generally bounded by Pico Boulevard to the north, Figueroa Street and Broadway to the east, 120th Street to the south, and Arlington Avenue and Van Ness Avenue to the west. The CPA is bordered by the Wilshire and Westlake CPAs to the north, the Harbor Gateway CPA, and the County of Los Angeles community of West Athens-Westmont to the south, the West Adams-Baldwin Hills Leimert CPA and City of Inglewood to the west, and the Southeast Los Angeles CPA to the east.



SOURCE: Google Earth - 2022

FIGURE 1

As also noted above, in 2017 the City adopted an updated Community Plan and adopted the CPIO to implement the policies of the new Community Plan. The Community Plan designates the Property as Corridors Subarea C or a “General Corridor.” The General Corridor Subarea allows for a broad range of commercial uses and also allows multifamily residential development. Both the Community Plan’s and CPIO’s potential impacts were analyzed in the Community Plan EIR.

Zoning

The Property is zoned C2-1-O-CPIO, which corresponds to a high intensity commercial zone in the “1” height district. C2 is a general commercial zone. C2-zoned properties in the 1 height district are typically limited to a maximum 1.5:1 FAR and are not limited in height or stories.

The Property’s CPIO suffix signifies its inclusion within the [South Los Angeles] CPIO.¹ Most of the Development Site was previously “P” zoned, which severely restricted uses, primarily to surface parking. The Property’s current zoning was implemented as part of the new Community Plan and the CPIO, which were both analyzed in the Community Plan EIR. In addition, CPIO Section II-1.B.1 restricts base density to one unit for every 400 square feet of lot area for mixed income developments including the Project. This base density is consistent with the underlying C2 zoning. The CPIO is discussed in more detail in **Section 5, Community Plan Consistency**.

The Property’s “O” suffix signifies that the Property is in an oil-related zone. However, the Project site is not utilized for oil extraction or production.

DEVELOPMENT PROGRAM

The Applicant proposes to utilize the Development Site to construct an eight story, mixed use structure with 364 dwelling units, approximately 70,220 square feet of retail floor area and 512 parking spaces. The Project does not involve changes to the Existing Structures. Maximum building height would be approximately 90 feet to the top of the parapet. The Project would contain approximately 325,302 square feet of floor area, for an FAR of approximately 3.25:1.

As shown in **Table 2.0-1: Proposed Floor to Area Ratio (FAR)**, the Project’s FAR reflects only the new floor area added to the Property by the Project and uses only the Development Site’s buildable area.² After construction, the Property’s total FAR (comprised of the floor area within the Project and the Existing Structure) would be approximately 2.64:1. The floor areas for the Existing Structures are shown for illustrative purposes only and are not part of the Project.

1 Ordinance 185927, effective 12/29/2018.

2 Per LAMC Section 12.03, buildable area equals floor area in commercial zones.

**TABLE 2.0-1
PROPOSED FLOOR TO AREA RATIO (FAR)**

	Development Site	2221 Western	2231 Western	Entire Property
Buildable Area (sq. ft.)	100,112	32,898	31,839	164,849
Proposed / Existing Floor Area	325,302	46,819	63,738	435,859
FAR	3.25:1	1.42:1	2:1	2.64:1

As shown in **Figure 2: Site Plan**, the Project is an L-shaped building that would sit on the Property's northern and western sides. The entrance to the Project's 70,220 square feet of retail floor area would be provided along Western Avenue. The retail component would be split between the first two floors.

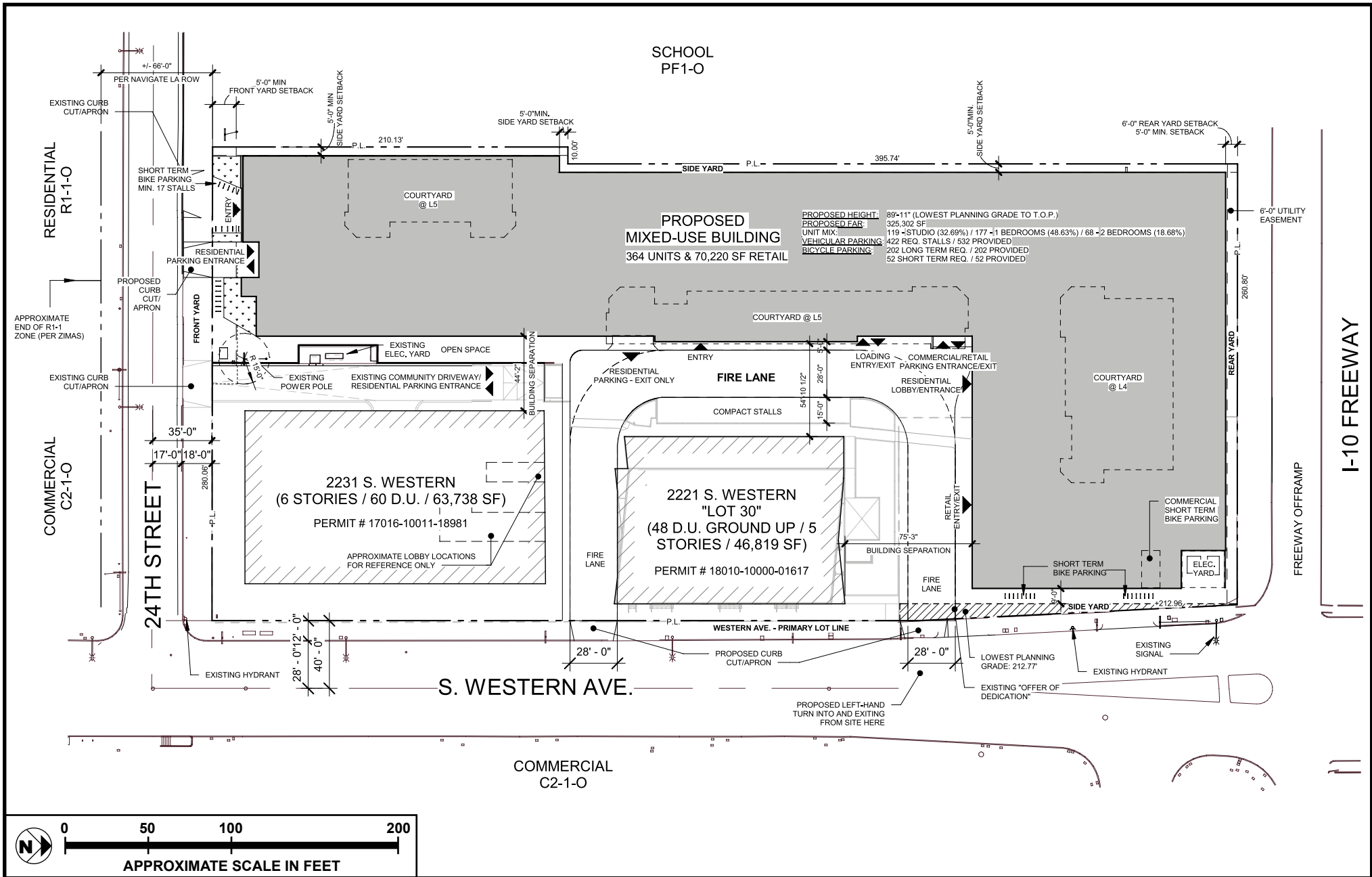
Each retail floor is approximately 15.5 feet in height, as such the roof of the second retail level is level with the top of the third floor of the residential portion of the Project.

The anticipated unit mix for the Project's 364 dwelling units would be 119 studios, 177 1-bedrooms, and 68 2-bedrooms. 38 of the 364 dwelling units would be very-low income (VLI) units. The remaining 326 dwelling units would be market rate. The 38 VLI Units would be interspersed throughout the Project. All 364 dwelling units would be located on the Floors 4-8; 41 dwelling units on the fourth floor, 77 units on the fifth floor, 85 units on both the sixth and seventh floors, and 76 units on the Project's eighth floor. The Project's open space includes a 1,793-square-foot amenity room on Level 1; a 1,237-square-foot amenity room on the fourth floor; a 3,045-square-foot amenity room on the fifth floor; open air decks on the first, fourth, fifth and eighth floors; as well as private balconies across all residential levels for a total of 33,822 square feet of open space.

Ingress and egress for the Project's commercial parking is located on Western Avenue, while the Project's residential parking's ingress and is provided at 24th Street via two separate driveways. There is also a residential egress onto Western Avenue via the south part of the circular driveway which may be improved with a traffic signal.³

Configuration of the proposed uses, parking spaces, open space, etc. are shown in **Figure 3: P1 Floor Plan** through **Figure 10: Level 8 Plan**.

³ For information about the possible installation of a traffic signal see discussion of Non-CEQA-Related Requirements and Considerations in the LADOT Assessment Letter dated February 23, 2022, and the section on Non-CEQA Transportation Analysis in the Transportation Assessment that are included as Appendix E of this document.



SOURCE: AC MARTIN - 10-21

FIGURE 2

Parking

The Project is an eight-story building with one floor of subterranean parking and 4 partial levels of above grade parking. **Table 2.0-2: Proposed Commercial and Residential Parking Stalls** describes proposed parking and the breakdown between commercial and residential parking stalls. Per AB 744, the Project is required to provide 0.5 residential parking spaces per bedroom or a total of 216 based on the anticipated unit/bedroom mixture noted above. Per the LAMC, the Project’s 70,220 square feet of retail floor area require 140 non-residential parking spaces. Currently, the Property is burdened with a covenant for 41 parking spaces for the benefit of 2231 Western Avenue, one of the Existing Structures. These 41 spaces will be replaced in the Project’s parking structure. The Project provides a total of 512 parking spaces, including 185 parking spaces for the commercial floor area, 266 parking spaces for the Project’s residential uses, 41 covenanted spaces for one of the Existing Structures as well as 20 additional spaces as replacement spaces for the currently under construction Existing Structure.

**TABLE 2.0-2
PROPOSED COMMERCIAL AND RESIDENTIAL PARKING STALLS**

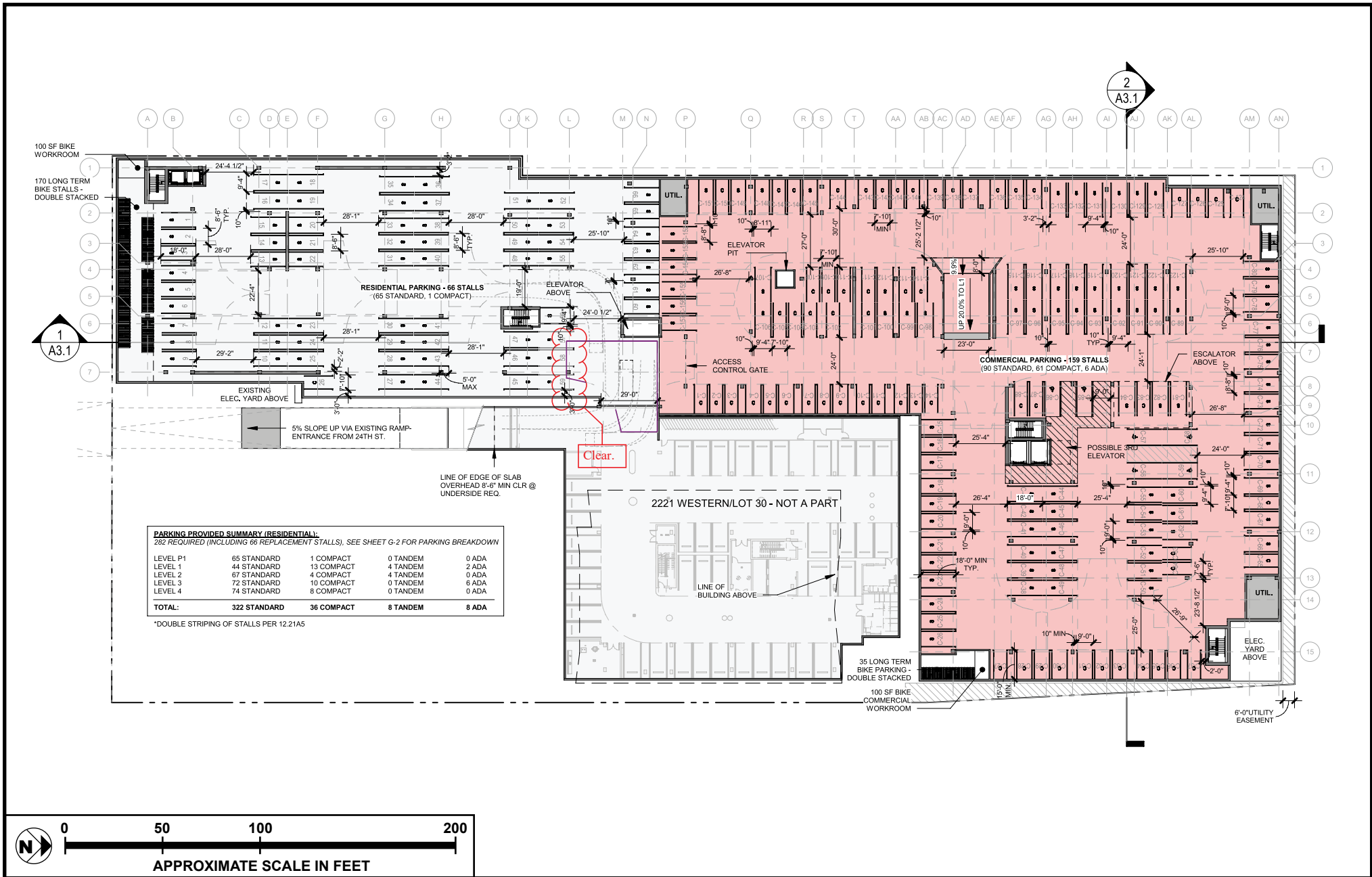
	Commercial	Residential	Total
Project Parking	185	266	451
Replacement Parking	19	42	61
Grand Total	204	308	512

Design

The Project’s façade provides a design aesthetic that creates visual interest by alternating materials across its facades. The Project’s materials may include but are not limited to various colors of stucco, metal paneling, vinyl windows, and translucent glass. Both the eastern and western facades include balconies that create natural articulation. The Project includes both a central courtyard above the retail floor area and a horseshoe courtyard at the building’s southern end. This horseshoe cutout provides adjacent units with more opportunities for open space and breaks up the massing to make the building’s design more appealing to those viewing the building from the west and south. The design of the building facades is illustrated in **Figure 11: Building Elevations—East and South** and **Figure 12: Building Elevations—West and North**.

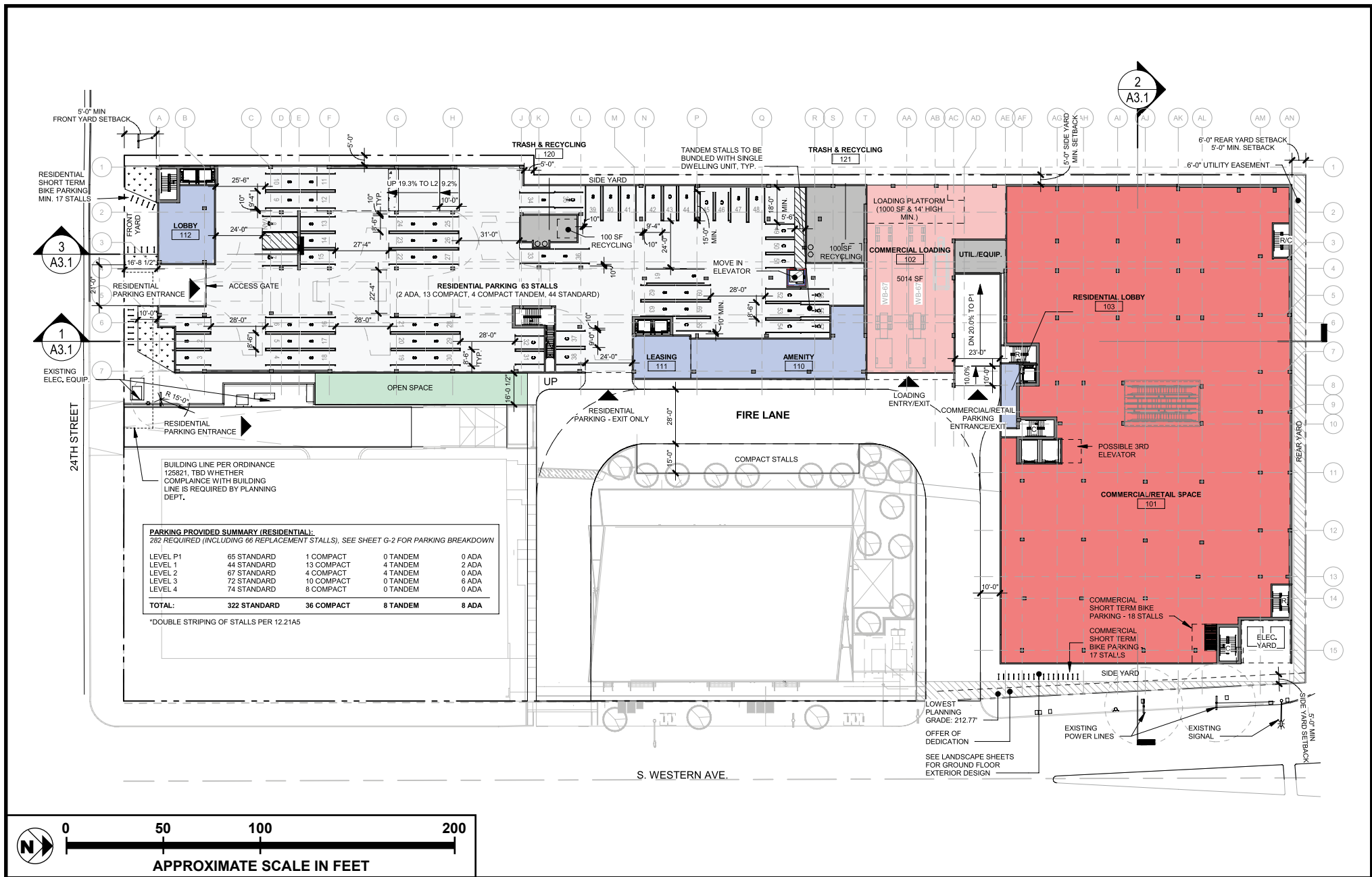
Landscaping

All exterior common open spaces would feature planted areas containing ground cover, shrubs, and ornamental trees. In addition, interior courtyards and skydecks would feature planters containing shrubs and ornamental trees. Trees would be planted along the perimeter of the building, along the streetscape and along the interior driveway. Portions of the south and west facades would feature a “green screen” of vine plantings.



SOURCE: AC MARTIN - 10-21

FIGURE 3

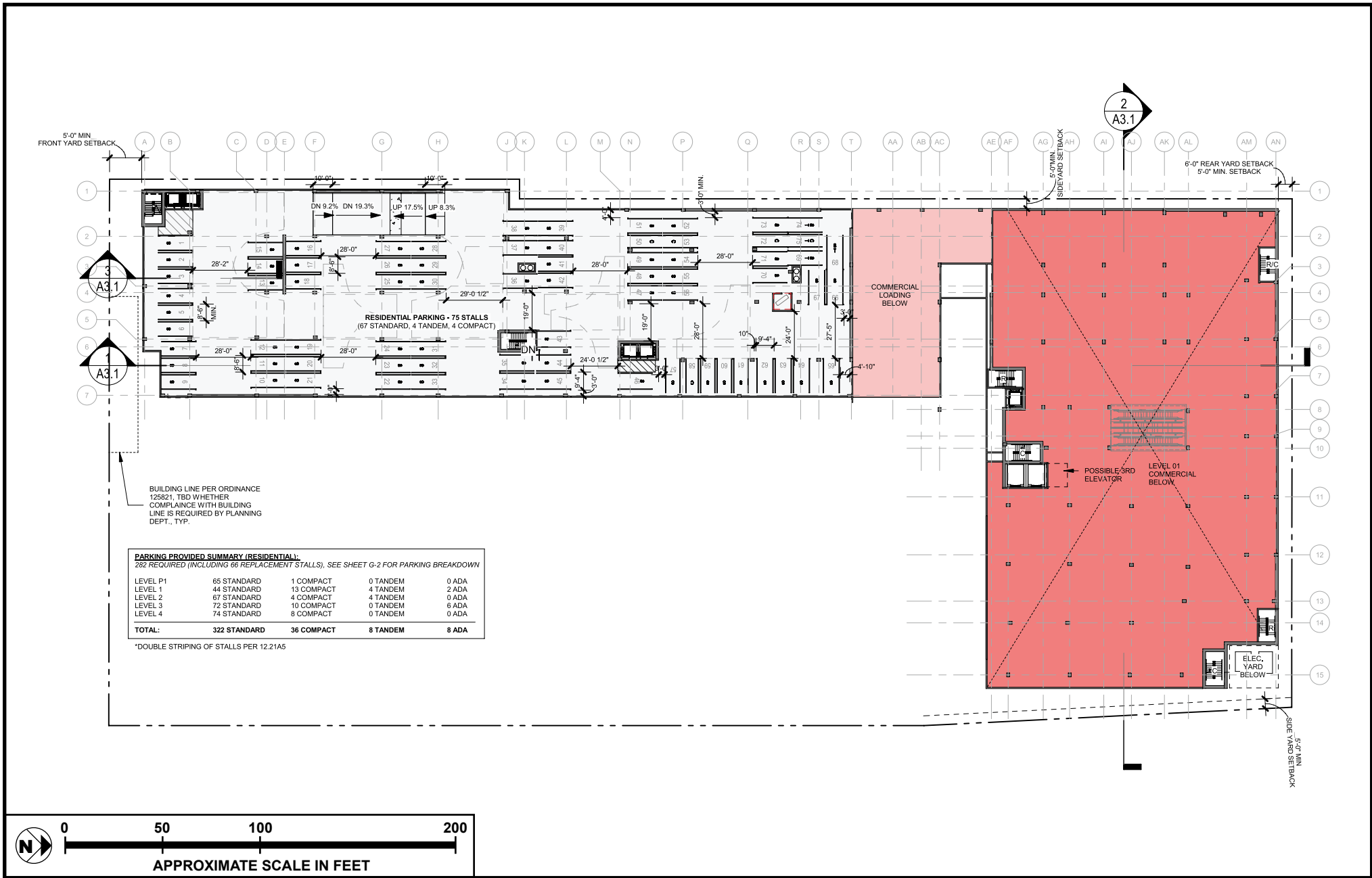


SOURCE: AC MARTIN - 10-21

FIGURE 4

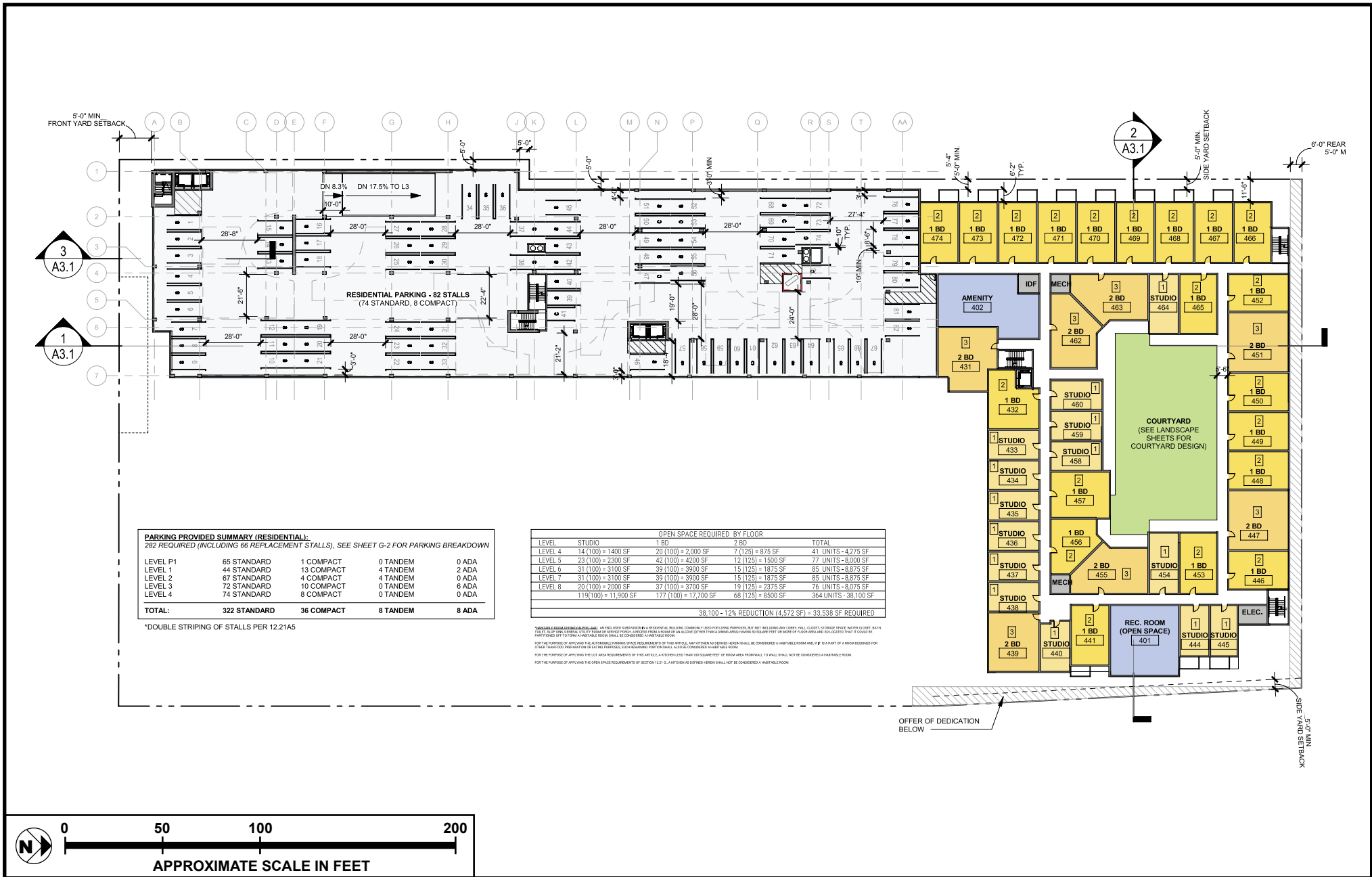


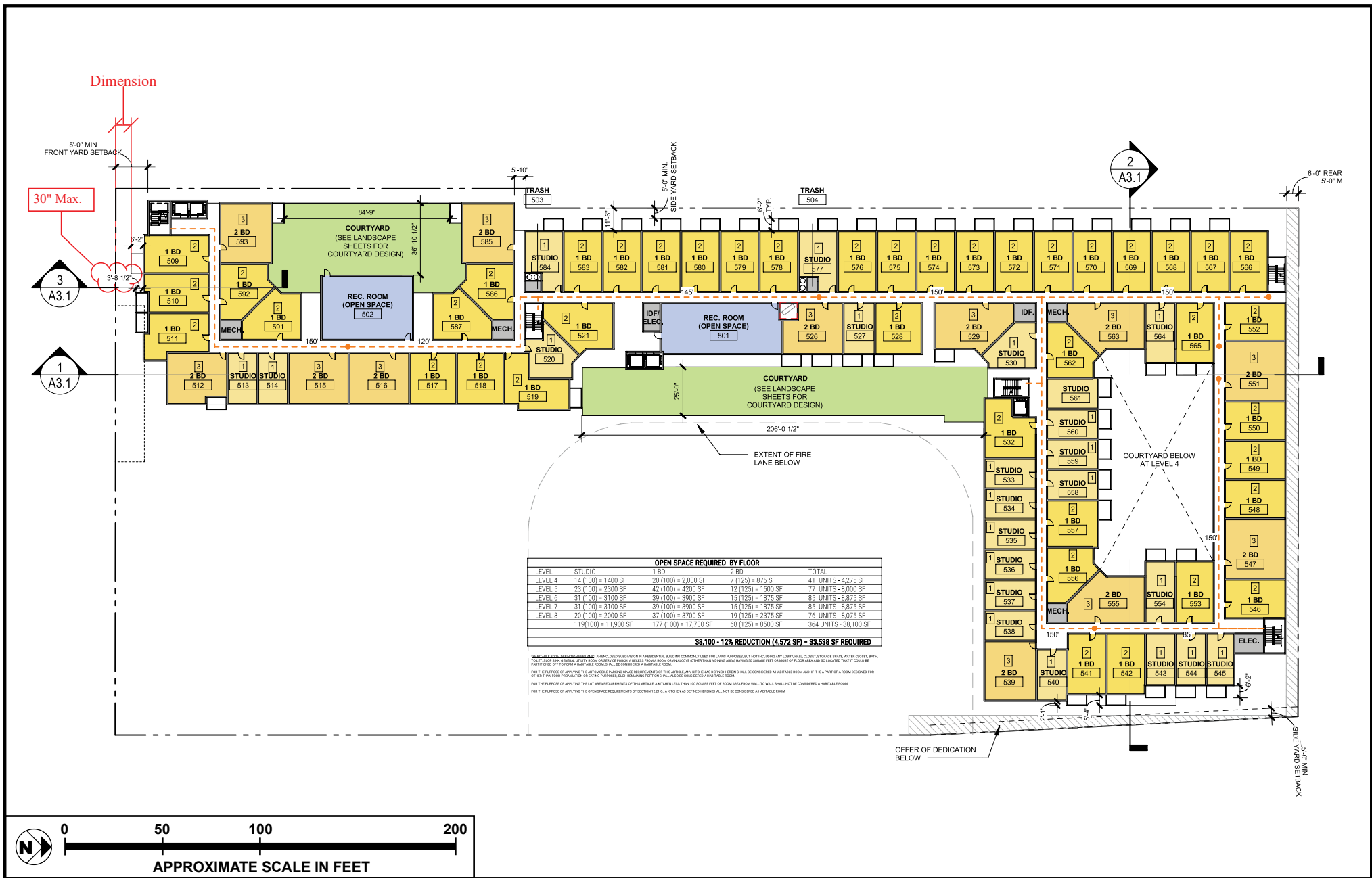
Level 1 Floor Plan



SOURCE: AC MARTIN - 10-21

FIGURE 5





SOURCE: AC MARTIN - 10-21

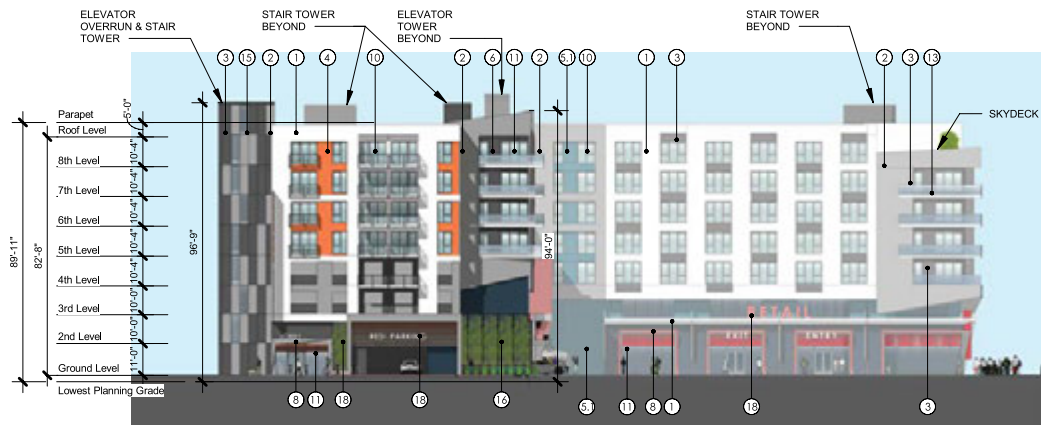
FIGURE 8



Level 5 Floor Plan



② EAST ELEVATION
1" = 40'-0"



① SOUTH ELEVATION
1" = 40'-0"

MATERIAL LEGEND

1. STUCCO A - WHITE
2. STUCCO B - LIGHT GRAY
3. STUCCO C - DARK GRAY
4. STUCCO D - ORANGE
- 5.1. STUCCO E - BLUE
- 5.2. STUCCO F - BLUE
- 5.3. STUCCO G - BLUE
6. ENHANCED MATERIAL - METAL PANEL
7. RED METAL PANEL
8. METAL PANEL SURROUND
9. METAL WALL PANELS
10. VINYL WINDOWS
11. WINDOW WALL
12. METAL RAILING
13. GLASS RAILING
14. METAL MESH RAILING
15. TRANSLUCENT GLASS
16. GREEN WALL/LANDSCAPE FEATURE
17. FEATURE WALL
18. ON SITE SIGNAGE ELEMENT

SOURCE: AC MARTIN - 10-21

FIGURE 11



② WEST ELEVATION
1" = 40'-0"



① NORTH ELEVATION
1" = 40'-0"

MATERIAL LEGEND

1. STUCCO A - WHITE
2. STUCCO B - LIGHT GRAY
3. STUCCO C - DARK GRAY
4. STUCCO D - ORANGE
- 5.1. STUCCO E - BLUE
- 5.2. STUCCO F - BLUE
- 5.3. STUCCO G - BLUE
6. ENHANCED MATERIAL - METAL PANEL
7. RED METAL PANEL
8. METAL PANEL SURROUND
9. METAL WALL PANELS
10. VINYL WINDOWS
11. WINDOW WALL
12. METAL RAILING
13. GLASS RAILING
14. METAL MESH RAILING
15. TRANSLUCENT GLASS
16. GREEN WALL/LANDSCAPE FEATURE
17. FEATURE WALL
18. ON SITE SIGNAGE ELEMENT

SOURCE: AC MARTIN - 10-21

FIGURE 12

Project Construction

Construction of the Project would occur in several stages and is expected to last approximately two and a half years. The construction schedule would include demolition which is expected to last around 20 days. Shoring and/or grading would take approximately 8 weeks. Foundation construction would take approximately 12 weeks. Building and construction is expected to take around 18 months. While the majority of construction activities would be contained within the Development Site boundaries, construction fences could encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Development Site.

Approval Actions

The Applicant is seeking a ministerial 35 percent density bonus pursuant to the Density Bonus Law in exchange for an 11 percent set aside of VLI units. In addition, the Applicant is also seeking approval from the City of a CUP pursuant to LAMC Section 12.24.U.26 to allow an additional 10 percent density bonus for a total density bonus of 45 percent. The Applicant would set aside additional VLI units to support the increased density bonus pursuant to the CUP. In total, the Applicant would provide a set aside of 15 percent of base density as VLI units, or 38 units.

LAMC Section 12.22.A.25 implements the Density Bonus Law in the City. The Project would utilize one off-menu incentive and concession pursuant to LAMC Section 12.22.A.25(g) and Government Code Section 65915(d)(1) to allow an increased FAR of 3.25 to 1. The Project also would utilize one on-menu incentive and concession pursuant to LAMC Section 12.22.A.25(f)(1) to allow a 12 percent open space reduction.

The Applicant is also seeking waivers of development standards pursuant to Government Code Section 65915I to allow a 5-foot interior side yard and a 5-foot rear yard, to eliminate the transitional height requirement of LAMC Section 12.21.1.A.10, and to temporarily eliminate a requirement to provide 41 parking spaces for the benefit of 2231 Western Avenue. The Project would relocate these parking spaces in the Project's proposed parking garage upon completion. The Applicant also seeks a ministerial parking reduction of 0.5 spaces per bedroom pursuant to AB 744 (Government Code Section 65915(p)).

In addition, the Project would be subject to Site Plan Review pursuant to LAMC Section 16.05.

3.0 BASIS FOR CEQA REVIEW

Overview and Requirements of Public Resources Code 21155.4

Public Resource Code 21155.4 provides criteria for a Project to be exempt from CEQA. The applicability of these criteria is discussed in this document as follows.

1. The Project is a residential, employment center, or mixed-use development project, including any subdivision, or any zoning change. **Section 2: Project Description** of these findings describes how the Project meets this criterion.
2. The Project is within a transit priority area as defined by PRC Section 21099. **Section 4: Consistency with PRC 21099** of these findings describes how the Project meets this criterion.
3. The Project is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified. **Section 5: Community Plan and Community Plan Implementation Overlay Consistency** of these findings describes how the Project meets this criterion.
4. The Project is consistent with the provisions and policies of the applicable Sustainable Communities Strategy. **Section 6: SCAG Sustainable Communities Strategy Consistency** of these findings describes how the Project meets this criterion.
5. The criteria specified in Public Resources Section 21166 have not occurred. **Section 7: Environmental Impact Analysis** of these findings describes how the Project meets this criterion.

Overview and Requirements of CEQA Guidelines Section 15168

CEQA Guidelines Section 15168(a) defines a program EIR as [a]n EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically, (2) as logical parts in the chain of contemplated actions, (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The Community Plan EIR meets the definition under Guidelines Section 15168(a) of a Program EIR because it analyzed all subsequent development related geographically in the Community Plan project area that would foreseeably occur from the adoption of the Community Plan, and that development was found to have similar impacts which could be mitigated in similar ways.

CEQA Guidelines Section 15168(c) sets forth criteria to use a program EIR for “later activities.” The applicability of these criteria is discussed in this document as follows:

- (1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. That

later analysis may tier from the program EIR as provided in Section 15152. **Section 7: Environmental Impact Analysis** of these findings describes how the Project meets this criterion.

(2) If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR. **Section 5: Community Plan and Community Plan Implementation Overlay Consistency** of these findings describes how the Project meets this criterion.

(3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program. **Section 7: Environmental Impact Analysis** of these findings describes how the Project incorporates the mitigation measures developed in the program EIR.

(4) Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR. **Section 7: Environmental Impact Analysis** of these findings describes how the Project meets this criterion.

4.0 CONSISTENCY WITH PRC 21099

Public Resources Code 21155.4(a)(1) requires that an exempt project must be within a Transit Priority Area as defined in Section 21099.

Public Resources Code 21099 defines a Transit Priority Area as an area within one-half mile of a major transit stop that is existing or, if planned, is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. Public Resources code 21099 defers to Public Resources Code 21064.3 for the definition of major transit stop.

Public Resources Code 21064.3 defines a major transit stop as: (a) an existing rail or bus rapid transit station; (b) a ferry terminal served by either a bus or rail transit service; or (c) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

The Project is within less than one-half mile of the intersection of Western Avenue and West Adams Boulevard at which Metro Bus line 207, which runs north-south along Western Avenue, intersects with Metro Bus line 37, which runs east-west along Adams Boulevard. The intersection is also served by the LADOT Midtown DASH bus line. This qualifies as a major transit stop because the frequency intervals of Metro Bus line 207 and 37 are both 15 minutes or less during peak commute periods.⁴ As such, the Project meets the criteria of being located within a Transit Priority Area.

4 The current schedules for these lines are included with this document as **Appendix A**.

5.0 COMMUNITY PLAN AND COMMUNITY PLAN IMPLEMENTATION OVERLAY CONSISTENCY

INTRODUCTION

CEQA Guidelines 15168(c)(2) states that a later activity must be consistent with “the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.” In addition, Public Resources Code Section 21155.4(a)(2) requires that an exempt project must be “undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified.” The Project is located within the South Los Angeles CPA. In 2017 the City adopted an updated Community Plan and adopted the CPIO (to implement the Community Plan) for which the Community Plan EIR was prepared and certified.

Section 1-10 of the CPIO states that “For purposes of CEQA compliance for subsequent projects approved with a CPIO Approval, including, but not limited to, consideration of a CEQA clearance pursuant to Government Code Section 65457, Public Resources Code Section 21155.4; or CEQA Guidelines, Sections 15183 or 15183.3, the South Los Angeles CPIO District shall operate and be treated as a specific plan, zoning ordinance, and a prior plan level decision for which and EIR was certified.”

As such, the Project would meet the criteria of CEQA Guidelines 15168(c)(2) if it is consistent with the type of allowable land use, overall planned density and building intensity of the Community Plan and the geographic area analyzed in the Community Plan EIR and meets the criteria of PRC 21155.4(a)(2) if it implements and is consistent with the CPIO. As shown below, the Project is consistent with both the Community Plan and with the CPIO’s general purposes and the CPIO’s development standards.

COMMUNITY PLAN

The Project would be consistent with the applicable goals and policies in the Community Plan. The Project Site is located within an urbanized portion of the CPA. The Community Plan goals and policies address residential, commercial, and industrial development. The Community Plan’s implementation strategies and programs address commercial revitalization, health, and sustainability as well as historic preservation and the conservation of neighborhood character. The Community Plan designates the Project Site for Neighborhood Commercial uses. The Project Site is located near the intersection of the existing Western Avenue commercial corridor and an existing residential community along 24th Street.

The Community Plan’s primary goal for commercial corridors is to revitalize underutilized commercial areas through new development along major corridors. The Neighborhood Commercial land use designation is located throughout the community, providing daily convenience services to people living in nearby residential areas as well as providing some additional housing opportunities. The

Neighborhood Commercial land use designation encourages vibrant and attractive streets with pedestrian-oriented development facing the sidewalks and with parking located out of view.

The Project would provide a mix of uses in an urban area of South Los Angeles along Western Avenue. The Project would promote pedestrian activity along Western Avenue and 24th Street while providing a mix of market-rate and affordable housing units in close proximity to transit and employment opportunities. The Project's residential and retail uses would serve the existing community and regenerate neighborhood character. The Project would enhance existing neighborhood character by creating a mixed-use development of appropriate height and massing that would be consistent with the existing commercial corridor and residential community along Western Avenue and 24th Street. The Project would encourage a balance of jobs and housing growth in a location with supportive infrastructure and compatible uses. As such, the Project would be consistent with the type of allowable land use, overall planned density and building intensity, and geographic area analyzed in the Community Plan.

CPIO GENERAL PURPOSES

The CPIO, in part, sets out the following purposes as listed in **Table 4.0-1: Project Consistency with CPIO General Purposes** below. The Project's consistency with the applicable or relevant purposes is also shown, indicating that the Project implements the purposes of the CPIO and is therefore consistent with the general purposes of the CPIO.

CPIO DEVELOPMENT STANDARDS

The Property is located within the CPIO's General Corridor subarea, and specifically Subarea C of the General Corridor subarea.⁵ The CPIO's applicable development standards and the Project's consistency are identified below under topical subheadings.

5 CPIO, Fig. I.

**TABLE 5.0-1
PROJECT CONSISTENCY WITH CPIO GENERAL PURPOSES**

Purpose	Consistency With and Implementation of Purpose
<p>A. To implement the goals and policies of the South Los Angeles Community Plan.</p>	<p>Not applicable. This is stated as a goal of the implementation of the CPIO itself.</p>
<p>B. To provide supplemental development regulations tailored to the Community Plan Area in order to promote better urban design and ensure that development enhances the aesthetic character of the community, maintains compatible land uses, and appropriate development scale intensity, and density.</p>	<p>The Project is consistent with this purpose by increasing the aesthetic character of the Development site, which is currently vacant or used as a parking lot, thereby increasing the aesthetic character of the surrounding community. The Property’s mixed-use nature also contributes to both the nearby residential community and the commercial corridor on which it is located, as it conforms to both uses. Additionally, the Project relies on the Density Bonus Law and the City’s CUP process to achieve a density bonus of 45 percent and an incentive to increase FAR in exchange for a set aside of 38 VLI units. Accordingly, the Project’s intensity and density are consistent with the CPIO.</p>
<p>C. To create approval processes, including a ministerial administrative clearance process which enabled infill development that will positively impact communities in conformance with [the CPIO].</p>	<p>This is not directly applicable to the Project, as the Project does not create an approval process. However, the Project is going through an approval process and is the exact type of development contemplated by this purpose within the CPIO. The Project is consistent with this purpose by positively impacting the surrounding community through infill development, by enhancing the character of Development Site which is either vacant or used as a parking lot. The Project’s mixed-use nature also positively impacts the community by decreasing reliance on automobiles for residents nearby, who can walk to the Property’s commercial uses.</p>
<p>D. To ensure appropriate height, intensity, and transition in order to protect residential neighborhoods from incompatible development and uses along the commercial corridors.</p>	<p>The Project’s height, intensity, and transition are consistent with the CPIO and State of California’s Density Bonus Law. This is discussed in greater detail below.</p>
<p>E. To encourage mixed-income and affordable housing development and minimize potential displacement.</p>	<p>The Project is a mixed-income development and sets aside 15 percent of the base residential density as VLI units. The Project does not displace any residents, as it is being built on vacant land.</p>
<p>F. To encourage a diversified range of retail and services that meets the need of the community.</p>	<p>The Project is mixed-use and will incorporate a commercial portion, which will contribute to the diversity of retail and services to the surrounding community.</p>
<p>G. To improve the health and welfare of the community by limiting certain uses, including those uses that are over-concentrated or that rely on a standardized development typology dominated by excessive automobile orientation.</p>	<p>The Project is near transit and uses incentives and concessions provided by California’s Density Bonus Law to reduce parking and encourage residents to use public transportation, thereby decreasing reliance on automobiles and contributing to the walkability of the surrounding community.</p>
<p>H. To foster revitalization of properties along the commercial corridors throughout the Community Plan Area.</p>	<p>The Project revitalizes a commercial corridor in the community plan area by building a mixed-use commercial and residential project on land that currently sits vacant and underutilized.</p>

**TABLE 5.0-1
PROJECT CONSISTENCY WITH CPIO GENERAL PURPOSES**

Purpose	Consistency With and Implementation of Purpose
I. To promote and facilitate revitalization of properties in close proximity to major transit stops including the Metro's Expo Line Light Rail Transit (LRT), Green Line LRT and Metro Rapid bus lines.	The Property is easily accessible to nearby public transit. It is located approximately 770 feet from the Intersection of Adams Boulevard and Western Avenue. This intersection is served by LA Metro Bus Route 207 (north/south along Western Avenue between Hollywood and Hawthorne) and LA Metro Bus Route 37 (east/west along Adams Boulevard). Both routes 207 and 37 provide service intervals no longer than 15 minutes during peak commute hours. LA Metro Bus Route 207 provides direct drop off at the Metro E Line Expo/La Brea Station (formerly the Expo Line), which is approximately 1 mile from the Property.
J. To encourage the creation of pedestrian-friendly, multi-modal transit centers where jobs, housing, and goods and services are all located within walking distance of transit.	The project is pedestrian-friendly, as it is mixed use, and will incorporate commercial uses at the base which will create walkable access to stores for the nearby community and within walking distance of transit.
K. To discourage non-industrial uses in industrial districts and preserve viable industrial land for the emergence of innovative new clean technology, information technology, and green technology uses.	Not applicable. The Project is not in an industrial district.
L. To protect residential uses from adjacent industrial uses through appropriate screening, buffering and use compatibility.	Not applicable. The Project does not have industrial uses.
M. To preserve and protect neighborhood identity, including protecting both designated and eligible non-designated historic resources and distinctive character defining elements of existing development.	The Project contributes to and improves on the existing character of its surrounding neighborhood by revitalizing a currently vacant lot, and by creating a walkable mixed-use project that benefits the surrounding community. No historic resources are impacted by the Project because none exist on the Development Site (or the Property).

Building Density

Pursuant to CPIO Section II-1.B.1, all properties within the General Corridor subarea are allowed a residential density of one unit for every 400 square feet of lot area for “density bonus projects”. The CPIO defines “density bonus projects” as a project that meets the eligibility requirements of and elects to use the density increases, waivers and incentives set forth in LAMC Section 12.22.A.25. Satisfying LAMC 12.22.A.25's eligibility requires a project set aside at least 5 percent of a property's base density as VLI units. The Project would set aside 15 percent of base density as VLI units, or 38 VLI dwelling units, well above the eligibility requirement. Moreover, the Project is requesting both incentives and waivers and thus meets the CPIO's definition of “density bonus project.” The Project is, therefore, permitted a base density of one unit for every 400 square feet of lot area. The Project also seeks a 35 percent ministerial density bonus pursuant to LAMC Section 12.22.A.25 and a CUP pursuant to LAMC

Section 12.24.U.26 to allow an additional 10 percent bonus density for a total density bonus of 45 percent.

LAMC Section 12.22.A.25 implements the Density Bonus Law (California Government Code Section 65915), meaning that a grant of a ministerial density bonus under LAMC Section 12.22.A.25, is the equivalent of a grant of ministerial density bonus under the Density Bonus Law. Therefore, because the 35 percent density bonus is based in the Density Bonus Law, the Project remains consistent with the CPIO.

The additional 10 percent of density requested is made pursuant to LAMC Section 12.24.U.26. Until recently, the Density Bonus Law was capped at a maximum density bonus of a 35 percent.⁶ The Density Bonus Law was updated in 2020 pursuant to Assembly Bill 2345 (effective January 1, 2021), which increased the maximum available ministerial density bonus through the Density Bonus Law from 35 percent to 50 percent. As noted above, the CPIO defines a Density Bonus Project as “a Project that meets the eligibility requirements of and elects to use the density increases, waivers and incentives set forth in LAMC Section 12.22.A.25.”⁷ The language in the CPIO is not expressly consistent with AB 2345’s 50 percent density bonus grant, because it predates AB 2345, and thereby predates the now-mandatory 50 percent density bonus increase permitted under AB 2345. AB 2345 requires cities to adopt an ordinance detailing how it will implement the density bonus law.⁸ However, AB 2345 contains an exception to this rule, noting that a city “that has adopted an ordinance or program...that incentivizes the development of affordable housing that allows for density bonuses that exceed the density bonuses required by the Density Bonus Law effective through December 31, 2020 (i.e., 35 percent), is not required to amend or otherwise update its ordinance.” LAMC Section 12.24.U.26 provides a discretionary CUP for granting increased density bonuses in excess of 35 percent. While not a ministerial process, the CUP could be used to obtain a density bonus of 50 percent as required under AB 2345. In this regard, the LAMC can be read to remain consistent with the implementation requirements of AB 2345 and the CPIO should be considered as consistent with AB 2345 to remain in compliance with California law. Density granted under LAMC Section 12.24.U.26, therefore, is consistent with the Density Bonus Law and the CPIO.

Floor Area Ratio (FAR)

The Property’s lots are zoned C2-1-CPIO. C2-zoned properties in the 1 height district are typically limited to a maximum FAR of 1.5:1. The CPIO does not expressly impose any additional FAR restrictions within Subarea C (General Corridors). The Project utilizes an off-menu incentive pursuant to LAMC Section 12.22.A.25(g) to obtain an FAR of 3.25:1. Because the FAR incentive is based in the Density Bonus Law, the Project remains consistent with the CPIO.

6 Gov. Code Section 65915 subd. (f).

7 CPIO, p. 10.

8 AB 2345, subd. (8).

Building Height

The Property's zoning does not directly limit the height of buildings. Further, the CPIO does not directly regulate the height of buildings but imposes transitional height requirements between Affordable Housing Projects, Density Bonus Project, and TOC projects that are abutting or across an alley from a property in the RD1.5 or more restrictive zone.⁹ Here, the Project requests a Waiver of Development Standards from transitional height requirements pursuant to Government Code Section 65915(e). Because the requested waiver is based in the Density Bonus Law, the Project remains consistent with the CPIO.

Building Disposition

The Project is consistent with the CPIO's Building Disposition standards. The CPIO's Building Disposition standards regulate: (1) breaking up of street facing facades where the cumulative total exceeds 300 feet in length; (2) percentage of frontage located along the Primary Lot Line, (3) lot coverage; (4) landscape buffer; and (5) residential setbacks.

The Project has two street-facing facades, approximately 150 feet along 24th Street, and approximately 200 feet along Western Avenue. Neither of these facades triggers the CPIO's breaking up of street-facing facades requirement. Next, the Project's primary frontage is located at the Property's Primary Lot Line. The Property abuts the street in two areas, along Western on the northernmost corner, and along 2⁴th Street at the southernmost corner. Western Avenue is considered the Property's Primary Lot Line. Further, the CPIO's frontage requirements only apply to Subarea A (Neighborhood-Serving Corridors) within the General Corridors Subarea. The Project is within Subarea C (General Corridors), and therefore the frontage requirements are not applicable. The Project's lot coverage is also greater than the minimum 30% requirement of the CPIO, as the Project covers almost the entirety of the Development Site.

The CPIO requires that properties abutting lots zoned RD1.5 or more restrictive zones provide a 5-foot landscape buffer.¹⁰ The Development Site does not abut any such lots and is thereby not required to provide such buffers.

Finally, the CPIO requires that residential-only projects with no active floor area be set back at least six feet and not more than ten feet from the property line.¹¹ Mixed-use projects have no set back requirements.¹² The Project is mixed-use, with an active commercial ground floor, and therefore does not require setbacks under this portion of the CPIO.

9 CPIO, p. 31-32.

10 CPIO, p. 34.

11 CPIO, p. 34.

12 CPIO, p. 34.

Building Design

The Project is consistent with the CPIO's building design standards. The standards include: (1) glazing; (2) articulation; (3) standards for projects near freeways; (4) standards for active floor area; and (5) standards for street-oriented entrances.

Per the CPIO's Glazing requirement, the Project must provide a minimum of 25 percent clear transparent glazing (such as windows and doors) along the ground floor.¹³ The Project must also provide a minimum of 15 percent clear transparent glazing, inclusive of all other floors. As indicated on the plans and shown above in **Figure 11: Building Elevations—East and South** and **Figure 12: Building Elevations—West and North**, the Project satisfies this requirement.

The Project must also provide articulation throughout the building per the requirements of the CPIO. Specifically, all exterior building walls shall provide a break in plane, or a change in material, at least every 20 feet in horizontal length and every 15 feet in vertical length.¹⁴ The Project satisfies this requirement through varying materials, colors, breaks in planes, balconies, and various other means.

The CPIO requires that the projects other than 100 percent residential projects incorporate an Active Floor Area, Pedestrian Amenities, or a combination of both, along at least 75 percent of the Primary Frontage, excluding areas used for vehicular access. Per the CPIO, an Active Floor Area is a "Ground Floor area that is directly accessible from a building's Primary Frontage, and that is dedicated to any of the following: commercial uses; residential lobbies; community facilities; or pedestrian activities."¹⁵ The Project incorporates an Active Floor Area on the ground floor along the Primary Western Avenue frontage. The Project incorporates commercial elements throughout this portion of the ground floor that satisfy this requirement.

The CPIO imposes a minimum Ground Floor height requirement of 11 feet for buildings with an Active Floor Area, which includes commercial uses.¹⁶ Per the CPIO, an Active Floor Area is a Ground Floor Area that is directly accessible from a building's Primary Frontage, and that is dedicated to any of the following: commercial uses, residential lobbies, community facilities, or pedestrian amenities. Western Avenue is considered the Project's Primary Frontage. As indicated on the plans, the Project's Western Avenue frontage is dedicated to commercial uses and has a height of at least 15.5 feet. As such, the Project is consistent with the CPIO.

13 CPIO, p. 34.

14 CPIO, p. 34.

15 CPIO, p. 8.

16 CPIO, p. 31; CPIO, p. 10 (Defines Ground Floor as "[t]he Floor level which is within three feet above or below curb level, accessible to the street, has frontage on a Primary Lot Line and is at least 25 feet in depth or is the total depth of the building, whichever is less.").

The CPIO also requires that projects provide a street-oriented entrance. The entrances need not be parallel to the primary property lines, provided they are augmented by design features that establish a visual connection to the primary lot line.¹⁷ Here, the Project incorporates a street-oriented entrances to the commercial portions of the Property along Western Avenue to establish visual connection to that primary lot line.

The CPIO incorporates standards for projects near freeways. The Project, per the CPIO's standards, qualifies as a project near a freeway. Per the CPIO, projects that are within 100 feet of a freeway right of way may not have balconies on any portion of the building that is within 100 feet of the right of way. The Project does not have balconies within 100 feet of the nearby I-10 right of way. The Project also complies with the CPIO's 5-foot setback and planting requirement that applies along the Development Site's property line nearest the I-10 freeway.

Finally, the CPIO requires that projects use two or more high-quality building materials and treatments on building exteriors such as brushed aluminum, brick, finished wood, or "Santa Barbara" smooth finished stucco. The CPIO prevents the use of Styrofoam plant-ons and rough texture stucco. The CPIO also requires that the primary frontage be composed of no more than 80 percent stucco.¹⁸ Here, the Project incorporates a variety of high-quality building materials that conform to the CPIO's requirements. The Project uses multiple colors of non-rough textured stucco, metal panel, vinyl windows, metal railing, glass railing, metal mesh railing, translucent glass, and a green wall/translucent glass.

Parking Design

The CPIO regulates parking design in addition to any regulations set forth by the underlying zoning. The Project does not include uncovered surface parking; therefore, the CPIO's surface parking requirements are not applicable. The CPIO also regulates curb cuts for properties in Subareas A and B of the Corridors Subarea. As noted above, the Project is in Subarea C and this regulation does not apply.¹⁹

For Ground Floor Parking Levels, the CPIO requires that the entire parking structure be set back six feet from any adjacent public street, and the setback be improved with diverse landscaping that is comprised of two or more plant types that screen the ground floor parking area up to a height or 10 feet.²⁰

Here, the Project follows the CPIO's ground floor level parking requirements. The entire parking structure is set back at least 6 feet. In fact, only a small portion of the parking structure even comes

17 CPIO, pp. 35-36.

18 CPIO, p. 36.

19 CPIO, pp. 23, 37.

20 CPIO, p. 36.

close to the street, along 24th Street. That portion is sufficiently set back, and the setback is improved with compliant landscaping. Along the Western Avenue-facing portion of the structure, the entirety of the Project's ground-level parking is tucked behind the two Existing Structures, a significant distance from the street. Additionally, this portion of the parking structure is also landscaped, as are the Existing Structures between the parking structure and Western Avenue. That portion of the Project fronting Western Avenue will contain a commercial ground floor.

The CPIO also requires that stand-alone parking structures provide an external skin or other material consistent with or complementary to the overall design of the building intended to improve the building's appearance. Here, the Project does not have a stand-alone parking structure, but the at or above-grade parking is screened regardless. The screened above-grade parking incorporates the design of the larger structure, creating both a consistent and visually appealing design to the overall Project.

The Property is situated along Western Avenue, with the I-10 to the north, 24th Street to the south, and the neighboring property to the west. The only possible vehicular access points for the Development Site are along Western Avenue or 24th Street. If the Development Site were to provide the entirety of its parking access on 24th Street, the Project would create congestion along 24th Street, as the small portion of the building abutting 24th Street would be the only vehicular access for the Project's residential and commercial uses. Instead, the Project's residential ingress is provided by two different driveways, a one-way driveway located at 24th Street at-grade, and another located between the Project and an existing development facing out towards 24th Street below-grade. Residential egress is provided by a one-way exit connecting to a circular fire-lane to Western Avenue.

Commercial ingress and egress would be provided by a separate two-way driveway located at Western Avenue. The commercial ingress and egress are through the circular fire-lane that provides access to the Project's retail parking via Western Avenue. This solution both decreases traffic congestion along 24th Street, and minimizes any congestion along Western Avenue, as vehicles will be able to access parking through the fire lane rather than waiting for access along Western Avenue.

Signage

The CPIO prohibits specific types of signs, including pole signs, illuminated architectural canopy signs, feather signs, digital displays, and canister/can/cabinet signs.²¹ The Project does not use any of the prohibited sign types.

Equipment, Fencing, and Utilities

The CPIO adds specific regulations for equipment and utilities, for equipment such as roll-down doors, mechanical equipment, fencing, and refuse enclosures.²² The Development Site conforms with the

²¹ CPIO, p. 37.

²² CPIO, pp. 37-38.

CPIO's equipment, fencing, and utilities requirements. To the extent the Development Site would use interior roll-down security doors, those doors would be at least 75 percent open, retractable, and designed to be fully screened from view during business hours, in compliance with the CPIO. Further, the Project would not utilize permanently affixed security grilles, gates, or bars. All mechanical equipment would be screened from public view using non-reflective materials. All refuse enclosures would be fully enclosed to prevent the release of odors.

Auto-Related Use

The CPIO incorporates standards for automobile sales uses. The Project will not incorporate such uses and these standards are therefore not applicable.

Parking Regulations

The CPIO generally defers to the LAMC for the required number of parking spaces for projects with new construction. The CPIO, however, provides parking reductions for identified commercial uses. The CPIO (i) permits a maximum reduction of parking for commercial uses by 25 percent, and (ii) in new buildings, sit down restaurants of any size may provide a minimum of 1 parking space per 500 square feet of floor area. As detailed in the project description, the Project's 70,220 square feet of retail floor area requires 140 non-residential parking spaces to satisfy LAMC regulations as deferred by the CPIO. The Project provides a total of 185 commercial parking spaces, exceeding the required commercial parking per the LAMC, and does not request a reduction in the required commercial parking. Because the CPIO permits a *maximum* reduction of parking, and the Project provides more than the maximum permissible reduction, the Project is in compliance with the CPIO.

CONCLUSION

As described above, the Project is consistent with the Community Plan and the CPIO's Development Standards. As such, the Project meets the criteria of PRC 15168(c)(2). Generally, for the purposes of PRC 21155.4, the Project must show consistency with CPIO, which expressly states the CPIO is a specific plan for purposes of PRC 21155.4. To the extent that the Project deviates from the CPIO's Development standards, the Project utilizes both incentives/concessions and waiver of development standards (collectively, the "Permissible Deviations") as allowed by the Density Bonus Law. Deviation from CPIO standards utilizing the Permissible Deviations authorized by the Density Bonus Law, however, does not result in an inconsistency with the CPIO or specific plan. Per Public Resources Code § 65915 subd. (j)(1), "The granting or a concession or incentive shall not require or be interpreted in and of itself, to require a general plan amendment, local coastal, zone change, study, or other discretionary approval."²³ Thus, if the Project is either consistent with the standards of the CPIO, or relies on the Density Bonus Law's Permissible Deviations, the Project meets the criteria of Public Resources Code 21155.4(a)(2).

23 Pub. Res. Code Section 65915 subd. (j)(1)

6.0 SCAG SUSTAINABLE COMMUNITIES STRATEGY CONSISTENCY

INTRODUCTION

Public Resource Code 21155.4 (a)(3) specifies that an exempt Project must be “consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization’s determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emissions reduction targets.”

The metropolitan planning organization for the Project area is the Southern California Association of Governments (SCAG). SCAG’s current 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS”) is also known as “Connect SoCal”. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern while achieving the State’s Green House Gas reduction targets. Connect SoCal focuses on transportation infrastructure and existing job centers to determine where future growth of employment and households would likely occur.

Based on the following, the Project would meet the criteria of Public Resource Code 21155.4 (a)(3).

GENERAL USE DESIGNATIONS

Connect SoCal did not identify specific use designations, but rather builds upon the typology defined in SCAG’s 2016-2040 RTP/SCS. SCAG used data from local jurisdictions, including general plans, to develop 35 Place Types and then classified locations into one of three Land Use Development Categories (LDCs): urban, compact, or standard. SCAG used each of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region. The Development Site is within an “Urban” LDC, which SCAG describes as areas often found within and/or directly adjacent to moderate and high-density urban centers, where virtually all new development would be considered infill or redevelopment.

The Project is consistent with the LDC designations of Urban, as defined above. The Project is an infill redevelopment of a mixed-use project featuring higher density multifamily residential in a location with high level of mobility due to its access to mass transit.

DENSITY AND BUILDING INTENSITY

Connect SoCal did not identify specific density or building intensities for locations, but rather builds upon the Place Types defined in the 2016-204 RTP/SCS. As noted above, the Development Site is within an “Urban” LDC. SCAG’s Scenario Planning Model (SPM) Technical Report Appendix defines Place Types that include general descriptions of densities and intensities. The “City Mixed-Use” is applicable to the Project. This type is defined as mixed-use with transit-orientation, ground-floor retail and office or residence on upper floors. Buildings are typically 5 to 30 stories with an average of 7 stories and an FAR of up to 3.4.

The Project would have 8 floors and an FAR of 3.25. As such, the Project is consistent with the density and intensity forecasted by *Connect SoCal*.

APPLICABLE POLICIES

Priority Growth Areas have been identified in the region where growth is forecasted to occur due to proximity to existing and planned transit, existing job centers, existing and planned infrastructure to support more walkability and use of alternative transportation modes, and in areas identified for jurisdictional expansion (i.e., spheres of influence). These Priority Growth Areas include Transit Priority Areas, High Quality Transit Areas, Job Centers, Livable Corridors, and Neighborhood Mobility Areas. Collectively, these Priority Growth Areas are anticipated to contain 95 percent of the growth in the region through the horizon year of 2045. The Development Site is located in Transit Priority Area (as discussed above) and is also in a High-Quality Transit Area, as shown in **Figure 15**.

As shown in **Table 5.0-1: Consistency with Connect SoCal Goals**, **Table 5.0-2: Consistency with Connect SoCal Land Use Strategies**, and **Table 5.0-3: Consistency with SoCal Connect Land Use Tools**, the Project would be consistent with the 2020-2045 RTP/SCS.

**TABLE 6.0-1
CONSISTENCY WITH CONNECT SOCIAL GOALS**

Goals and Policies	Consistency Analysis
Goal 1: Encourage regional economic prosperity and global competitiveness	Consistent. This Goal is directed towards actions taken by SCAG and the City and does not apply to the Project. Nonetheless, the Project would enhance the prosperity of the neighborhood through a new mixed-use development providing retail and residential opportunities (including 38 VLI units) to the community.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. The Development Site is located in an urbanized area and is within a Transit Priority Area (TPA). The Project is served by Metro bus and DASH bus lines. The Project would provide new residential units that would be well served by mass transit with frequency of service intervals of 15 minutes or less during peak commute periods. As such, the location of the Project provides accessibility and mobility choices for residents and retail employees and customers.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. While not necessarily applicable to an individual development project, the Project would support this goal by improving the viability of alternative forms of transportation through providing higher density development within a TPA. A robust variety of transportation options help to ensure the mobility needs of residents and visitors are met.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	Consistent. While not necessarily applicable to an individual development project, the Project would support this goal by improving local access to alternative forms of transportation, with appropriate design considerations to account for future population growth and multimodal choices.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	Consistent. The Project would create a new mixed-use multi-family residential development within a TPA. The Development Site's location near mass transit and proximity to services, retail stores, and employment opportunities would further the cities greenhouse gas reduction goals.
Goal 6: Support healthy and equitable communities.	Consistent. The Project would develop a mix of new residential units (including 38 VLI units) providing housing and new retail providing amenities to the community.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. This policy is directed towards SCAG actions to support regional development patterns areas. However, the Project is an infill development that is integrated with the existing transportation network.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not Applicable. This policy is directed towards SCAG actions to leverage the use of new transportation technologies using data-driven solutions.

**TABLE 6.0-1
CONSISTENCY WITH CONNECT SOCIAL GOALS**

Goals and Policies	Consistency Analysis
<p>Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>Consistent. The Project would provide a range of residential unit types including studio, one-, and two-bedroom units (including 38 VLI units) in an urbanized area in the City that offers multiple transportation options including Metro Bus line 207, which runs north-south along Western Avenue, and Metro Bus line 37, which runs east west along Adams Boulevard.</p>
<p>Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>Consistent. The Project is proposed on an infill development site in an urbanized area and would not directly or indirectly affect any natural or agricultural lands.</p>

Source: SCAG, *Connect SoCal, 2020-2045 RTP/SCS, September 2020.*

**TABLE 6.0-2
CONSISTENCY WITH CONNECT SOCIAL LAND USE STRATEGIES**

Strategies	Consistency Analysis
<i>Sustainable Community Strategy 1: Focus Growth Near Destinations and Mobility Options</i>	
Sustainable Community Strategy 1a: Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.	Consistent. The Project would be supported by Metro, and DASH bus lines and as a mixed-use project integrates residential and retail/work destinations.
Sustainable Community Strategy 1b: Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets	Consistent. The Project provides greater housing opportunities within Los Angeles and within walking distance of transit.
Sustainable Community Strategy 1c: Plan for growth near transit investments and support implementation of first/last mile strategies	Consistent. The Project provides for growth near transit by placing increased density of residential and commercial uses within walking distance of a major transit stop.
Sustainable Community Strategy 1d: Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.	Consistent. The Project would redevelop an underperforming site that was formerly parking and automotive uses (now vacant) with 70,220 square feet of new community serving retail use and 364 residential dwelling units, including 38 VLI units.
Sustainable Community Strategy 1e: Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.	Consistent. The Project is infill by creating additional development on underutilized land. The Project will convert vacant land and surface parking into 364 residential dwelling units, including 38 VLI units plus 70,220 square feet of community serving commercial uses.
Sustainable Community Strategy 1f: Encourage design and transportation options that reduce the reliance on number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).	Consistent. The Project provides a mix of uses that would allow for internal, non-automobile trip activity.
Sustainable Community Strategy 1g: Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).	Consistent. The mix of uses and proximity to transit would facilitate the need for a reduced quantity of residential parking.
<i>Sustainable Community Strategy 2: Promote Diverse Housing Choices</i>	
Sustainable Community Strategy 2a: Preserve and rehabilitate affordable housing and prevent displacement.	Consistent. The Project Site does not contain existing housing and would not displace anyone. In addition, the Project would create 38 new VLI units.
Sustainable Community Strategy 2b: Identify funding opportunities for new workforce and affordable housing development.	Not Applicable. This strategy is directed toward SCAG and local jurisdictions and does not apply to individual development projects.
Sustainable Community Strategy 2c: Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.	Not Applicable. This strategy is directed toward SCAG and local jurisdictions. In addition, the Project Site does not contain accessory dwelling units.
Sustainable Community Strategy 2d: Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.	Not Applicable. This strategy relates to jurisdictional policies for supporting housing development and is not applicable at the Project level.

**TABLE 6.0-2
CONSISTENCY WITH CONNECT SOCIAL LAND USE STRATEGIES**

Strategies	Consistency Analysis
<i>Sustainable Community Strategy 3: Leverage Technology Innovations</i>	
Sustainable Community Strategy 3a: Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking /drop off space.	Consistent. This strategy is directed toward SCAG and local jurisdictions and is not Project specific. Nonetheless, The Project would comply with the provisions of the Los Angeles Green Building Code and the California Green Building Code (CALGreen) code which include standards for the provision of electric vehicle charging stations capable of supporting future electric vehicle supply equipment.
Sustainable Community Strategy 3b: Improve access to services through technology such as telework and telemedicine as well as other incentives such as a “mobility wallet”, an app-based system for storing transit and other multi modal payments.	Not Applicable. This strategy addresses technology options to reduce transportation impacts and does not apply to individual development projects.
Sustainable Community Strategy 3c: Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation.	Consistent. This strategy is directed toward SCAG and local jurisdictions. Nonetheless, the Project would be built in accordance with LAMC requirements that new multi-family residential buildings be solar ready.
<i>Sustainable Community Strategy 4: Support Implementation of Sustainability Policies</i>	
Sustainable Community Strategy 4a: Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.	Not Applicable. This strategy is directed toward SCAG and local jurisdictions and does not apply to individual development projects.
Sustainable Community Strategy 4b: Support statewide legislation that reduces barriers to new construction and that incentivizes development new transit corridors and stations.	Not Applicable. This strategy is directed towards SCAG support for statewide legislation and does not apply to individual development projects.
Sustainable Community Strategy 4c: Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space.	Not Applicable. This strategy is directed towards SCAG support for public finance programs to support sustainable infrastructure and development projects and does not apply to individual development projects.
Sustainable Community Strategy 4d: Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.	Not Applicable. This strategy addresses SCAG working with local agencies on sustainability strategies and does not apply to individual development projects.
Sustainable Community Strategy 4e: Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.	Not Applicable. This strategy is directed towards SCAG actions and does not apply to individual development projects.
Sustainable Community Strategy 4f: Continue to support long range planning efforts by local jurisdictions.	Not Applicable. This strategy is directed towards SCAG actions and does not apply to individual development projects.
Sustainable Community Strategy 4g: Provide educational opportunities to local decisionmakers and staff on new tools, best practices and policies relating to implementing the Sustainable Communities Strategy.	Not Applicable. This strategy is directed towards SCAG actions and does not apply to individual development projects.

**TABLE 6.0-2
CONSISTENCY WITH CONNECT SOCIAL LAND USE STRATEGIES**

Strategies	Consistency Analysis
Sustainable Community Strategy 5: Promote a Green Region	
Sustainable Community Strategy 5a: Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.	Not Applicable. This strategy addresses SCAG support of local planning efforts related to community resiliency and does not apply to individual development projects
Sustainable Community Strategy 5b: Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	Not Applicable. This strategy addresses SCAG support for local policies on renewable energy production, reduction of urban heat islands and carbon sequestration and does not apply to individual development projects. Nonetheless, the Project would be in compliance with CALGreen, which requires high-reflectivity roofing and a solar area on the rooftop of multifamily residential buildings.
Sustainable Community Strategy 5c: Integrate local food production into the regional landscape.	Not Applicable. This strategy addresses local food production in the region and does not apply to individual development projects.
Sustainable Community Strategy 5d: Promote more resource efficient development focus on conservation, recycling and reclamation.	Consistent. The Project would comply with CALGreen for resource efficient building materials and systems.
Sustainable Community Strategy 5e: Preserve, enhance and restore regional wildlife connectivity.	Not Applicable. This policy addresses regional wildlife movement and corridors and does not apply to an urban infill development like the Project.
Sustainable Community Strategy 5f: Reduce consumption of resource areas, including agricultural land.	Consistent. The Project would involve infill development of an existing urban location. By accommodating housing and commercial uses in an urbanized area the Project will reduce the demand to develop resource areas, such as agricultural land.
Sustainable Community Strategy 5g: Identify ways to improve access to public park space.	Not Applicable. This strategy addresses access to public park space and does not apply to individual development projects not adjacent to public park space.

Source: SCAG, Connect SoCal, 2020-2045 RTP/SCS, September 2020.

**TABLE 6.0-3
CONSISTENCY WITH CONNECT SOCIAL LAND USE TOOLS**

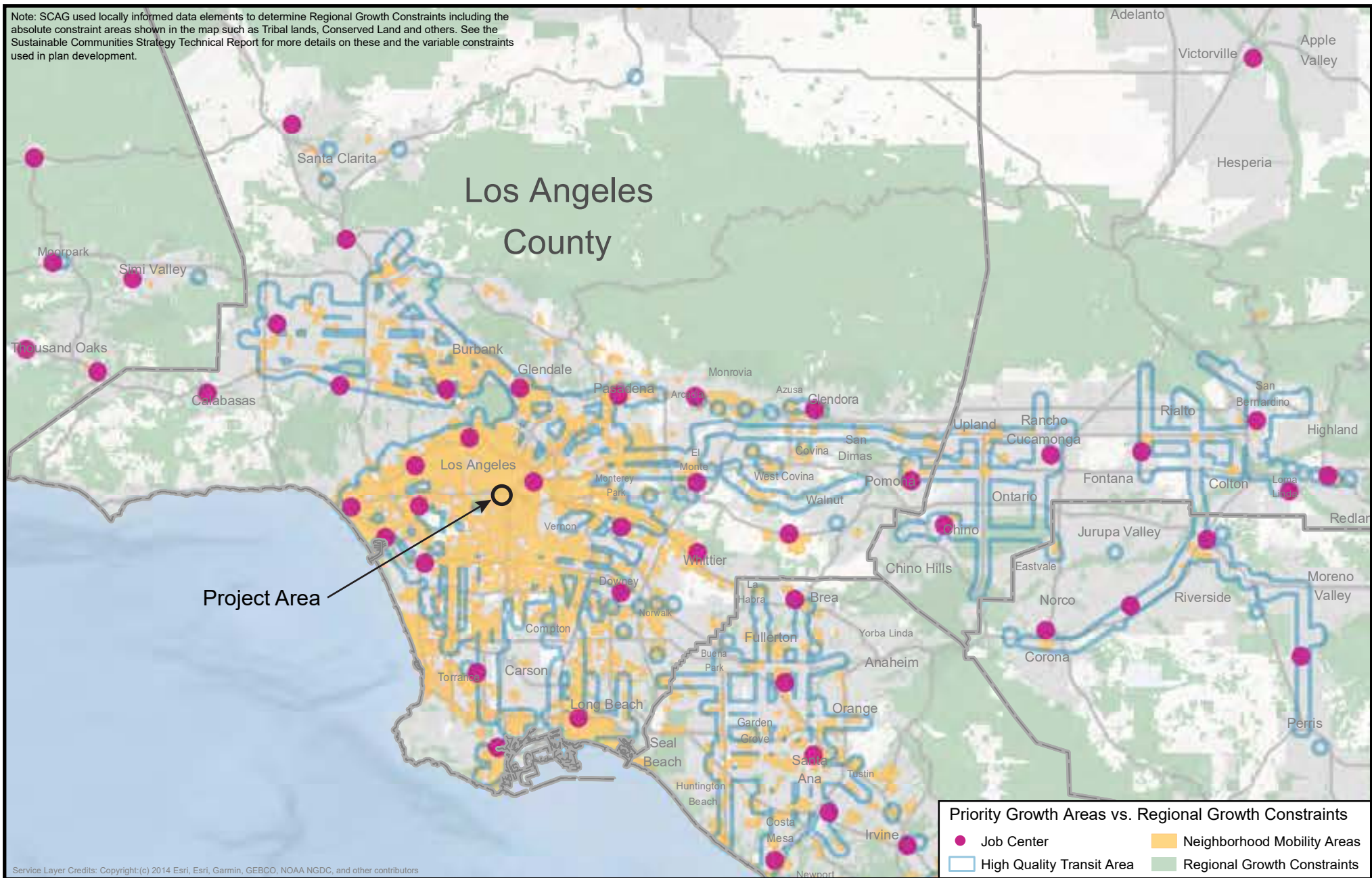
Tools	Consistency Analysis
<p>CENTER FOCUSED PLACEMAKING Creating dynamic, connected built environments that support multimodal mobility, reduced reliance on single-occupancy vehicles, and reduced GHG emissions is critical throughout the region.</p>	<p>Consistent. As mixed-use, urban infill, the Project would create a place for residents to live, shop and work with access to transit services, thereby would be a dynamic, connected built environment that support multimodal mobility, reduced vehicle use by residents.</p>
<p>PRIORITY GROWTH AREAS Priority Growth Areas (PGAs) follow the principles of center focused placemaking and are locations where many Connect SoCal strategies can be fully realized.</p>	<p>Consistent. The Project is located in a Priority Growth Area as shown in Figure 13, Connect SoCal Priority Growth Areas.</p>
<p>JOB CENTERS Job Centers are where regional strategies that support economic prosperity can be deployed in catalytic ways. Job Centers have been identified in all six counties in the SCAG region and represent areas that have a significantly higher employment density than surrounding areas. Employment growth and residential growth are prioritized in existing Job Centers in order to leverage existing density and infrastructure.</p>	<p>Not Applicable. The Project is not within a Job center.</p>
<p>TRANSIT PRIORITY AREAS Transit Priority Areas (TPAs) are Priority Growth Areas that are within one half mile of existing or planned ‘major’ transit stops in the region.</p>	<p>Consistent. The Project is located within a Transit Priority Area as shown in Figure 14, Connect SoCal Transit Priority Areas.</p>
<p>HIGH QUALITY TRANSIT AREAS High Quality Transit Areas (HQTAs) are corridor-focused Priority Growth Areas within one half mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes (or less) during peak commuting hours.</p>	<p>Consistent. The Project is located within a High-Quality Transit Area as shown in Figure 15, Connect SoCal High Quality Transit Areas.</p>
<p>NEIGHBORHOOD MOBILITY AREAS Neighborhood mobility area (NMAs) focus on creating, improving, restoring and enhancing safe and convenient connections to schools, shopping, services, places of worship, parks, greenways and other destinations. NMAs are Priority Growth Areas with robust residential to non-residential land use connections, high roadway intersection densities and low-to-moderate traffic speeds.</p>	<p>Consistent. The Project is located within a Neighborhood mobility area as shown in Figure 16, Connect SoCal Neighborhood Mobility Areas.</p>
<p>LIVABLE CORRIDORS The Livable Corridor strategy encourages local jurisdictions to plan and zone for increased density at nodes along key corridors, and to “redevelop” single-story under-performing retail with well-designed, higher density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within HQTAs, will make transit a more convenient and viable option.</p>	<p>Consistent. The Project would create higher density housing and community serving retail along a key corridor. Moreover, the Project would create 364 dwelling units and 70,220 square feet of commercial space on a parking lot and vacant land.</p>
<p>SPHERES OF INFLUENCE Local Agency Formation Commissions, or LAFCos, are given the authority to determine SOIs for all local governmental agencies, and each county in the SCAG region has an associated LAFCo. An SOI is a planning boundary outside of a local agency’s legal boundary (such as the city limit line) that designates the agency’s probable future boundary and service area.</p>	<p>Not Applicable. The Project is within the City of Los Angeles and is not part of a Sphere of Influence.</p>
<p>GREEN REGION A sustainable, “green” region requires that the built environment and natural resource areas coexist in a well-balanced land use</p>	<p>Consistent. The Project would create new housing and employment within an area that is a Priority Growth Area and away from</p>

**TABLE 6.0-3
CONSISTENCY WITH CONNECT SOCAL LAND USE TOOLS**

Tools	Consistency Analysis
pattern that encourages mutual co-benefits.	natural and farmlands on the edges of urban and suburban areas.
<p>TRANSFER OF DEVELOPMENT RIGHTS Transfer of Development Rights (TDR) is a market-based planning tool to support growth in locally identified “receiving districts” in lieu of growth in identified “sending districts.”</p>	Not Applicable. The Project is not utilizing any TDR program as none is available for the site.
<p>URBAN GREENING Urban Greening is a multi-benefit land use strategy that improves the relationship between the built and natural environment.</p>	Consistent. The Project would feature landscaped elements including trees that would enhance the ‘green’ of the site as compared to its existing condition.
<p>GREENBELTS & COMMUNITY SEPARATORS Greenbelts and community separators can serve as contiguous areas between jurisdictions that support projected regional growth, promote land conservation, and avert unchecked urbanization.</p>	Not Applicable. The Project is contained within an existing urban block and does not provide opportunities for greenbelts or separators.

Source: SCAG, Connect SoCal, 2020-2045 RTP/SCS, September 2020.

Note: SCAG used locally informed data elements to determine Regional Growth Constraints including the absolute constraint areas shown in the map such as Tribal lands, Conserved Land and others. See the Sustainable Communities Strategy Technical Report for more details on these and the variable constraints used in plan development.

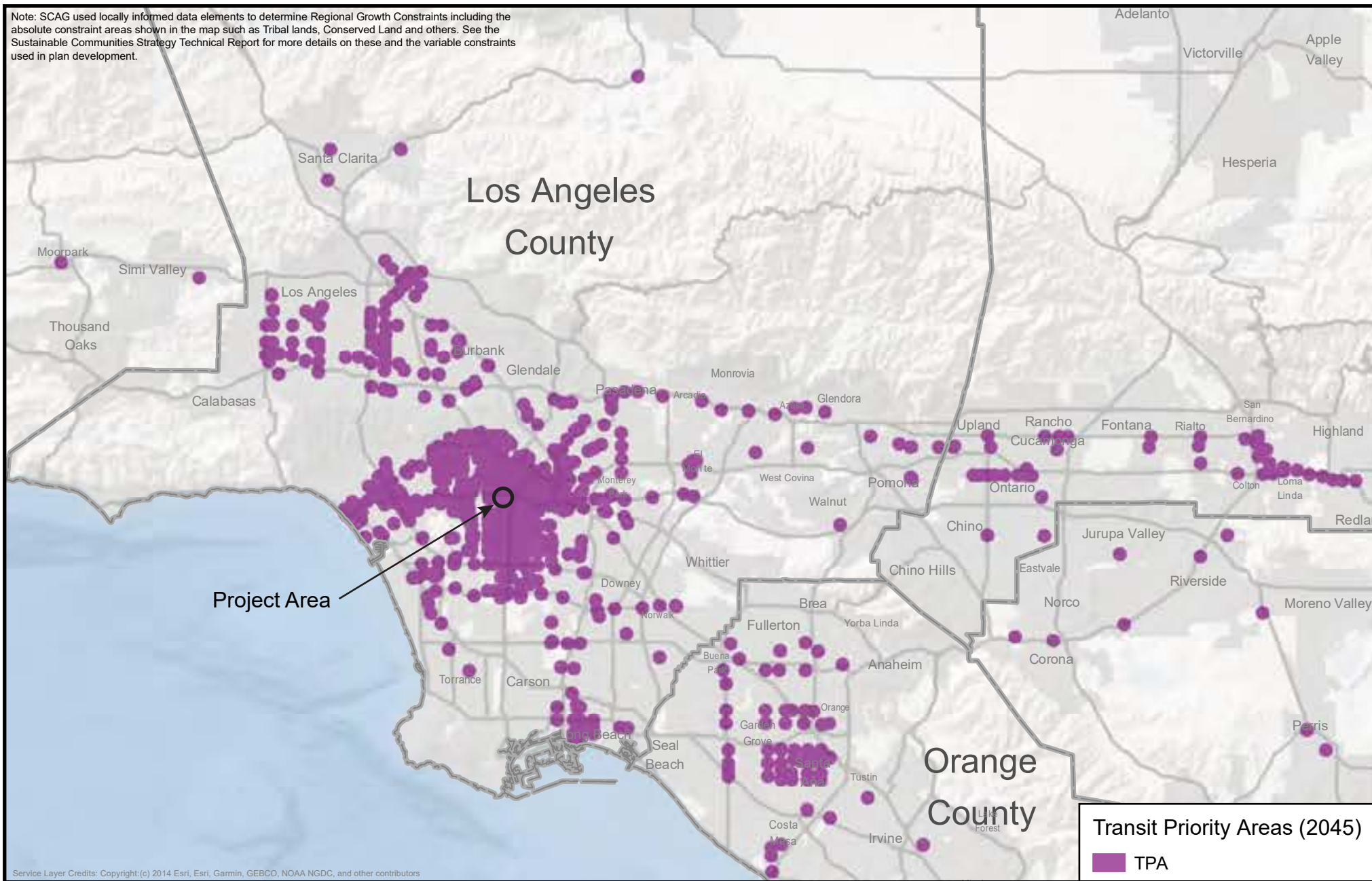


Service Layer Credits: Copyright (c) 2014 Esri, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

Source: CalBRACE, California Department of Conservation, CPAD, CCED, County Transportation Commissions, NOAA Coastal Services Center, SCAG, 2019

FIGURE 13

Note: SCAG used locally informed data elements to determine Regional Growth Constraints including the absolute constraint areas shown in the map such as Tribal lands, Conserved Land and others. See the Sustainable Communities Strategy Technical Report for more details on these and the variable constraints used in plan development.

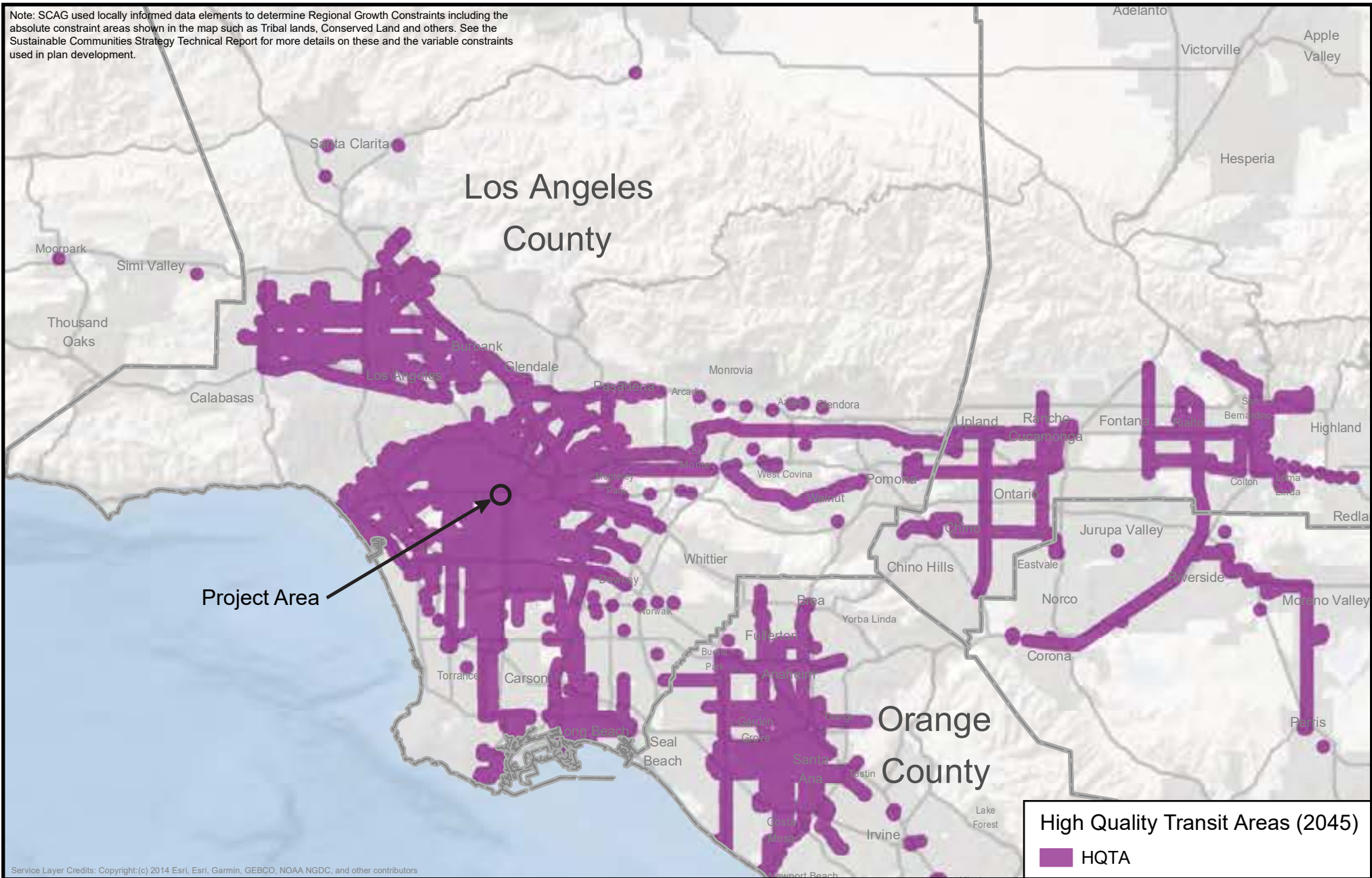


Service Layer Credits: Copyright (c) 2014 Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

Source: County Transportation Commissions, SCAG, 2019

FIGURE 14

Note: SCAG used locally informed data elements to determine Regional Growth Constraints including the absolute constraint areas shown in the map such as Tribal lands, Conserved Land and others. See the Sustainable Communities Strategy Technical Report for more details on these and the variable constraints used in plan development.

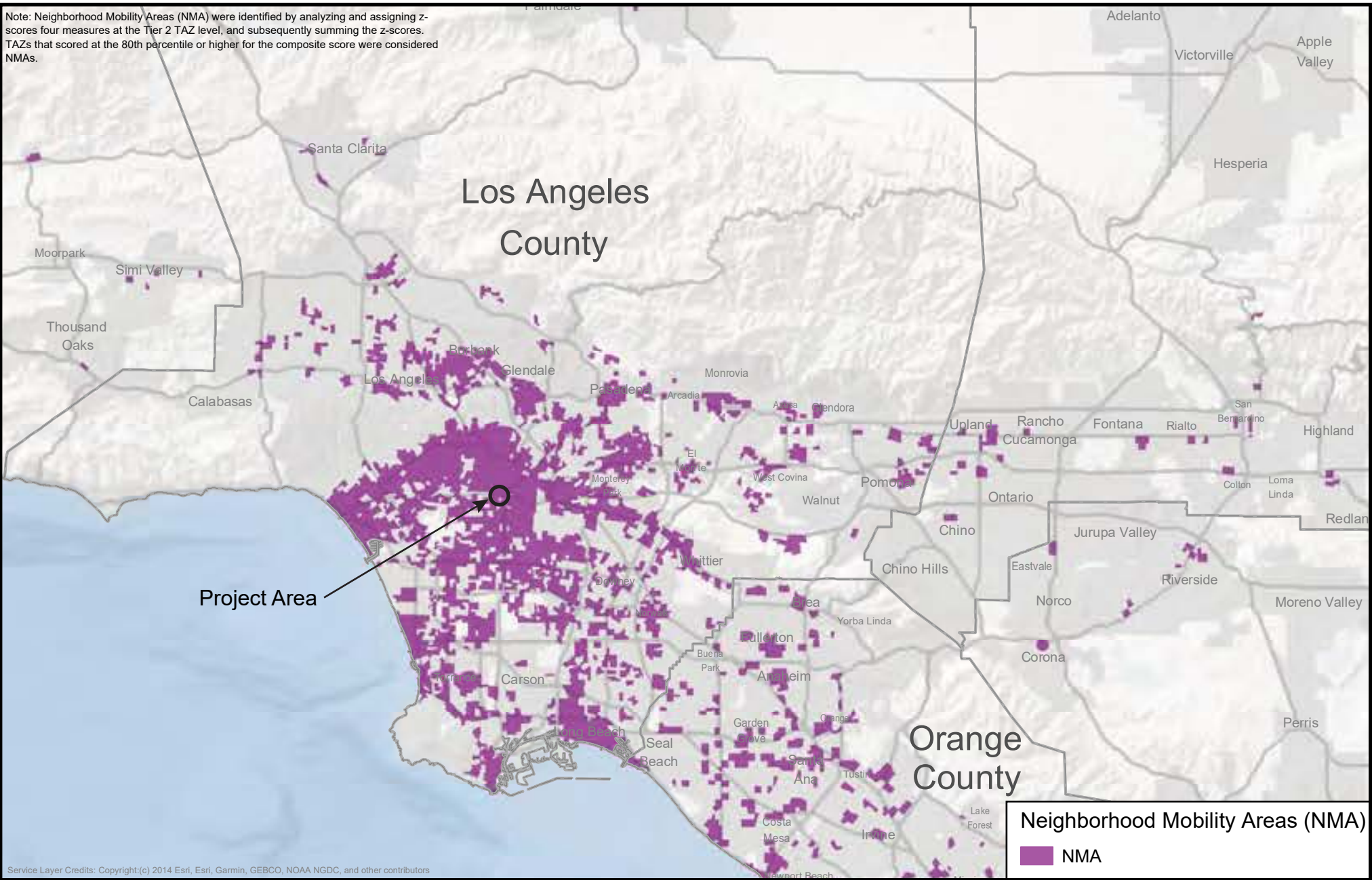


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Source: County Transportation Commissions, SCAG, 2019

FIGURE 15

Note: Neighborhood Mobility Areas (NMA) were identified by analyzing and assigning z-scores four measures at the Tier 2 TAZ level, and subsequently summing the z-scores. TAZs that scored at the 80th percentile or higher for the composite score were considered NMAs.



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Source: SCAG, 2019

FIGURE 16

7.0 ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

Consistent with CEQA Guidelines Section 15168, a modified Environmental Checklist Form was used to compare the anticipated environmental effects of the Project with those disclosed in the Community Plan EIR and to review whether any of the conditions set forth in Public Resources Code Section 21166 and CEQA Guidelines Section 15162 requiring preparation of a subsequent or supplemental EIR, have been triggered. Likewise, Public Resources Code 21155.4 (b) states that a Project that is otherwise exempt by Section 21155.4(a) would be subject to further environmental review only if the events specified in Public Resources Code Section 21166 have occurred.

Public Resource Code 21166 states that subsequent or supplemental environmental analysis is not required unless one the following occurs:

- (a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.
- (b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.
- (c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As stated in **Section 5.0, Community Plan Consistency**, the Project would be undertaken to implement and would be consistent with a specific plan, specifically the [South Los Angeles] CPIO, for which the Community Plan EIR was certified on November 22, 2017 (ENV-2008-1781-EIR). In the Project Description of the Community Plan EIR, the Development Site is identified as an Active Change (AC) site within a Commercial Corridor. According to the Community Plan EIR, AC areas are described as the following:²⁴

“ACs consists of a combination of General Plan land use amendments and/or zone changes that may allow for an increase in currently permitted development density, height limits, and/or uses in order to create consistency with existing and surrounding uses, zoning, or General Plan land use designations.”

AC areas establish new regulations for design and use as well as parking. These changes would support existing uses, infrastructure, and surrounding communities by extending the available rights to include additional features. Within the AC category, the Corridors Subarea would revitalize various commercial corridors through the South Los Angeles community. This Subarea would seek to diversify commercial

24 City of Los Angeles, *South Los Angeles and Southeast Los Angeles Community Plans Draft EIR*, page 3-36.

goods and services by offering parking incentives for targeted land uses and by restricting over-concentrated land uses, and by establishing basic development standards to ensure new development is compatible.²⁵ These changes do not include increasing FAR, but primarily would seek to enhance and promote existing uses within these areas.

The Development Site is classified in the CPIO as within the General Corridor Subarea, which is defined as allowing a broad range of commercial uses and also allows multi-family development. The Development Site is specifically located in Subarea C of the General Corridors and is subject to the CPIO's regulations for that Subarea. See section 3 for a discussion of the Project's consistency with the CPIO, its policies and regulations. In general, the Project is consistent with what is envisioned for the Development Site in the EIR.

To determine if the conditions of Section 21166 would apply, the Project has been evaluated against the findings of the Community Plan EIR. The Community Plan EIR examined the full range of environmental topics as identified in the Appendix G of the State CEQA Guidelines that was applicable at that time and identified impacts and mitigations where applicable. Specifically, the Community Plan EIR identified mitigation measures related to emissions during construction, noise and vibration during construction, handling of cultural resources, paleontological resources and tribal cultural resources, and the evaluation and handling of potential toxic substances in the soil. The following section compares the findings of the Community Plan EIR for each analyzed topic with the Project. Appendix G of the State CEQA Guidelines has been revised since the Community Plan EIR was complete. The relevance of any revisions in topics and thresholds is noted within the applicable topic discussion.

This analysis provides the following information as to each of the impact thresholds analyzed in each of the impact categories in the Community Plan EIR:

Impact Determination in the Community Plan EIR. This column sets forth the impact determination made in the Community Plan EIR for each impact threshold.

Any Substantial Changes Involving New Significant Impacts or a Substantial Increase in the Severity of Significant Impacts? Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the Project will result in new significant impacts that have not already been considered and mitigated by the measures in the Community Plan EIR or a substantial increase in the severity of a previously identified impact.

Any Substantially Changed Circumstances Involving New Significant Impacts or a Substantial Increase in the Severity of Significant Impacts? Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been substantial changes to the circumstances under which the Project is undertaken (e.g., changes to the Property or vicinity) that have occurred

²⁵ City of Los Angeles, *South Los Angeles and Southeast Los Angeles Community Plans Draft EIR*, page 3-50.

subsequent to the preparation of the Community Plan EIR, which would result in the Project having a new significant environmental impact or a substantial increase in the severity of a previously identified impact.

Any New Information of Substantial Importance? Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Community Plan EIR was certified is available, shows that: (A) the Project will have one or more significant effects not discussed in the Community Plan EIR; or (B) that significant effects previously examined will be substantially more severe than shown in the Community Plan EIR; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives, which are considerably different from those analyzed in the Community Plan EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Mitigation Measures Addressing Impacts. Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the prior environmental document provides mitigation measures to address effects in the related impact category. In some cases, the mitigations have already been implemented. A “yes” response will be provided in either instance. If “No” is indicated, this environmental review concludes that the impact does not occur with this Project, and therefore no mitigations are needed.

DISCUSSION SECTIONS. A discussion of the elements of the checklist is provided under each environmental category in order to clarify and provide support for the answers. The discussion provides information about the particular environmental issue, how the Project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

Technical studies completed as part of the environmental review of this Project are attached to this technical memorandum; technical studies completed as part of the Community Plan EIR are on file with the Planning Department.

Aesthetics

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
AESTHETICS: Would the Project:					
a. Have a substantial adverse effect on a scenic vista?	No Impact	No	No	No	No
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	No Impact	No	No	No	No
c. In nonurbanized areas, substantially degrade the existing visual character or quality of the site and its surroundings?	No Impact	No	No	No	No
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	No Impact	No	No	No	No

1. Impact Determination in the Community Plan EIR

The Community Plan EIR concluded that there would be no impacts related to scenic views, state scenic highways, visual character, or light and glare. The CPA is relatively flat and has no undisturbed natural open spaces, scenic views, or vistas. Public views are generally only available via east-west and north-south street alignments, public parks, or plazas, and with no planned alteration to the existing street alignments, these views would not be affected. There are no state scenic highways within or near the CPA. The Community Plan EIR concluded that implementation of the CPIO would have beneficial effects on the visual character of the CPA through the establishment of development and design standards that are aimed at improving and enhancing the existing visual character. Additionally, pursuant to SB 743, impacts to aesthetic resources in areas within TPAs from residential, mixed use, or employment center projects, shall not be considered significant impacts to the environment. Most development would occur within the TPAs, with future development involving residential, mixed use, or employment center development. The Community Plan EIR stated that in the South Los Angeles CPA,

no Active Changes Areas occur outside of the TPAs. For these reasons, the Community EIR concluded that impacts to aesthetics would be less than significant.

2. *Does the Project involve substantial changes which will require major revisions of the environmental impact report?*

The Property does not contain undisturbed natural open spaces, scenic views, or vistas. There are no scenic highways located near the Property. The Project is located in a TPA and is mixed use. The Project follows the development and design standards of the CPIO, with the façade providing a design aesthetic that creates visual interest by alternating materials across the façade. The Project's density increases and permissible deviations (waivers from side yard, height, and parking standards, as described in **Section 2, Project Description** under Approval Actions) from the CPIO that are authorized by the Density Bonus Law in exchange for providing 38 VLI units within the Project. The Project would include both a central courtyard above the retail area and horseshoe courtyard at the building's southern end. The horseshoe cutout provides adjacent units with more opportunities for open space and breaks up the massing to make the building's design more appealing to those viewing the building from the west and south. The proposed Project would not encroach into an established lower density residential neighborhood because it will improve a surface parking lot along Western Avenue with high density multi-family uses as contemplated by the Framework Element and the Community Plan. The Project would not obstruct views along surrounding roadways. The same conditions expressed in the Community Plan EIR apply to the Project as of the date of this document. As such, the Project does not represent substantial change with respect to the information or circumstances described in the Community Plan EIR.

3. *Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?*

The general character of the CPA has not changed since the Community Plan EIR was certified. No new scenic views or other aesthetic resources have been identified. The Property's condition has not substantially changed since the Community Plan EIR was certified. The Existing Structures have been constructed next to the Property and other development has occurred in the CPA. However, these changes in the CPA are not substantial enough to require major revisions in the Community Plan EIR. The same conditions expressed in the Community Plan EIR apply to the Project. As such, the Project does not represent substantial change with respect to the information or circumstances described in the EIR.

4. *Is there new information available, which could not have been known at the time the environmental impact report was certified as complete?*

The Property's condition has not substantially changed since the EIR was certified. The same conditions expressed in the Community Plan EIR apply to the Project. As such, the Project does not represent substantial change with respect to information or circumstances described in the Community Plan EIR.

Agriculture and Forestry Resources

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
AGRICULTURE AND FORESTRY RESOURCES:					
Would the Project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact	No	No	No	No
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	No	No	No	No
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact	No	No	No	No
d. Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	No	No	No	No
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact	No	No	No	No

1. Impact Determination in the Community Plan EIR

The Community Plan EIR concluded that the CPA is a fully urbanized community which does not contain farmland or forest land. For these reasons, the Community Plan EIR concluded that there would be no impact to agriculture and forestry resources.

2. Does the Project involve substantial changes which will require major revisions of the environmental impact report?

The Project is located within the CPA evaluated by the Community Plan EIR. The Property does not contain farmland or forest land. The same conditions expressed in the Community Plan EIR apply to the Property and the Project. As such, the Project does not represent substantial change with respect to the Community Plan EIR.

3. Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?

The Project is located within the CPA evaluated by the Community Plan EIR. The general character of the CPA has not changed since the Community Plan EIR was certified. The Property's condition has not substantially changed since the Community Plan EIR was certified. The Existing Structures have been constructed next to the Property and other development has occurred in the CPA. However, these changes in the CPA are not substantial enough to require major revisions in the environmental impact report. As such, there has not been substantial change in the circumstances under which the Project is being proposed.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

No new information regarding farmland or forest land within the CPA has been identified. The Property's condition has not substantially changed since the Community Plan EIR was certified and there continued to be no farmland or forest land in the vicinity of the Project.

Air Quality

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
AIR QUALITY: Would the Project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant	No	No	No	No
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Significant and Unavoidable	No	No	No	Yes
c. Expose sensitive receptors to substantial pollutant concentrations?	Significant and Unavoidable	No	No	No	Yes
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact	No	No	No	No

1. Impact Determination in the Community Plan EIR

The Community Plan EIR stated that the Proposed Community Plan would not conflict with the applicable air quality management plan.

The Community Plan EIR stated that temporary emissions generated by various construction equipment could contribute to regional and local pollutant concentrations. In addition, the Community Plan EIR concluded that it is reasonable to assume that some individual projects within the CPAs would involve construction activity adjacent to sensitive receptors (e.g., residences and schools). The Project is adjacent to the 24th Street School as well as to several residential properties including the Existing Structures on the Property, as such would involve construction activity adjacent to sensitive receptors.

As a conservative exercise, the Community Plan EIR analyzed maximum daily emissions from on-site sources during construction activities as compared to the lowest applicable localized significance thresholds (LSTs) values for individual projects within the CPA. The EIR concluded that under certain circumstances, unmitigated equipment emissions combined with fugitive dust emissions associated with the construction of future development could potentially exceed the LSTs for NOX, PM2.5, and PM10.

To address these potential impacts, the EIR included the following mitigation measure:

AQ-1: Projects (except for Residential Subareas M, N, and O) shall ensure all contractors include the best management practices provided in the bulleted list below in contract specifications:

- Restrict idling of construction equipment and on-road heavy duty trucks to a maximum of 5 minutes when not in use.
- Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g., engine catalysts) to the extent they are readily available and feasible.
- Use heavy duty diesel-fueled equipment that uses low NOX diesel fuel to the extent it is readily available and feasible.
- Use construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
- All on-road heavy-duty diesel trucks or equipment with a gross-vehicle weight rating (GVWR) of 19,500 pounds or greater shall comply with EPA 2007 on-road emission standards for PM and NOx: PM - 0.01 g/bhp-hr; NOx - at least 1.2 g/bhp-hr.
- Use zero-emission trucks and equipment where available, or cleanest available technology.
- Every effort should be made by the Contractor to utilize grid-based electric power at any construction site, where feasible.
- Where access to the power grid is not available, on-site generators are required to meet 0.01 g/bhp-hr standard for PM or be equipped with Best Available Control Technology (BACT) for PM emissions reductions.
- Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.
- Construction contractors shall use pre-painted construction materials, as feasible.
- Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.

7.0 Environmental Impact Analysis

- Prepare haul routes, when required by the LAMC, that conform to local requirements to minimize traversing through congested streets or near sensitive receptor areas.
- Maintain a buffer zone that is a minimum of 1,000 feet between truck traffic and sensitive receptors, where feasible.
- When required by LADOT, upgrade signal synchronization to improve traffic flow.
- Configure construction parking to minimize traffic interference.
- When required by LADOT, provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable.
- Traffic speeds on all unpaved roads shall be 15 mph or less.
- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.
- Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation. The name and contact information of the construction relations officer shall be posted at a location on the project site that is accessible and visible from the public right-of-way.
- Identify Sensitive Land Uses within 500 feet of a project that involves ground-disturbing activities and notify sensitive uses before construction projects occur, including disclosure of the name and contact information for the construction relations officer acting as the community liaison.
- Implement the fugitive dust control measures as required in the South Coast Air Quality Management District's Rule 403 Fugitive Dust.
- Require installation of high efficiency filtration systems (MERV 13) for housing projects within 500 feet of freeways and oil drilling sites.

Implementation of this mitigation measure would help to reduce emissions, but without specifics about future development, the Community Plan EIR could not determine if emissions would exceed SCAQMD significance thresholds. For these reasons, the Community Plan EIR concluded that regional and localized construction impacts related to violating an air quality standard and/or contributing substantially to an existing or projected air quality violation, as well as exposure of sensitive receptors to substantial pollutant concentrations during construction activities would be significant and unavoidable.

Impacts from operational emissions including the use of consumer products, motor vehicle trips, or land uses, would not contribute significantly to adversely change air quality or objectionable odors. For these reasons, the Community Plan EIR concluded impacts to air quality and objectionable odors is would be less than significant.

2. *Does the Project involve substantial changes which will require major revisions of the environmental impact report?*

As discussed in greater detail below, the Project's air quality emissions would not exceed any applicable state or federal standards. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

The growth projections used by SCAQMD in the AQMP are based on those developed by SCAG for its RTP/SCS. Though SCAG has adopted more recent projections, with respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2016-2040 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2016 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP/SCS. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. According to the SCAG estimates, the 2016 population within the City was 3,933,800 residents and 1,848,300 employment opportunities. Based on the current draft forecasts, the population and employment projection for year 2045 is 4,771,300 and 2,135,900, respectively. According to the Project's Transportation Assessment (see Appendix E to this document), the Project would generate approximately 854 residents and 140 employees. The addition of approximately 854 people generated by the Project would be approximately 0.1 percent of the SCAG's

population growth forecasts for the City. The addition of approximately 140 employees generated by the Project would be less than 0.1 percent of the SCAG's employee growth forecasts for the City.

As such, the Project would fall within the growth forecasts for the City and similar projections that form the basis of the emissions inventory in the 2016 AQMP, and it can be concluded that the Project would be consistent with the projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

As required by CEQA Guidelines Section 15168(c)(3), the Project would implement the mitigation measures identified in the Community Plan EIR and required to comply with the regulations set forth in the CPIO. As discussed below, the Project would not result in any significant air quality impacts beyond those evaluated in the Community Plan EIR and therefore would not require additional mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. As such, the Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of vehicle trips and VMT. The Project would serve to implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG. The Project would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that would concentrate more housing within a High Quality Transit Area (HQTA). "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and CALGreen through energy conservation, water conservation, and waste reduction features.

The air quality plan applicable to the Project area is the 2016 AQMP. The 2016 AQMP is the SCAQMD plan for improving regional air quality in the Basin. The 2016 AQMP is the current management plan for continued progression toward clean air and compliance with State and federal requirements. It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources, and area sources. The 2016 AQMP also incorporates current scientific information and meteorological air quality models. It also updates the federally approved 8-hour O₃ control plan with new commitments for short-term NO_x and VOC reductions. The 2016 AQMP includes short-term control measures related to facility modernization, energy efficiency, good management practices, market incentives, and emissions growth management.

As demonstrated in the following analyses, the Project would not result in significant regional emissions. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to achieve attainment of the 2006 24-hour PM_{2.5} NAAQS for the Basin. The Project would be required to comply with all new and

existing regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2016 AQMP.

The Property is classified as “Neighborhood Commercial” in the General Plan Framework and the Community Plan, a classification that allows residential uses, such as the Project. As such, the RTP/SCS’ assumptions about growth in the City accommodate population growth on the Property because the RTP/SCS relies on the City’s General Plan Framework and the Community Plan for population and growth assumptions. As a result, the Project would be consistent with the growth assumptions in the City’s General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with the Project are accounted for and mitigated in the region’s air quality attainment plans. The air quality impacts of the Project on the Property are accommodated in the region’s emissions inventory for the 2016 RTP/SCS and 2016 AQMP.²⁶ Therefore, Project impacts with respect to AQMP consistency would be less than significant.

City of Los Angeles Policies

The Project is a housing development with a variety of affordability options that would be consistent with the City’s General Plan Air Quality Element because it would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options. Specifically, the Property is within less than one-half mile of the intersection of Western Avenue and West Adams Boulevard at which Metro Bus line 207, which runs north-south along Western Avenue, intersects with Metro Bus line 37, which runs east-west along Adams Boulevard. The intersection is also served by the LADOT Midtown DASH bus line. This qualifies as a major transit stop because the frequency intervals of Metro Bus line 207 and 37 are both 15 minutes or less during peak commute periods.²⁷ Additionally, the Project would meet LAMC vehicle (subject to permissible reductions) and bicycle parking requirements and incorporate pedestrian and bicycle-friendly designs, including new walkways and open spaces.

The Project would be consistent with applicable policies of the Air Quality Element and would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage use of alternative modes of transportation. The City’s General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City’s clean air goals. As illustrated in **Table 7.0-1: Project Consistency with City of Los Angeles Air Quality Element**, the Project is consistent with the applicable policies in the Air Quality Element. Therefore, the Project would result in less than significant impacts related to consistency with the Air Quality Element.

²⁶ As the current AQMP was adopted in 2016, its growth analysis was based on 2016 SCAG forecasts.

²⁷ The current schedules for these lines are included with this document as **Appendix A**.

**TABLE 7.0-1
PROJECT CONSISTENCY WITH CITY OF LOS ANGELES AIR QUALITY ELEMENT**

Policy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	No Conflict. The Project would minimize particulate emissions during construction through implementation of the mitigation measures incorporated in the Community Plan EIR (as required by the CPIO) and best practices and/or SCAQMD rules.
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	No Conflict. The Project would minimize particulate emissions from unpaved facilities through best practices and/or SCAQMD rules.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	No Conflict. The Property's proximity to local bus, rapid bus, and bicycle and pedestrian infrastructure will promote transportation options for residents who would have options for commuting to work. Specifically, the Property is within less than one-half mile of the intersection of Western Avenue and West Adams Boulevard at which Metro Bus line 207, which runs north-south along Western Avenue, intersects with Metro Bus line 37, which runs east-west along Adams Boulevard. The intersection is also served by the LADOT Midtown DASH bus line. This qualifies as a major transit stop because the frequency intervals of Metro Bus line 207 and 37 are both 15 minutes or less during peak commute periods. Additionally, the Project would meet LAMC vehicle (subject to permissible reductions) and bicycle parking requirements and incorporate pedestrian and bicycle-friendly designs, including new walkways and open spaces.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	No Conflict. Residents and employees would have access to highspeed telecommunications that would support this Citywide policy.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	No Conflict. The Property's proximity to local bus, rapid bus, and bicycle and pedestrian infrastructure will promote transportation options for residents who would have options for commuting to work. Specifically, the Property is within less than one-half mile of the intersection of Western Avenue and West Adams Boulevard at which Metro Bus line 207, which runs north-south along Western Avenue, intersects with Metro Bus line 37, which runs east-west along Adams Boulevard. The intersection is also served by the LADOT Midtown DASH bus line. This qualifies as a major transit stop because the frequency intervals of Metro Bus line 207 and 37 are both 15 minutes or less during peak commute periods. Additionally, the Project would meet LAMC vehicle (subject to permissible reductions) and bicycle parking requirements and incorporate pedestrian and bicycle-friendly designs, including new walkways and open spaces.
Policy 2.2.2. Encourage multi-occupant vehicle	No Conflict. The Property's proximity to local bus,

**TABLE 7.0-1
PROJECT CONSISTENCY WITH CITY OF LOS ANGELES AIR QUALITY ELEMENT**

Policy	Project Consistency
travel and discourage single-occupant vehicle travel by instituting parking management practices.	rapid bus, and bicycle and pedestrian infrastructure will promote transportation options for residents who would have options for commuting to work. Specifically, the Property is within less than one-half mile of the intersection of Western Avenue and West Adams Boulevard at which Metro Bus line 207, which runs north-south along Western Avenue, intersects with Metro Bus line 37, which runs east-west along Adams Boulevard. The intersection is also served by the LADOT Midtown DASH bus line. This qualifies as a major transit stop because the frequency intervals of Metro Bus line 207 and 37 are both 15 minutes or less during peak commute periods. Additionally, the Project would meet LAMC vehicle (subject to permissible reductions) and bicycle parking requirements and incorporate pedestrian and bicycle-friendly designs, including new walkways and open spaces.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	Not Applicable. The Project would not include facilities for special events or be located in an area or time of high level of pedestrian activities.
Policy 3.2.1. Manage traffic congestion during peak hours.	No Conflict. The Project has been designed with separate access and circulation for the residential and retail portions of the Project, thereby reducing vehicle conflict during peak hours. The Property's proximity to local bus, rapid bus, and bicycle and pedestrian infrastructure will promote transportation options for residents who would have options for commuting to work. Specifically, the Property is within less than one-half mile of the intersection of Western Avenue and West Adams Boulevard at which Metro Bus line 207, which runs north-south along Western Avenue, intersects with Metro Bus line 37, which runs east-west along Adams Boulevard. The intersection is also served by the LADOT Midtown DASH bus line. This qualifies as a major transit stop because the frequency intervals of Metro Bus line 207 and 37 are both 15 minutes or less during peak commute periods. Additionally, the Project would meet LAMC vehicle (subject to permissible reductions) and bicycle parking requirements and incorporate pedestrian and bicycle-friendly designs, including new walkways and open spaces.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	Not Applicable. This policy is directed at the City and not individual development projects. Nonetheless, the Project is being considered for approval by the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	Not Applicable. This policy is directed at the City and not individual development projects. Nonetheless, the Project would be reviewed, approved, and environmentally cleared at the local level.

**TABLE 7.0-1
PROJECT CONSISTENCY WITH CITY OF LOS ANGELES AIR QUALITY ELEMENT**

Policy	Project Consistency
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	Not Applicable. This policy calls for the City to update its General Plan.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	No Conflict. The Project would be infill development that would provide residents with proximate access to jobs, shopping, and other uses in the vicinity.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	No Conflict. The Property's proximity to local bus, rapid bus, and bicycle and pedestrian infrastructure will promote transportation options for residents who would have options for commuting to work. Specifically, the Property is within less than one-half mile of the intersection of Western Avenue and West Adams Boulevard at which Metro Bus line 207, which runs north-south along Western Avenue, intersects with Metro Bus line 37, which runs east-west along Adams Boulevard. The intersection is also served by the LADOT Midtown DASH bus line. This qualifies as a major transit stop because the frequency intervals of Metro Bus line 207 and 37 are both 15 minutes or less during peak commute periods. The Project would meet the City code requirements for electric vehicle (EV) charging stations. Additionally, the Project would meet LAMC vehicle (subject to permissible reductions) and bicycle parking requirements and incorporate pedestrian and bicycle-friendly designs, including new walkways and open spaces.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	No Conflict. The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	No Conflict. The Property's proximity to local bus, rapid bus, and bicycle and pedestrian infrastructure will promote transportation options for residents who would have options for commuting to work. Specifically, the Property is within less than one-half mile of the intersection of Western Avenue and West Adams Boulevard at which Metro Bus line 207, which runs north-south along Western Avenue, intersects with Metro Bus line 37, which runs east-west along Adams Boulevard. The intersection is also served by the LADOT Midtown DASH bus line. This qualifies as a major transit stop because the frequency intervals of Metro Bus line 207 and 37 are both 15 minutes or less during peak commute periods. Additionally, the Project would meet LAMC vehicle (subject to permissible reductions) and bicycle parking requirements and incorporate pedestrian and bicycle-friendly designs, including new walkways and open spaces.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or	Not Applicable. This policy calls for the City to update its General Plan.

**TABLE 7.0-1
PROJECT CONSISTENCY WITH CITY OF LOS ANGELES AIR QUALITY ELEMENT**

Policy	Project Consistency
relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	Not Applicable. This policy calls for the City to update its General Plan.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	Not Applicable. This policy calls for cleaner operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's Water and Power energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	No Conflict. The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	Not Applicable. This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements.
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	No Conflict. The Project would be designed to meet the applicable requirements of the State's Green Building Standards Code and the City of Los Angeles' Green Building Code.
Policy 6.1.1. Raise awareness through public information and education programs of the actions that individuals can take to reduce air emissions.	Not Applicable. This policy calls for the City to promote clean air awareness through its public awareness programs.

The Community Plan EIR stated that temporary emissions generated by various construction equipment could contribute to regional and local pollutant concentrations. As stated above the Community Plan EIR included mitigation measures that would be incorporated into the Project as required by the CPIO. An estimate of emissions associated with the Project was prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. The results are provided in **Appendix B** of this document and summarized below.

Table 7.0-2: Project Construction Schedule provides the dates and durations of each of the activities that will take place during construction, as well as a brief description of the scope of work. Future

dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise.

**TABLE 7.0-2
PROJECT CONSTRUCTION SCHEDULE**

Construction Activity	Approximate Start Date	Approximate End Date	Duration (Days)	Description
Demolition	3/23/2023	4/19/2023	20	Removal of 10,000 cubic yards of demolition debris
Shoring/Grading	4/20/2023	7/17/2023	63	Grading of the site and export of 36,000 cubic yards of soil
Foundation	7/18/2023	11/10/2023	84	Construction of building foundations
Superstructure	11/13/2023	8/30/2024	210	Construction of the proposed uses
Wood Framing	7/21/2024	5/23/2025	220	Paving of asphalt surfaces
Architectural Coating	3/1/2025	6/20/2025	80	Application of architectural coatings to building materials

Refer to Appendix B, CalEEMod Model Data

Regional Emissions

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, which would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials 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.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

Construction activity has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Property. Fugitive dust emissions would primarily result from grading activities. NO_x emissions would primarily result from the use of construction equipment and truck trips. During the building finishing phase, paving and the application of architectural coatings (e.g., paints) would potentially release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. **Table 7.0-3: Maximum Construction Emissions**, identifies daily emissions that are estimated to occur on peak construction days for each construction phase. The operational results are presented in **Table 7.0-4: Maximum Operational Emissions**. All criteria pollutant emissions would be below the SCAQMD construction and operational thresholds.

Localized Emissions

In addition, the SCAQMD has developed localized significance thresholds (LSTs) based on the pounds of emissions per day that could be generated by a project that would cause or contribute to adverse localized air quality impacts to nearby sensitive receptors. These localized thresholds, which are found in the mass rate look-up tables in the “Final Localized Significance Threshold Methodology” document prepared by the SCAQMD²⁸ and are developed based on the ambient concentrations of that pollutant for each Source Receptor Area (SRA). SCAQMD has developed threshold lookup tables based on the SRA and the distance to the closest sensitive receptor. The closest distance from sensitive receptors in the tables is 25 meters. SCAQMD’s methodology states that Projects with boundaries located closer than 25 meters to the nearest receptor should still use the 25-meter localized significance threshold. The Project is adjacent to the 24th Street School as well as to several residential properties including the Existing Structures on the Property. As such, the 25-meter threshold is applicable. The LST are only applicable to NO_x, CO, PM₁₀, and PM_{2.5}. The result of the LST analysis is provided in **Table 7.0-5: Localized Construction and Operational Emissions**.

28 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology (June 2003; rev. October 21, 2009).

**TABLE 7.0-3
MAXIMUM DAILY CONSTRUCTION EMISSIONS**

Year	VOC	NO _x	CO	SO _x	PM10	PM2.5
	pounds/day					
2023	2	24	17	<1	4	2
2024	4	33	33	<1	3	2
2025	27	17	19	<1	2	1
Maximum	27	33	33	<1	4	2
SCAQMD Mass Daily Threshold	75	100	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Notes:

CO = carbon monoxide; NO_x = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SO_x = sulfur oxides; VOC = volatile organic compounds.

Refer to Appendix B, CalEEMod Model Data

**TABLE 7.0-4
MAXIMUM OPERATIONAL EMISSIONS**

Source	VOC	NO _x	CO	SO _x	PM10	PM 2.5
	pounds/day					
Area	9	5	32	<1	1	1
Energy	<1	1	<1	<1	<1	<1
Mobile	9	10	96	<1	23	6
Total	18	16	128	<1	24	7
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NO_x = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SO_x = sulfur oxides; VOC = volatile organic compounds.

Refer to Appendix B, CalEEMod Model Data

**TABLE 7.0-5
LOCALIZED CONSTRUCTION AND OPERATIONAL EMISSIONS**

	NO _x	CO	PM ₁₀	PM _{2.5}
Source	On-Site Emissions (pounds/day)			
Construction				
Total maximum emissions	14	14	3	2
LST threshold	107	1,090	9	5
Threshold Exceeded?	No	No	No	No
Operational				
Project area/energy emissions	6	33	1	1
LST threshold	107	1,090	2	2
Threshold Exceeded?	No	No	No	No

Notes:

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NO_x = nitrogen oxide; PM₁₀ = particulate matter less than 10 microns; PM_{2.5} = particulate matter less than 2.5 microns.

Refer to Appendix B, CalEEMod Model Data

Toxic Air Contaminants

Project construction would result in short-term emissions of diesel particulate matter, which is a TAC. Off-road heavy-duty diesel equipment would emit diesel particulate matter over the course of the construction period. As mentioned previously, the Project is adjacent to the 24th Street School as well as to several residential properties including the Existing Structures adjacent to the Property. Localized diesel particulate emissions (strongly correlated with PM_{2.5} emissions) would be minimal and would be substantially below localized thresholds, as shown in **Table 7.0-5**. Project compliance with the CARB anti-idling measure, which limits idling to no more than 5 minutes at any location for diesel-fueled commercial vehicles, would further minimize diesel particulate matter emissions in the Project area.

Project operations would generate only minor amounts of diesel emissions from delivery trucks and incidental maintenance activities. Trucks would comply with the applicable provisions of the CARB Truck and Bus regulation to minimize and reduce emission from existing diesel trucks. In addition, Project operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings or household cleaning products. As a result, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed uses within the Project. Based on the Project's expected uses, potential long-term operational impacts associated with the release of TACs would be minimal and would not be expected to exceed the SCAQMD thresholds of significance.

Odors

As shown in **Table 7.0-5**, construction of the Project would result in emissions below the localized significance thresholds. Mandatory compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents. According to SCAQMD, while almost any source may emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Therefore, objectionable odors would not be emitted by the proposed uses.

Any unforeseen odors generated by the Project will be controlled in accordance with SCAQMD Rule 402. As previously noted, Rule 402 prohibits the discharge of air contaminants that harm, endanger, or annoy individuals or the public; endanger the comfort, health or safety of individuals or the public; or cause injury or damage to business or property. Failure to comply with Rule 402 could subject the offending facility to possible fines and/or operational limitations in an approved odor control or odor abatement plan.

Based on the above, the Project would not represent a substantial change from the EIR and no revision to the EIR would be required.

3. *Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?*

The Property's condition has not substantially changed since the Community Plan EIR was certified. The Existing Structures have been constructed next to the Property and other development has occurred in the CPA. However, these changes in the CPA are not substantial enough to require major revisions in the environmental impact report. Emissions of O₃, NO_X, VOC, and CO have been decreasing in the region primarily from reductions in motor vehicle emissions, other improvement in emissions standards, and an increase in the use of solar and wind energy generation.²⁹ This has led to an overall reduction in days on which air quality standards are exceeded. However, these changes do not require revisions in the Community Plan EIR.

29 See South Coast Air Quality Management District, 2016 Air Quality Management Plan, March 2017; Chapter 3: Base Year and Future Emissions and the Legislative Analyst's Office Report 4131, Assessing California's Climate Policies—Electricity Generation, January 202.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

There is no new information of substantial importance which has become available relative to air quality that would result in new or more severe significant environmental impacts.

Biological Resources

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
Biological Resources: Would the Project:					

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant	No	No	No	No
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact	No	No	No	No
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact	No	No	No	No
d. Interfere substantially with the movement of any native resident or migratory fish or	Less Than Significant	No	No	No	No

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less Than Significant	No	No	No	No
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact	No	No	No	No

1. Impact Determination in the Community Plan EIR

The Community Plan EIR concluded that there are no special status habitats or natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service within or near the CPA that would be affected by the Community Plan. The special status species that have been sighted in the CPA in the past are either extirpated or would occur within the (non-native disturbed) open space areas of the CPA which would not be affected under the Proposed Plan. The Community Plan EIR concluded that migratory birds and protected trees are currently protected by existing regulations. For these reasons, the Community Plan EIR concluded that impacts to biological resources would be less than significant.

2. Does the Project involve substantial changes which will require major revisions of the environmental impact report?

The Project is located within the CPA evaluated by the Community Plan EIR. The Property does not contain any native open space or other special habitat. The same conditions expressed in the Community Plan EIR apply to the Project. As such, the Project does not represent substantial change with respect to the information in the Community Plan EIR.

3. Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?

The Project is located within the CPA evaluated by the Community Plan EIR. The Property does not contain any native open space or other special habitat. The Property's condition has not substantially changed since the Community Plan EIR was certified. The Existing Structures have been constructed next to the Property and other development has occurred in the CPA. However, these changes in the CPA are not substantial enough to require major revisions in the environmental impact report. The same conditions expressed in the Community Plan EIR apply to the Project. As such, the Project does not represent substantial change with respect to the circumstances described in the Community Plan EIR.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

No substantial changes in the environment on or surrounding the Project related to biological resources have occurred since certification of the Community Plan EIR, and no substantial new biological resources on or surrounding the Project have been identified.

Cultural Resources

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
CULTURAL RESOURCES: Would the Project:					
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	Significant and Unavoidable	No	No	No	No
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Less Than Significant With Mitigation	No	No	No	Yes
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	Less Than Significant	No	No	No	No

1. Impact Determination in the Certified EIR

Historic Resources

The Community Plan EIR stated that future projects that could affect an officially designated resource or property within an adopted Historic Preservation Overlay Zone (HPOZ) would be subject to requirements outlined in the Cultural Heritage Ordinance and Citywide HPOZ Ordinance. Based on historical observations, the Community Plan EIR considered it very unlikely that designated resources would be lost in any substantial quantity. However, it is possible that some future development in the CPA could result in demolition and/or significant alteration to some of the Historic Cultural Monument (HCMs) in the south Los Angeles CPA, to properties within an HPOZ, or to any resource with National Register, and/or California Register designation during the twenty-year horizon of the Community Plan.

The Community Plan EIR stated that as to non-designated historical resources, SurveyLA found a number of properties within the CPA that are eligible for designation and historic listing. While the proposed CPIO regulations could help to protect some non-designated historical resources identified through SurveyLA, resources located outside the boundaries of the CPIO District subareas would not be

protected under the proposed CPIO's development regulations. Furthermore, despite the CPIO regulations, future development could result in demolition and/or significant alteration to non-designated historic resources. For these reasons, the Community Plan EIR concluded that impacts related to historic resources would be significant and unavoidable. The Community Plan EIR also concluded that no feasible mitigation measures could be identified.

Archeological and Paleontological Resources

The Community Plan EIR stated that pre-historic and historic archaeological sites exist throughout the City and may exist in the South Los Angeles CPA. As such, impacts were defined a potentially significant and the following mitigation measures were included in the EIR:

- CR-1:** Projects (excluding Residential Subareas M, N, and O) that involve construction-related soil disturbance shall require that if during construction activities any cultural materials are encountered, construction activities within a 50-meter radius shall be halted immediately and the project applicant shall notify the City. A qualified archeologist (as approved by the City) shall be retained by the project applicant and shall be allowed to conduct a more detailed inspection and examination of the exposed cultural materials. During this time, excavation and construction would not be allowed in the immediate vicinity of the find. However, those activities could continue in other areas of the project site. If the find were determined to be significant by the archeologist, the City and the archeologist would meet to determine the appropriate course of action. All cultural materials recovered from the site would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.
- CR-2:** Projects (excluding Residential Subareas M, N, and O) that involve construction-related soil disturbance shall require that during excavation and grading, if paleontological resources are uncovered, all work in that area shall be halted immediately and the project applicant shall notify the City. The project applicant shall retain a paleontologist to assess the nature, extent, and significance of any cultural materials that are encountered and to recommend appropriate methods to preserve any such resources. Said paleontologist will have the authority to put a hold on grading operations and mark, collect and evaluate any paleontological resources found on the site where it is discovered during construction. Said paleontologist shall be provided a reasonable amount of time to prepare and implement protection measures coordinating with the City of Los Angeles Building and Safety Department. Any paleontological remains and/or reports and surveys shall be submitted to the Los Angeles County Natural History Museum.

With these mitigation measures, the EIR concluded that impacts would be less than significant.

Human Remains

The EIR stated that South Los Angeles CPA contains one formal cemetery, the Angelus-Rosedale Cemetery, and no historic or prehistoric human remains are known to occur within the CPA outside of

the one formal cemetery. Nonetheless, while the potential to disturb human remains interred outside of formal cemeteries within the CPA is considered low, given the level of past human activity, it is possible that unknown human remains could be located on sites that would be allowed to develop under the Community Plan and CPIO. In the event of the inadvertent discovery or recognition of any human remains during future, project-related ground disturbance, California Health and Safety Code Section 7050.5 states that, if human remains are unearthed during construction, then no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to PRC Section 5097.98. Section 5097.98 outlines the Native American Heritage Commission notification process and the appropriate procedures if the County Coroner determines the human remains to be Native American. Compliance with applicable regulations would protect unknown and previously unidentified human remains. Therefore, impacts related to human remains would be less than significant.

2. *Does the Project involve substantial changes which will require major revisions of the environmental impact report?*

The Property does not contain any historic resources. However, there are historic resources identified in the neighborhoods to the south and west of the Property, which is designated as the West Adams Terrace Historic Preservation Overlay Zone (HPOZ). The HPOZ is characterized by single family homes ranging in size and style from modest Victorian-era cottages to early 20th century Craftsman and Mission Revival bungalows to larger mansions in the Period Revival and Classical styles.³⁰ Many of the houses were designed by recognized architects and builders at the time. Contributing structures include 2028 W 24th Street, which is across 24th Street from the Property.

Impacts to historic resources occur if a project would cause substantial adverse change in the significance of the historical resource as defined in Section 15064.5 of the CEQA Guidelines, which states that “substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired”. To be materially impaired, the alteration would have to affect the physical characteristics of a historical resource that convey its historical significance or justify its eligibility on a list of historic resources. Due to the physical separation of the Property and the HPOZ, the Project would not have any direct effect on the significance of those resources. The construction and operation of the Project would alter the immediate surroundings of the HPOZ, which has already been altered by other past developments. Additionally, the Project’s change to the HPOZ’s immediate surroundings would not materially impair the significance of the historical resources in the HPOZs. As such, the Project would not result in impacts on historic resources and no revision to the EIR would be required.

30 City of Los Angeles, West Adams Terrace HPOZ Preservation Plan, accessed January 2022, <https://planning.lacity.org/odocument/deaa63ef-c0a2-4734-8a8f-da86e39be11d/West%20Adams%20Terrace%20PP.pdf>.

The Property does not contain any known archeological or paleontological resources and the Project would incorporate the mitigation measures included in the Community Plan EIR, as required by the CPIO's regulations. As such, the Project does not involve substantial changes from what was presented in the Community Plan EIR.

The Site does not contain any known human remains. The same conditions expressed in the Community Plan EIR apply to the Project. As such, the Project does not represent substantial change from what was presented in the Community Plan EIR.

3. *Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?*

No substantial changes in the environment related to cultural resources have occurred since certification of the EIR, and no substantial new cultural resources have been identified within the vicinity of the Project that would result in new or more severe significant environmental impacts. The Property's condition has not substantially changed since the EIR was certified. The Existing Structures have been constructed next to the Property and other development has occurred in the CPA. However, these changes in the CPA are not substantial enough to require major revisions in the environmental impact report.

4. *Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.*

There is no new information of substantial importance regarding the Property or the surrounding area that has become available relative to cultural resources that would result in new or more severe significant environmental impacts.

Energy

Issues	Impact Determination in the Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
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ENERGY: Would the Project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant	No	No	No	No
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less Than Significant	No	No	No	No

1. Impact Determination in the Community Plan EIR

At the time the Community Plan EIR was prepared and certified, Energy was not assessed as a separate topic but rather was included in the evaluation of Utilities. The Community Plan EIR concluded that implementation of the Community Plan would facilitate an increase in the citywide consumption of the non-renewable energy resources of electricity and natural gas but that adequate supply and facilities existed to support the reasonably expected development under the Community Plan. In addition, new development occurring under of the Community Plan would be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires local jurisdictions to use energy efficient appliances, weatherization techniques, and efficient cooling and heating systems to reduce energy demand stemming from new development. In addition, development occurring from the implementation of the Community Plan would be required to comply with the City of Los Angeles' Green Building Code Energy Efficiency requirements. Consequently, as projects are built within the CPA, they would be in compliance with all applicable energy conservation plans and policies of the City. As such, the Community Plan EIR concluded that impacts on energy would be less than significant.

2. Does the Project involve substantial changes which will require major revisions of the environmental impact report?

The Project involves development that is consistent with the CPIO and SCAG's RTP/SCS (Connect SoCal). The Project would be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings and the most recent City of Los Angeles' Green Building Code Energy Efficiency requirements. As such, the Project would not require revision to the Community Plan EIR.

3. Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?

The California Building Energy Standards (Title 24) and the City of Los Angeles' Green Building Code Energy Efficiency requirements have been updated since the Community Plan EIR was certified. However, these new regulations do not require revisions to the Community Plan EIR. Use of renewable energy sources and electric vehicles has increased since the since the Community Plan EIR was certified.³¹ These improvements in energy efficiency do not require revisions to the Community Plan EIR. The Property's condition has not substantially changed since the Community Plan EIR was certified. The Existing Structures have been constructed next to the Property and other development has occurred in the CPA. However, these changes in the CPA are not substantial enough to require major revisions in the environmental impact report.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

No substantial changes in the environment related to energy usage on or in the vicinity of the Development Site has occurred that would require revision to the information and analysis contained in the Community Plan EIR.

31 See "New data shows nearly two-thirds of California's electricity came from carbon-free sources in 2019", California Energy Commission, July 16, 2020, <https://www.energy.ca.gov/news/2020-07/new-data-shows-nearly-two-thirds-californias-electricity-came-carbon-free> and California Electric Vehicle Market Share Increases Over Time, California Energy Commission and Veloz, 2021, <https://www.veloz.org/ev-market-report/>

Geology and Soils

Issues	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
<i>GEOLOGY AND SOILS: Would the Project:</i>					
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
I. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No Impact	No	No	No	No
II. Strong seismic ground shaking?	Less Than Significant	No	No	No	No
III. Seismic-related ground failure, including liquefaction?	Less Than Significant	No	No	No	No
IV. Landslides?	Less Than Significant	No	No	No	No
b. Result in substantial soil erosion or the loss of topsoil?	Less Than Significant	No	No	No	No
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less Than Significant	No	No	No	No

Issues	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less Than Significant	No	No	No	No
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact	No	No	No	No
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant With Mitigation	No	No	No	Yes

1. Impact Determination in the Community Plan EIR

The type of development expected to occur under the Community Plan is typical of urban environments and would not involve future development or operations that create or contribute to unstable seismic conditions or stresses in the Earth’s crust. The Community Plan EIR stated that compliance with the City’s Building and Grading Codes would help to minimize potential risks due to seismic-related hazards for future residents and users within the CPA. All earthwork and grading activities require grading permits from the Department of Building and Safety. Such permit applications would be required to include requirements and standards that address grading, excavations, and fills, and the recommendations of a site-specific geotechnical report. Compliance with the recommendations of the geotechnical report and the City’s Building and Grading Codes is reasonably expected to be sufficient to reduce soil instability-related hazards, including liquefaction, lateral spreading, soil erosion or loss of topsoil, and expansive soils. As such, future development under the Community Plan would not cause or exacerbate seismic or soil hazards. In addition, the Community Plan and CPIO do not propose any development in areas not served by sewer service. New development in the CPA would not utilize septic tanks. For these reasons, the Community Plan EIR concluded that impacts related to geology and soils would be less than significant.

2. Does the Project involve substantial changes which will require major revisions of the environmental impact report?

The Project is located within the area evaluated by the Community Plan EIR. The Project is the type of development that the Community Plan EIR expected to occur within the CPA. The Property does not contain any known earthquake faults or liquefaction zones. The Project would not utilize septic tanks. As such, the Project does not represent substantial change that would require revision of the Community Plan EIR.

3. Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?

Geologic conditions in the CPA have not substantially changed. The Property's condition (geologic or otherwise) has not substantially changed since the Community Plan EIR was certified. The Existing Structures have been constructed next to the Property and other development has occurred in the CPA. The same conditions expressed in the Community Plan EIR apply to the Project. As such, no major revisions to the Community Plan EIR would be required.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

No substantial changes in the environment related to geology or soils have occurred on or in the vicinity of the Project Site since certification of the Community Plan EIR that would require revision to the Community Plan EIR.

Greenhouse Gas Emissions

Issues	Impact Determination in EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
Greenhouse Gas Emissions: Would the Project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant	No	No	No	No
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant	No	No	No	No

1. *Impact Determination in the Certified EIR*

The Community Plan EIR concluded that compared to the existing conditions, implementation of the Community Plan would result in a reduction in annual GHG emissions within the CPA, demonstrating compliance with regional, state, and federal efforts to decrease climate change impacts of development and transportation. Although future conditions reflect increased development and associated energy use, future transportation emissions would be less than existing emissions due to lower vehicle exhaust emissions resulting from increased engine efficiency and cleaner burning fuels. Additionally, GHG impacts are cumulative in nature, and the Community Plan EIR concluded that the Community Plan and CPIO would result in substantial net decrease in GHG emissions within the CPA relative to the existing environmental setting due to the proposed policies that would promote transit use, better accommodate pedestrians and bicyclists, and create a more integrated mix of uses.

The Community Plan EIR stated that the Community Plan and CPIO are consistent with the regional strategy contained in the 2016-2040 RTP/SCS to direct projected growth to urban areas in order to achieve the following:

- Undertake modern, efficient construction techniques that result in using less energy and less water as compared to less dense development;

- Create a mix of uses that encourages pedestrian and bicycle activity, reducing vehicle trips; and
- Develop areas in close proximity to transit in order to reduce vehicular trips.

Furthermore, the Community Plan EIR stated that the Community Plan would concentrate development around transit, comprise a wide mix of uses, and better accommodate pedestrian and bicyclists. The Community Plan would be consistent with the City's Sustainable City pLAN by accommodating growth while providing transit options. This strategy would result in lower per capita emissions than less dense growth and would contribute to the City reaching the 2025 Sustainable City pLAN reduction target of 45 percent. These characteristics are anticipated to reduce per capita GHG emissions associated with cars and light trucks. The Community Plan would be consistent with AB 32, SB 375, and the 2016-2040 RTP/SCS, regional and local strategies to reduce GHG, and can be expected to contribute to reductions in per capita GHG emissions when viewed at the regional level. For these reasons, the Community Plan EIR concluded that impacts related to GHG emissions would be less than significant.

2. Does the Project involve substantial changes which will require major revisions of the environmental impact report?

The analysis of the Project's GHG emissions consists of a quantitative analysis, provided in Appendix B of this document, of the GHG emissions generated by the construction and operation activities and a qualitative analysis of the Project's consistency with adopted GHG-related legislation, plans, and policies. This approach is in accordance with CEQA Guidelines Section 15064.4(a), which affirms the discretion of a lead agency to determine, in the context of a particular project, whether to use quantitative and/or qualitative methodologies to determine the significance of a project's impacts.

The total GHG emissions from the Project were quantified to determine the level of the Project's estimated annual GHG emissions. As with the Air Quality section calculations, construction emissions were estimated using CalEEMod by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile-source emissions factors. SCAQMD's Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Threshold recognizes that construction-related GHG emissions from projects occur over a relatively short-term period of time and contributes a relatively small portion of a project's overall lifetime GHG emissions. The guidance recommends that a project's construction-related GHG emissions be amortized over a 30-year project lifetime so that GHG reduction measures will address construction GHG emissions as part of the operation GHG reduction strategies.

CalEEMod was also used to estimate operational GHG emissions from electricity, natural gas, solid waste, water and wastewater, fireplaces, and landscaping equipment. CalEEMod calculates energy use from systems covered by Title 24 (e.g., heating, ventilation, and air conditioning [HVAC] system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting. Mobile-source emissions were estimated based on the CARB EMFAC model and the Project's Transportation Assessment.

7.0 Environmental Impact Analysis

With regard to energy demand, the consumption of fossil fuels to generate electricity and to provide heating and hot water generates GHG emissions. Energy demand rates were estimated based on square footage as well as predicted water supply needs for this use. Energy demand (off-site electricity generation and on-site natural gas consumption) for the Project was calculated within CalEEMod using the CEC's CEUS data set, which provides energy demand by building type and climate zone.

Emissions of GHGs from solid waste disposal were also calculated using CalEEMod software. The emissions are based on the waste disposal rate for the land uses, the waste diversion rate, and the GHG emission factors for solid waste decomposition. The GHG emission factors, particularly for methane, depend on characteristics of the landfill, such as the presence of a landfill gas capture system and subsequent flaring or energy recovery. The default values, as provided in CalEEMod, for landfill gas capture (e.g., no capture, flaring, energy recovery), which are Statewide averages, were used in this assessment.

Emissions of GHGs from water and wastewater result from the required energy to supply and distribute the water and treat the wastewater. Wastewater also results in emissions of GHGs from wastewater treatment systems. Emissions are calculated using CalEEMod and are based on the water usage rate for the proposed uses; the electrical intensity factors for water supply, treatment, and distribution and for wastewater treatment; the GHG emission factors for the electricity utility provider; and the emission factors for the wastewater treatment process.

With respect to emission rates, CalEEMod incorporates EMFAC2017 emission rates by vehicle class and vehicle process.

As shown in **Table 7.0-6: Construction GHG Emissions**, total construction emissions would be 1,187 metric tons of CO₂e (MTCO₂e). One-time, short-term emissions are converted to average annual emissions by amortizing them over the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame because this is a typical interval before a new building requires its first major renovation.³² As shown in **Table 7.0-6**, when amortized over an average 30-year Project lifetime, average annual construction emissions from the Project would be 40 MTCO₂e per year.

32 International Energy Agency (IEA), Energy Efficiency Requirements in Building Codes, Energy Efficiency Policies for New Buildings, IEA Information Paper (2008).

**TABLE 7.0-6
CONSTRUCTION GHG EMISSIONS**

Construction Phase	MTCO ₂ e/Year
2023	387
2024	577
2025	223
Overall Total	1,187
30-Year Annual Amortized Rate	40

Refer to Appendix B, CalEEMod Model Data

Notes: GHG = greenhouse gas; MTCO₂e = metric tons of carbon dioxide equivalent.

Operation of the proposed Project has the potential to generate GHG emissions through vehicle trips traveling to and from the Property. In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products. Emissions from mobile and area sources and indirect emissions from energy and water use, wastewater, as well as waste management would occur every year after full development of the uses allowed by the Project. Operational Project emissions from area sources, energy sources, mobile sources, solid waste, and water and wastewater conveyance are shown in **Table 7.0-7: Operational GHG Emissions** below. As shown in **Table 7.0-7**, average annual net operational emissions from the proposed Project would be 5,166 MTCO₂e per year.

**TABLE 7.0-7
OPERATIONAL GHG EMISSIONS**

Source	Unmitigated MTCO ₂ e per year
Construction (amortized)	40
Area	81
Energy	1,274
Mobile	3,464
Waste	121
Water	186
Total	5,166

Refer to Appendix B, CalEEMod Model Data

Abbreviation: MTCO₂e = metric tons of carbon dioxide emissions.

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Nor have SCAQMD, OPR, CARB, CAPCOA, or any other state or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the Project. Assessing the significance of a project's contribution to cumulative global climate change involves: (1) developing pertinent inventories of GHG emissions, and (2) considering project consistency with applicable emission reduction strategies and goals. This evaluation of consistency with such plans is the sole basis for determining the significance of the Project's GHG-related impacts on the environment.

Consistency with Applicable Plans and Policies

The discussion below describes the extent to which the Project complies with or exceeds the performance-based standards included in the regulations outlined in the Climate Change Scoping Plan and the 2016-2040 RTP/SCS and the 2020-2045 RTP/SCS, each of which identify GHG-reducing measures that directly and indirectly apply to the Project. As shown herein, the Project would be consistent with the applicable GHG reduction plans and policies.

Statewide: Climate Change Scoping Plan

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). In 2008, CARB approved a Climate Change Scoping Plan as required by AB 32 that has been updated over time to reflect updated strategies. California achieved the 2020 goals set forth in AB 32.³³ In addition, SB 32 was approved in 2016, calling for deeper GHG emissions reductions by 2030. The 2017 Climate Change Scoping Plan addresses the 2030 horizon and has a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The following discussion demonstrates how the pertinent reduction actions relate to and reduce project related GHG emissions.

Table 7.0-8: Mandatory Regulatory Compliance Measures Within the 2017 Scoping Plan Update, below, provides a brief discussion of the mandatory compliance measures contained in the Climate Change Scoping Plan Update that would indirectly apply to the Project but that would nevertheless reduce the Project's GHG emissions. **Table 7.0-9: Project Consistency with 2017 Scoping Plan Update**, provides an evaluation of the Project's consistency with applicable reduction actions/strategies by emissions source category outlined in the 2017 Climate Change Scoping Plan Update. As discussed therein, the Project would be consistent with the GHG reduction-related actions and strategies of the 2017 Climate Change Scoping Plan Update. The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. The Project would be consistent with the GHG reduction-related actions and strategies of the 2017 Climate Change Scoping Plan Update.

Although a number of these measures are established as policies and measures, some have not been formally proposed or adopted. These measures or similar actions to reduce GHG emissions are expected to be adopted as required to achieve statewide GHG emissions targets. Based on the analysis in **Tables 7.0-8 and 7.0-9**, the Project would be consistent with the State's Climate Change Scoping Plan and, thus, impacts related to consistency with the Scoping Plan would be less than significant.

³³ California Air Resources Board, Press Release 21-34, July 28, 2021, <https://ww2.arb.ca.gov/news/latest-state-greenhouse-gas-inventory-shows-emissions-continue-drop-below-2020-target>

**TABLE 7.0-8
MANDATORY REGULATORY COMPLIANCE MEASURES WITHIN THE 2017 SCOPING PLAN UPDATE**

Energy

RPS Program and SB 2X. The California RPS program required public and investor-owned utilities to receive at least 33 percent of their electricity from renewable sources by 2020. SB 350 further requires 50 percent renewables by 2030. In 2019, LADWP found that 32 percent of its electricity came from renewable resources in 2018, with updates showing that LADWP received at least 33 percent of its electricity from renewable sources in 2020 and expects to have 50 percent by 2030 consistent with SB 350. With the recent passage of SB 100, LADWP is required to increase its renewable energy portfolio to 50 percent by 2026 and 60 percent by 2030 and 100 percent by 2045. The Project would comply with these mandates, as its electricity will continue to be sourced by LADWP, which much meet these GHG reduction mandates.

The electricity related GHG emissions in this analysis conservatively do not account for the more recent aggressive SB 100 mandates. As such, GHG emissions from electricity use would likely be lower than those identified in this analysis.

SB 350. As required under SB 350, doubling the energy efficiency savings from customers by 2030 would rely on existing Title 24 energy efficiency standards and utility-sponsored programs such as rebates for high-efficiency appliances, HVAC systems, and insulation. The Project would support this regulation since it would comply with Title 24 standards, which represent achievable design and construction practices and would implement measures to reduce energy use compared to baseline conditions.

Cap-and-Trade Program. As required by AB 32 and the Climate Change Scoping Plan, the Cap-and-Trade Program regulates GHG emissions associated with electricity demand, though the program applies to electricity service providers and not directly to development projects. The Project would benefit from Cap-and-Trade program impacts as its electricity consumption would benefit from GHG reductions associated with this Statewide program. The Cap-and-Trade Program also covers GHG emissions from combustion of transportation fuels. The Project would benefit from this regulatory program in that GHG emissions from gasoline and diesel fuel consumption would be indirectly covered by the Cap-and-Trade Program.

Mobile

Advanced Clean Cars Program. CARB's Advanced Clean Cars Program regulates GHG emissions for model years 2017 through 2025 and increases the share of zero emission vehicles manufactured in model years 2018 through 2025. The Project would support this regulation as it would include electric vehicle charging facilities and infrastructure for additional charging in the future. The State's Climate Change Scoping Plan includes other mobile source strategies by extending the Advanced Clean Cars Program that will further reduce GHG emissions on autos and increasing the use of zero emission vehicles through 2030. CARB is also developing the Innovative Clean Transit program to encourage use of clean fuel or electric-powered buses. CARB is also developing other programs to achieve zero emission trucks under the Advanced Clean Local Trucks (Last Mile Delivery) Program. These programs will help the Project indirectly reduce its GHG emissions once they are adopted.

Low Carbon Fuel Standard (LCFS). The LCFS reduced the carbon intensity of California's transportation fuels by at least 7.5 percent by 2020. CalEEMod model assumes the LCFS reduces mobile source emissions accordingly. The 2018 updates to the LCFS target a 20 percent reduction in carbon intensity by 2030. The Project's GHG emissions would benefit from this regulatory program.

Solid Waste

California Integrated Waste Management Act of 1989. This regulation calls for jurisdictions to reduce solid waste by 50 per by 2000. In 2011, AB 341 amended this regulation to provide a goal of reducing 75 percent of solid waste generation by 2020 and annually thereafter. The Project complies with these diversion requirements, as it would be served by the City of Los Angeles, which currently has a 76 percent diversion rate. The CalEEMod model conservatively assumes a zero percent diversion rate; as a result, GHG emissions from the Project's solid waste generation are conservative and would be lower. The Project would also contract for waste disposal services from a provider that must meet AB 341 mandates for diversion. Finally, the Project would recycle and/or salvage at least 75 percent of non-hazardous construction and demolition debris, with the preparation of a construction waste management plan that identifies what materials would be diverted from disposal.

**TABLE 7.0-9
PROJECT CONSISTENCY WITH 2017 SCOPING PLAN UPDATE**

Actions and Strategies	Project Consistency
<p>Senate Bill 350 (SB 350): Requires that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030.^a</p> <p>Increase RPS to 50 percent of retail sales by 2030.</p> <p>Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.</p>	<p>No Conflict. As LADWP would provide electricity service to the Property, by 2030 the Project would use electricity consistent with the requirements of SB 350. In fact, LADWP is on a path to achieve 55% renewable energy by 2025, 80% by 2036 and 100% by 2045.³⁴</p> <p>The Project would also comply with CalGreen and Title 24 energy efficiency standards.</p>
<p>Senate Bill 100 (SB 100):</p> <p>The California Renewables Portfolio Standard Program (2018) requires a Statewide renewables energy portfolio that requires retail sellers to procure renewable energy that is at least 50 percent by December 31, 2026 and 60 percent by December 31, 2030. It would also require that local publicly owned electric utilities procure a minimum quantity of electricity from renewable energy resources achieve 44 percent of retail sales by December 31, 2024 and 60 percent by December 31, 2030.</p>	<p>No Conflict. LADWP is required to generate electricity that would increase renewable energy resources to 33 percent by 2020 and 50 percent by 2030. LADWP has achieved results greater than that required and is on a path to achieve 55% renewable energy by 2025, 80% by 2036 and 100% by 2045.³⁵</p> <p>The Project would comply with this this action/strategy being located within the LADWP service area and would comply with CalGreen and Title 24 energy efficiency standards.</p>
<p>Implement Mobile Source Strategy (Cleaner Technology and Fuels)</p> <ul style="list-style-type: none"> • At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025. • At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030. • Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Cars regulations. • Medium- and heavy-duty GHG Phase 2. • Innovative Clean Transit • Last Mile Delivery <p>Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document “Potential VMT Reduction Strategies for Discussion.”</p>	<p>No Conflict. GHG emissions generated by Project related vehicular travel would benefit from proposed regulation, and mobile source emissions generated by the Project would be reduced with implementation of standards under the Advanced Clean Cars Program, consistent with reduction of GHG emissions under AB 32. Mobile source GHG emissions estimates conservatively do not include this additional 34-percent reduction in mobile source emissions as the CalEEMod model does not yet account for this regulation. Although the Innovative Clean Transit and Advanced Clean Local Truck Programs have not yet been established, the Project would also benefit from these measures once adopted.</p> <p>With regard to SB 375, the Project represents an infill development within an existing urbanized area that would concentrate more residences within an HQT. Therefore, the Project would be consistent with SCAG’s 2016-2040 RTP/SCS. Furthermore, the RTP/SCS would result in an estimated 18-percent decrease in per capita GHG emissions from passenger vehicles by 2035 and 21-percent decrease in per capita GHG emissions from passenger vehicles by 2040.</p>
<p>Increase Stringency of SB 375 Sustainable Communities Strategy (2035 Targets)</p>	<p>No Conflict. The Project would be consistent with SB 375 for developing an infill project within an existing urbanized area. This would concentrate more</p>

³⁴ https://plan.lamayor.org/targets/targets_plan.html

³⁵ https://plan.lamayor.org/targets/targets_plan.html

**TABLE 7.0-9
PROJECT CONSISTENCY WITH 2017 SCOPING PLAN UPDATE**

Actions and Strategies	Project Consistency
	residences within an HQT.
<p>By 2019, adjust performance measures used to select and design transportation facilities. Harmonize project performance with emissions reductions, and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection).</p>	<p>Not Applicable. The Project would not involve construction of transportation facilities. However, the Property is within less than one-half mile of the intersection of Western Avenue and West Adams Boulevard at which Metro Bus line 207, which runs north-south along Western Avenue, intersects with Metro Bus line 37, which runs east-west along Adams Boulevard. The intersection is also served by the LADOT Midtown DASH bus line. This qualifies as a major transit stop because the frequency intervals of Metro Bus line 207 and 37 are both 15 minutes or less during peak commute periods. Additionally, the Project would meet LAMC vehicle (subject to permissible reductions) and bicycle parking requirements and incorporate pedestrian and bicycle-friendly designs, including new walkways and open spaces.</p>
<p>By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).</p>	<p>No Conflict. The Project would support this policy since the Applicant would provide electric vehicle charging stations in accordance with City of Los Angeles Municipal Code requirements.</p>
<p>Implement California Sustainable Freight Action Plan:</p> <ul style="list-style-type: none"> • Improve freight system efficiency. Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize zero and near zero emission freight vehicles and equipment powered by renewable energy by 2030. 	<p>Not Applicable. The Project land uses would not include freight transportation or warehousing. Therefore, the Project would not interfere or impede the implementation of the Sustainable Freight Action Plan.</p>
<p>Adopt a Low Carbon Fuel Standard with a CI reduction of 18 percent.</p>	<p>No Conflict. This regulatory program applies to fuel suppliers, not directly to land use development. GHG emissions related to vehicular travel associated with the Project would benefit from this regulation because fuel used by Project-related vehicles would be required to comply with LCFS. Mobile source GHG emissions estimates were calculated using CalEEMod that includes implementation of the LCFS into mobile source emission factors.</p> <p>The LCFS adopted in 2007 requires a reduction of at least 10 percent in the carbon intensity (CI) of California's transportation fuels by 2020. As the State has reached this goal, CARB amended the LCFS regulation in 2018 to target a 20 percent reduction in CI from a 2010 baseline by 2030.</p>
Mobile	
<p>Implement the Short-Lived Climate Pollutant Strategy by 2030:</p> <ul style="list-style-type: none"> • 40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels. • 50 percent reduction in black carbon emissions 	<p>No Conflict. The Project would comply with the CARB Short-Lived Climate Pollutant (SLCP) Reduction Strategy, which limits the use of hydrofluorocarbons for refrigeration uses.</p>

**TABLE 7.0-9
PROJECT CONSISTENCY WITH 2017 SCOPING PLAN UPDATE**

Actions and Strategies	Project Consistency
below 2013 levels.	
<p>By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCF and SB 1383.</p>	<p>Not Applicable. This strategy calls on regulators to reduce GHG emissions from landfills and is not applicable to a development project. Under SB 1383, the California Department of Resources Recycling and Recovery (CalRecycle) is responsible for achieving a 50 percent reduction in the level of statewide disposal of organic waste from the 2014 level by 2020 and 75 percent reduction by 2025.</p>
<p>Implement the post-2020 Cap-and-Trade Program with declining annual caps.</p>	<p>Not Applicable. This applies to State regulators and is not applicable to a development project. The current Cap-and-Trade program would end on December 31, 2020. Assembly Bill 398 (AB 398) was enacted in 2017 to extend and clarify the role of the state's Cap-and-Trade Program from January 1, 2021, through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions.</p>
<p>By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink:</p> <ul style="list-style-type: none"> • Protect land from conversion through conservation easements and other incentives. □ Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity. • Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments. <p>Establish scenario projections to serve as the foundation for the Implementation Plan.</p>	<p>Not Applicable. This applies to State regulators and is not applicable to a development project. This regulatory program applies to Natural and Working Lands, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.</p>
Solid Waste	
<p>Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018</p>	<p>Not Applicable. This applies to State regulators and is not applicable to a development project. This regulatory program applies to Natural and Working Lands, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.</p>
Water	
<p>Implement Forest Carbon Plan</p>	<p>Not Applicable. This applies to State regulators and is not applicable to a development project. This regulatory program applies to state and federal forest land, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Forest Carbon Plan.</p>
<p>Identify and expand funding and financing mechanisms to support GHG reductions across all</p>	<p>Not Applicable. This applies to State regulators and is not applicable to a development project. Funding and financing mechanisms are the responsibility of the</p>

**TABLE 7.0-9
PROJECT CONSISTENCY WITH 2017 SCOPING PLAN UPDATE**

Actions and Strategies	Project Consistency
sectors.	state and local agencies. The Project would not conflict with funding and financing mechanisms to support GHG reductions.

Regional: 2016-2040 RTP/SCS

The 2016-2040 RTP/SCS is expected to help California reach its GHG reduction goals, with reductions in per capita transportation emissions of 9 percent by 2020 and 16 percent by 2035. Furthermore, although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the 2016-2040 RTP/SCS GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040.³⁶ The 2016-2040 RTP/SCS would result in an estimated 8-percent decrease in per capita passenger vehicle GHG emissions by 2020, 18-percent decrease in per capita passenger vehicle GHG emissions by 2035, and 21-percent decrease in per capita passenger vehicle GHG emissions by 2040. The region achieved SCAG's 2020 target.³⁷ By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita passenger vehicle GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the 2016-2040 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals.

The Property's proximity to local bus, rapid bus, and bicycle and pedestrian infrastructure will promote transportation options for residents who would commute to work. Specifically, the Property is within less than one-half mile of the intersection of Western Avenue and West Adams Boulevard at which Metro Bus line 207, which runs north-south along Western Avenue, intersects with Metro Bus line 37, which runs east-west along Adams Boulevard. The intersection is also served by the LADOT Midtown DASH bus line. This qualifies as a major transit stop because the frequency intervals of Metro Bus line 207 and 37 are both 15 minutes or less during peak commute periods. As a result, the Project locations is considered to be within a HQTAs as defined by SCAG. In the 2016-2040 RTP/SCS SCAG considered dense residential development within a HQTAs to promote the use of transit and other non-automobile modes of travel.

Additionally, the Project would meet LAMC vehicle (subject to permissible reductions) and bicycle parking requirements and incorporate pedestrian and bicycle-friendly designs, including new walkways

³⁶ SCAG, Final 2016–2040, RTP/SCS, April 2016, p. 153.

³⁷ Evaluation Of The Southern California Association Of Governments' Sb 375 2020 Sustainable Communities Strategy, CARB< October 2020; <https://scag.ca.gov/sites/main/files/file-attachments/carb-2020-scs-evaluation-packet.pdf>

and open spaces. These features would result in fewer VMTs generated by the Project. As such, the Project would be consistent with the 2016-2040 RTP/SCS.

On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS. **Table 7.0-10: Project consistency with 2020-2045 RTP/SCS**, provides a comparison of the Project against the GHG-related performance measures of the 2020-2045 RTP/SCS.

TABLE 7.0-10 PROJECT CONSISTENCY WITH 2020-2045 RTP/SCS	
Measure	Project Consistency
Increase percentage of region's total household growth occurring within HQTAs.	No Conflict. The Project would add 364 residences to the region's housing stock, including 38 very low-income units all of which are located in an HQTAs.
Increase percent of the region's total employment growth occurring within HQTAs.	No Conflict. The Project would include 70,220 square-foot retail space which would increase employment growth within an HQTAs.
Decrease total acreage of greenfield or otherwise rural land uses converted to urban use.	No Conflict. The Project is an urban infill development that and as such does not convert greenfield or other rural land to urban use.
Decrease daily vehicle miles driven per person.	No Conflict. The Project is an urban infill development in the midst of robust transit infrastructure that would reduce daily VMT per capita. This includes access to Metro and LADOT local and express bus service. In addition, the retail component of the Project is designed to be community serving, therefore its vehicle trips would be local and not regional in nature. As indicated in the transportation analysis provided in Appendix E of this document, the Project is expected to result in a reduction in daily vehicle miles travelled.
Decrease average daily distance traveled for work and non-work trips (in miles)	No Conflict. The Project is an urban infill development in and adjacent to the dense South Los Angeles community with a high density of housing and jobs in the midst of robust transit infrastructure that would reduce VMT per capita. The Project site is also in proximity to Downtown Los Angeles, providing short trip distances to this employment and activity center.
Increase percentage of work and non-work trips which are less than 3 miles in length.	No Conflict. The Project is an urban infill development in and adjacent to the dense South Los Angeles community with a high density of housing and jobs in the midst of robust transit infrastructure that would increase the percentage of trips that are less than three miles in length.
Increase share of short trip lengths for commute purposes.	No Conflict. The Project is an urban infill development in and adjacent to the dense South Los Angeles community with a high density of housing and jobs in the midst of robust transit infrastructure that would shorten commute trips.
Decrease average minutes of delay experienced per capita due to traffic congestion.	No Conflict. The Project is an urban infill development in and adjacent to the dense South Los Angeles community with a high density of housing and jobs in the midst of robust transit infrastructure that would

**TABLE 7.0-10
PROJECT CONSISTENCY WITH 2020-2045 RTP/SCS**

Measure	Project Consistency
	reduce the rate of growth in auto traffic and congestion by virtue of its robust transit and active transportation mode share given its location.
Decrease excess travel time resulting from the difference between a reference speed and actual speed.	No Conflict. As shown in the Transportation Assessment provided as Appendix E to this document, no significant congestion is anticipated to occur that would affect traffic flow on adjacent public streets.
Increase percentage of PM peak period trips completed within 45 minutes by travel mode.	No Conflict. The Project is an urban infill development in and adjacent to the dense South Los Angeles community with a high density of housing and jobs in the midst of robust transit infrastructure that would increase the percentage of trips that are less than three miles in length. Because the Project's location, the share of PM peak period trips that are less than 45 minutes would increase when compared to an urban sprawl location.
Increase percentage of trips that use transit (work and all trips)	No Conflict. The Project is an urban infill development in and adjacent to the dense South Los Angeles community with a high density of housing in the midst of robust transit infrastructure that would help increase transit mode share.
Decrease average travel time to work (all modes)	No Conflict. The Project is an urban infill development in and adjacent to the dense South Los Angeles community that will reduce the rate of growth in auto traffic and congestion by virtue of its robust transit and active transportation mode share given its location. The Project is also in proximity to Downtown Los Angeles, providing a low average travel time to a major employment center when compared with to other locations in the region.
Increase percentage of trips using either walking or biking (by trip type)	No Conflict. The Project is an urban infill development in the dense South Los Angeles community. As described in the Transportation Assessment included as Appendix E of this document, the Project would promote the use of walking and biking through its mix of uses, pedestrian and bicycle facilities and proximity to transit.
Reduce per capita GHG emissions (from 2005 levels)	No Conflict. The Project is an urban infill development in the dense South Los Angeles community that will reduce the rate of growth in auto traffic and congestion by virtue of its robust transit and active transportation mode share given its location. As such, it is consistent with AB 32, SB 32, SB 375, and other initiatives designed to reduce per capita GHG emissions from 2005 levels.
Increase percentage of trips using a travel mode other than single occupancy vehicle (SOV)	No Conflict. The Project is an urban infill development in the dense South Los Angeles community that will increase the percentage of trips in modes other than SOV by virtue of its robust transit and active transportation mode share given its location.

Local

Locally, the City has a number of energy and water conservation-based plans, programs, and requirements that also indirectly produce GHG reductions. While these are not considered climate action plans, the Project's consistency with these local initiatives is summarized below.

City of Los Angeles Green New Deal/Sustainable City pLAN

The Green New Deal, a 2019 mayoral initiative that updates the Sustainable City pLAN, includes both short-term and long-term aspirations through the year 2035 in various topic areas, including: water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, include ensuring 75 percent of new housing units within 1,500 feet of transit by 2046, reducing vehicle miles traveled per capita by 45 percent by 2050, and moving toward 100 percent zero emission vehicles by 2050. Although the Green New Deal is not an adopted plan or directly applicable to private development projects, the Project would generally comply with these aspirations as the Project is an infill development consisting of higher density residences on the Property, which is located near regional and local transit services.

Furthermore, the Project would comply with CALGreen and would comply with the City's Solid Waste Management Policy Plan, the RENEW LA Plan, and the Exclusive Franchise System Ordinance (Ordinance No. 182,986) through the use of building materials that meet CAL Green standards and through recycling facilities that support the City's solid waste diversion goals. This would further the aspirations included in the Green New Deal/Sustainable City pLAN with regard to energy-efficient buildings and waste and landfills.

The Project would also provide secure short- and long-term bicycle storage areas for residents and employees. Therefore, the Project would be consistent with the Green New Deal/Sustainable City pLAN, and impacts would be less than significant.

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the Project complies with the applicable plans, policies, regulations and GHG emissions reduction actions/strategies outlined in the Climate Change Scoping Plan Update, the 2016-2040 RTP/SCS, the 2020-2045 RTP/SCS, and the Green New Deal/Sustainable City pLAN. Consistency with the above plans, policies, regulations, and GHG emissions reduction actions/strategies would reduce the Project's incremental contribution of GHG emissions. Thus, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHG emissions. Furthermore, because the Project is consistent and does not conflict with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, Project-specific impacts with regard to GHG emissions would be less than significant.

3. Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?

Since the certification of the Community Plan EIR, SCAG has adopted a new Sustainable Communities Strategy, Connect SoCal, which builds upon the SCAG's 2016-2040 RTP/SCS. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern while achieving the State's GHG reduction targets. The Project's consistency with Connect SoCal is discussed above and in **Section 6** of this document. As such, the change from the 2016-204 RTP/SCS to Connect SoCal would not require major revision of the Community Plan EIR.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

No substantial changes in the environment on or in the vicinity of the Property related to greenhouse gas emissions have occurred since certification of the Community Plan EIR that would require revision to the Community Plan EIR.

Hazards and Hazardous Materials

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
Hazards and Hazardous Materials: Would the Project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant	No	No	No	No
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant With Mitigation	No	No	No	Yes
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less Than Significant With Mitigation	No	No	No	Yes
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less Than Significant	No	No	No	No
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact	No	No	No	No
f. Impair implementation of or	Less Than	No	No	No	No

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
physically interfere with an adopted emergency response plan or emergency evacuation plan?	Significant				
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact	No	No	No	No

1. Impact Determination in the Community Plan EIR

The Community Plan EIR stated the transport, use, and disposal of hazardous materials is subject to federal, state, and local regulations that help eliminate or reduce the consequences of hazardous materials accidents. Future development projects would be required to comply with all applicable regulations. Hazardous materials including lead, asbestos, methane zones, and underground storage tanks are well-regulated. In addition, development of sites with known contaminants would be required to undergo remediation and cleanup before construction activities could begin as required by law. For these reasons, the Community Plan EIR concluded that impacts related to lead, asbestos, methane, underground storage tanks, and hazardous materials from known contaminated sites are considered less than significant.

The Community Plan EIR stated that while all demolition and construction would be required to comply with all local, state, and federal regulations, further mitigation may be required to reduce risks associated with the potential for unknown toxic substances in the soil on existing industrial sites or sites previously designated as industrial. As such the Community Plan EIR included the following mitigation measure:

HM-1: Any project within a CPIO Subarea that involves construction-related soil disturbance located on land that is currently or was historically zoned as industrial shall ensure that a comprehensive search of databases of sites containing hazardous waste or hazardous materials, including on lists prepared pursuant to Government Code, section 65962.5, is conducted. A report setting forth the results of this database search shall be provided to the City (e.g., historical environmental reports prepared by Enviroscan, EDR or similar firms). If the report indicates the project site or property within one quarter mile of the

7.0 Environmental Impact Analysis

project site has the potential to be contaminated with hazardous waste or hazardous materials for any reason, a Phase I Environmental Site Assessment (ESA) shall be prepared. The Phase 1 assessment shall be prepared by a Registered Environmental Assessor (REA) in accordance with state standards/guidelines to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste or materials. Depending on the results of this study, further investigation and remediation may be required in accordance with local, state, and federal regulations and policies. Any further study found necessary by an REA or relevant federal, state, or local agency shall be performed prior to project approval or made a condition on the project if that is found to be adequate for remediation by an REA or the relevant federal, state, or local agency. Prior to the Department of Building and Safety's issuance of any permits that allow for grading or construction of the project site, the REA or relevant agency shall provide written confirmation to the City that such grading or construction may safely proceed. Written confirmation that required site remediation was completed consistent with the relevant federal, state, or local requirements shall be provided to the City prior to issuance of certificates of occupancy.

The Community Plan EIR concluded that implementation of the mitigation measure would reduce impacts related to the release of unknown hazardous materials into the environment (including near schools) to a less than significant level.

The Community Plan EIR stated that implementation of the Community Plan would not result in a safety hazard or be exposed to safety hazard related to the operation of an airport. For these reasons, the Community Plan EIR concluded that there would be no impacts related to airport or private airstrip safety hazards.

The Community Plan EIR stated that construction and operation activities within the CPA would be subject to the City's permitting process, including street closure permits. Compliance with existing regulations would ensure that implementation of the Community Plan would not impair or physically interfere with adopted emergency response plans or emergency evacuation plans. Therefore, impacts related to emergency response plans and emergency evacuation plans would be less than significant.

The Community Plan EIR stated the CPA is a highly urbanized portion of the City of Los Angeles and not located in an area identified as a wildland fire hazard area. Implementation of the Community Plan would not place residences in areas prone to wildfires. For these reasons, the Community Plan EIR concluded that there would be no impact related to the risk of loss, injury, or death involving wildland fires.

2. Does the Project involve substantial changes which will require major revisions of the environmental impact report?

The Project would be a mixed-use residential and commercial building that does not involve the transport, use, and disposal of substantial hazardous materials. The Project would comply with all local, state, and federal regulations and the Project would incorporate the mitigation measure included in the Community Plan EIR as required by the CPIO's regulations. A Phase 1 ESA has been prepared for a portion of the Property.³⁸ This portion of the Property has historically been utilized for automotive service, sales. Nevertheless, the Phase 1 ESA recommended no additional investigation. Moreover, the Property has not been identified in the files or databases of local or state agencies with oversight of hazardous materials as having any history of accident or release of environmental concern. Former underground storage tanks were identified as properly removed and no recognized environmental conditions were observed at the Property. As such, the Project does not involve substantial changes from what was presented in the Community Plan EIR and no revision to the Community Plan EIR would be required.

3. Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?

No substantial changes in the environment related to hazards or hazardous materials have occurred since certification of the Community Plan EIR, and no substantial new hazards have been identified within the vicinity of the Project that would result in new or more severe significant environmental impacts. The Property's condition has not substantially changed since the Community Plan EIR was certified. The Existing Structures have been constructed next to the Property and other development has occurred in the CPA. However, these changes in the CPA are not substantial enough to require major revisions in the environmental impact report.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

No substantial changes in the environment on or in the vicinity of the Property related to hazards or hazardous materials have occurred since certification of the Community Plan EIR that would require revision to the Community Plan EIR.

³⁸ Phase I Environmental Site Assessment Report, 2137-2211 South Western Avenue, Los Angeles, California 90018, EFI Project No. 9836003585, Prepared by EFI Global, Inc., July 10, 2018, included as Appendix C to this document.

Hydrology and Water Quality

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
Hydrology and Water Quality: Would the Project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less Than Significant	No	No	No	No
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less Than Significant	No	No	No	No
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
I. result in a substantial erosion or siltation on- or off-site;	Less Than Significant	No	No	No	No
II. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Less Than Significant	No	No	No	No
III. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Less Than Significant	No	No	No	No
IV. impede or redirect flood	Less Than	No	No	No	No

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
flows?	Significant				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact	No	No	No	No
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant	No	No	No	No

1. Impact Determination in the Community Plan EIR

The Community Plan EIR concluded that the Community Plan would not result in significant changes in water quality, drainage patterns, or stormwater runoff within the CPA. Hydrology and water quality resources within the CPA are subject to federal, state, and local standards and regulations. The Community Plan does not contain any specific guidelines or changes, or proposed land uses, which would generate water that would violate any water quality standards or waste discharge requirements. Through compliance with stormwater management regulations, future development in the CPA would not result in a substantial increase in impervious surfaces that would further impact groundwater recharge. The CPA do not contain any natural streams, rivers, or wetlands. Nor would development alter the course of an existing stream or river that would result in erosion or siltation. For these reasons, the Community Plan EIR concluded that impacts related to hydrology and water quality would less than significant.

2. Does the Project involve substantial changes which will require major revisions of the environmental impact report?

The Project consists of the type of development expected to occur as a result of the Community Plan. The Project would be required to comply with applicable water quality and stormwater regulations, including the state National Pollutant Discharge Elimination System permit, the City's standard grading and building permit requirements, stormwater Best Management Practices (BMPs) as part of the Standard Urban Stormwater Mitigation Plan and Low Impact Development ordinance. As such, the Project would not result in substantial changes from what was evaluated in the Community Plan EIR and major revisions of the Community Plan EIR would not be required.

3. Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?

There have been no substantial changes in the drainage, flood flow, or other hydrologic conditions on the Property or in the vicinity since the Community Plan EIR was certified. The condition of the Property has not substantially changed since the Community Plan EIR was certified. The Existing Structures have been constructed next to the Property and other development has occurred in the CPA. However, these changes in the CPA are not substantial enough such that major revisions of the Community Plan EIR would not be required.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

No new information related to water quality or hydrology on or in the vicinity of the Property has become available since certification of the Community Plan EIR that would require revision to the Community Plan EIR.

Land Use and Planning

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
Land Use and Planning: Would the Project:					
a. Physically divide an established community?	No Impact	No	No	No	No
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less Than Significant	No	No	No	No

1. Impact Determination in the Community Plan EIR

The Community Plan EIR concluded that the Community Plan would not propose any zoning or land use designations that would substantially change existing land use patterns or connectivity in the area. Furthermore, the Community Plan does not include any extension of roadways or other transit infrastructure through currently developed areas that could physically divide or isolate existing neighborhoods or an established community. The Community Plan would support and improve upon existing land uses, infrastructure, and the surrounding community, and would encourage land uses that complement and enhance the existing neighborhoods of the CPA. Residential neighborhoods would be preserved while major corridors would be enhanced to support complete streets, increased access, and connectivity to transit. The proposed changes to land use and zoning under the Community Plan are consistent with regional and local land use plans including SCAG's Sustainable Communities Strategy, Regional Transportation Plan, and Compass Growth Vision; the City's Framework and Housing Elements; the 2012 Air Quality Management Plan; and the Metro Congestion Management Program (CMP). Implementation of the Proposed Plan would increase compatibility between land uses, primarily between residential and industrial uses. For these reasons, the Community Plan EIR concluded that impacts related to land use and planning would be less than significant.

2. Does the Project involve substantial changes which will require major revisions of the environmental impact report?

The Project is located within the CPA evaluated by the Community Plan EIR. The Project will improve vacant land and a surface parking lot along Western Avenue with both commercial and high-density multi-family uses as contemplated by the Framework Element and the Community Plan. The Project would not physically divide or isolate existing neighborhoods or an established community. As described previously in these findings, the Project is consistent with the CPIO and with SCAG's Sustainable Communities Strategy. To the extent the Project deviates from the City code or the CPIO, such deviates are permissible deviations (as described in Section 2, above) authorize by State law. As such, the Project does not represent substantial change with respect to the information presented in the Community Plan EIR.

3. Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?

There has been no substantial change in the existing circumstances relative to land use on or surrounding the Property that would require any revision to the environmental impact report. The Property's condition has not substantially changed since the Community Plan EIR was certified. The Existing Structures have been constructed next to the Property and other development has occurred in the CPA. However, these changes in the CPA are not substantial enough to require major revisions in the environmental impact report.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

There is no new information of substantial importance on or in the vicinity of the Property has become available relative to land use that would result in new or more severe significant environmental impacts.

Mineral Resources

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
MINERAL RESOURCES: Would the Project:					
a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	No Impact	No	No	No	No
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Less Than Significant	No	No	No	No

1. Impact Determination in the Community Plan EIR

The Community Plan EIR concluded that the Community Plan would not result in changes to mineral resources. While mineral resources are known, or are likely to occur in the CPA, the area is currently developed with urban uses and is surrounded by uses that constrain the future use of these areas for resource recovery. Implementation of the CPIO would not result in a loss of availability of known mineral resources; result in the extraction of these resources; or further preclude the extraction of such resources. For these reasons, the Community Plan EIR concluded that impacts related to mineral resources would be less than significant.

2. Does the Project involve substantial changes which will require major revisions of the environmental impact report?

The Project is located within the CPA evaluated by the Community Plan EIR. Mineral resource recovery does not currently occur at the Property. As such, the Project does not change the conditions or conclusions in the Community Plan EIR.

3. Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?

There has been no change in circumstances associated with mineral resources at the Property since the Community Plan EIR was certified. The Property's condition has not substantially changed since the Community Plan EIR was certified. The Existing Structures have been constructed next to the Property and other development has occurred in the CPA. However, these changes in the CPA are not substantial enough to require major revisions in the environmental impact report.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

There is no new information of substantial importance relative to mineral resources on or in the vicinity of the Property.

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Noise

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
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Noise: Would the Project:

a. 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?	Significant and Unavoidable	No	No	No	Yes
b. Generation of excessive groundborne vibration or groundborne noise levels?	Significant and Unavoidable	No	No	No	Yes
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, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	No	No	No	No

1. Impact Determination in the Certified EIR

Construction Related Noise

The Community Plan EIR stated that construction activity occurring within the CPA would result in temporary increases in ambient noise levels on an intermittent basis. Typical construction noise levels could exceed the standard in the Los Angeles Municipal Code (LAMC). As such the Community Plan EIR included the following mitigation measure:

N-1: Any approval of a project located within a CPIO Subarea (except for Residential Subareas M, N, and O) shall ensure that all contractors include the following best management practices in contract specifications, where applicable:

7.0 Environmental Impact Analysis

- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- The construction contractor shall locate construction staging areas away from sensitive uses.
- When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.
- Use electric or solar generators, when available.

The Community Plan EIR stated that noise levels from various mechanized construction equipment could still exceed the limitations established in the LAMC despite implementation of mitigation. For these reasons, the Community Plan EIR concluded that impacts related to increases in noise levels in excess of the LAMC standards due to construction activities would be significant and unavoidable.

Operational Noise

The Community Plan EIR stated that under the Community Plan, foreseeable projects would be consistent with the LAMC and the CPIO development standards, which are anticipated to eliminate potential noise impacts from operational sources. However, some future land uses have the potential to generate operational noise in excess of LAMC standards. For that reason, the Community Plan EIR identified the following mitigation measure:

- N-2:** The following conditions shall apply to future development within the CPIO Subareas (except Residential Subareas M, N, and O):
- Industrial activity yards that include the operation of heavy equipment shall be shielded by sound barriers that block line-of-sight to sensitive receptors.
 - Mechanical equipment (e.g., heating, ventilation and air conditioning (HVAC) Systems) shall be enclosed with sound buffering materials.

- Truck loading/unloading activity shall be prohibited between the hours of 10:00 p.m. and 7:00 a.m. when located within 200 feet of a residential land use.
- Parking structures located within 200 feet of any residential use shall be constructed with a solid wall abutting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal.

With this mitigation incorporated, the Community Plan EIR concluded that impacts related to operational noise levels would be less than significant.

Construction Related Vibration

The Community Plan EIR stated that construction activity can result in varying degrees of ground vibration depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. The Community Plan EIR indicates that there are no adopted City standards for vibration but that vibration could result in human annoyance if vibration caused by construction exceeds 85 VdB, which is a vibration level that is considered to be acceptable only if there are an infrequent number of events per day, and that the FTA vibration damage threshold is approximately 100 VdB for fragile buildings and approximately 95 VdB for extremely fragile historic buildings.

Construction vibration is a localized event and is typically only perceptible to a receptor that is in close proximity to the vibration source. A table was included in the Community Plan EIR showing construction equipment vibration levels based on various reference distances and which indicated that only pile driving exceeded the thresholds at 50 feet or more and that at 25 feet, caisson drilling, large bulldozers and loaded trucks could exceed the annoyance threshold by a small margin but that jackhammers and small bulldozers would not. The Community Plan EIR goes on to states that the type of low- or mid-rise buildings anticipated to be built under the Community Plan would typically be constructed with loaders and bulldozers, which do not generate significant vibration, however it is possible that pile driving would be necessary in some instances, which could generate substantial vibration. Therefore, the Community Plan EIR concludes that vibration levels associated with construction equipment could exceed the significance threshold, potentially causing building damage or substantial human annoyance.

N-3: Any approval of a project located within a CPIO Subarea (except for Residential Subareas M, N, and O) that is adjacent to buildings listed or determined eligible for listing in the National Register of Historic Places or the California Register of Historical Resources, designated as a Historic-Cultural Monument by the City of Los Angeles, within a Historic Preservation Overlay Zone (“historic buildings”), or determined to be historically significant in SurveyLA or other historic resource survey meeting all of the requirements of Public Resources Code, section 5024.1(g), shall ensure all of the following requirements are or will be met:

- Historic buildings adjacent to the project's construction zones are identified.
- A Vibration Control Plan is prepared and approved by the City.
- The Vibration Control Plan shall be completed by a qualified structural engineer.
- The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected buildings. The survey letter shall provide a shoring design to protect the identified land uses from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels such as sonic pile driving or caisson drilling instead of impact pile driving. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to impacted buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24).

N-4: Any approval of a project located within a CPIO Subarea (except for Residential Subareas M, N, and O) shall ensure that all contractors include the following best management practices in contract specifications, where applicable:

- Impact pile drivers shall be avoided where possible in vibration-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are alternatives that shall be utilized where geological conditions permit their use.
- The construction activities shall involve rubber-tired equipment rather than metal-tracked equipment. The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where possible to avoid construction vibration impacts.

It is anticipated that the mitigation measures identified above would substantially reduce/control construction vibration, particularly for historically designated or national or state eligible structures. However, in the absence of construction details associated with specific projects and without knowing the proximity of construction activities to specific receptors, it is anticipated that construction vibration levels at adjacent buildings could exceed the thresholds of significance. For these reasons, the Community Plan EIR concluded that impacts related to construction vibration would be significant and unavoidable.

Operational Vibration

The Community Plan EIR stated that it is not anticipated that the CPA will be developed with substantial sources of vibration (e.g., blasting operations). Operational groundborne vibration in the project vicinity would be generated by vehicular travel on the local roadways. According to the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment guidance document, vibration from traffic is rarely perceptible. Similar to existing conditions, traffic vibration levels even with the expected additional trips from the Community Plan and CPIO would not be perceptible by sensitive receptors. For these reasons, the Community Plan EIR concluded that impacts related to operational vibration would be less than significant.

Airports

The Community Plan EIR Stated that any impacts that would occur to future residents or users in the South Los Angeles CPA from existing conditions from the noise related to the Airport Influence Area would not be an impact under CEQA. Additionally, it is not reasonably foreseeable that the Community Plan and CPIO would exacerbate existing conditions. For these reasons, the Community Plan EIR concluded that there would be no impacts related to airplane noise.

2. *Does the Project involve substantial changes which will require major revisions of the environmental impact report?*

Construction Related Noise

The Project would develop the Property with the type of development reasonably expected in the Community Plan EIR. Noise from Project construction activities would be affected by the amount of construction equipment, the location of this equipment, the timing and duration of construction activities, and the relative distance to noise-sensitive receptors. The Project would be constructed using typical construction techniques; no blasting or impact pile driving would be required. Individual pieces of construction equipment that would be used during construction produce maximum noise levels of 73 dBA to 90 dBA at a reference distance of 50 feet from the noise source. These values are estimates and would vary based on the actual construction process and schedule. Estimated construction noise levels were calculated for a scenario in which a reasonable number of construction equipment was assumed to be operating simultaneously and with the equipment located at the construction area nearest to the affected receptors to present a conservative impact analysis. The estimated noise levels during construction would result in maximum increase of 14.3 dBA (Leq-1hour) above the significance threshold at the 24th Street Elementary School (a noise sensitive receptor) without implementation of noise reduction measures, as explained in the Noise Analysis Memorandum included as Appendix D to this document.

Pursuant to Section 41.40 of the LAMC, construction would be limited to the hours between 7:00 AM and 9:00 PM, Monday through Friday, and between 8:00 AM and 6:00 PM on Saturday. No construction activities would occur on Sundays or federal holidays. All construction related noise would be required to comply with the provisions of Section 112.05 of the LAMC. Pursuant to Section 112.05, the operation of any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from the source of the noise between the hours of 7:00 AM to 9:00 PM when the source is located within 500 feet of a residential zone would not be permitted. Techniques for compliance with Section 112.05 of the LAMC include the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques. The incorporation of these measures into the construction management of the Project represents regulatory compliance with the LAMC and would reduce construction noise levels. Furthermore, the Project would incorporate the applicable mitigation measures identified in the Community Plan EIR as required by the CPIO, further reducing construction noise levels. These measures include locating construction haul trucks, materials delivery traffic and staging areas as far from sensitive receptors as feasible; utilizing noise barriers; equipping construction equipment with mufflers that comply with manufacturers' requirements; and utilizing electric or solar generators when feasible. In addition, the construction noise mitigation measure (N1, as shown above) includes similar measures that would further reduce noise levels.

Using optimal muffler systems on all equipment would reduce construction noise levels by 10 dBA or more. Noise barriers can achieve reductions of 10dBA to 20 dBA. Additionally, limiting the number and location of noise-generating heavy-duty construction equipment would further reduce construction noise levels.

As such, implementation of the mitigation measures from the Community Plan EIR, and regulatory compliance measures necessary to meet Section 112.05 of the LAMC, would reduce construction noise levels to less than the significance threshold at the 24th Street Elementary School. Based on this, the Project would not result in substantial changes that would require revision to the Community Plan EIR.

Operational Noise

New stationary sources of noise, HVAC equipment, would be installed for the proposed building. The design of this equipment would be required to comply with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dB.

Changes in traffic noise are generally audible if there is a 3 dB(A) or greater increase. Traffic volumes would need to approximately double along adjacent roadways in order to generate a 3 dB(A) increase in noise. As shown in the Transportation Assessment contained in Appendix E of this document, the

Project would contribute to an approximately 10% increase in overall peak hour traffic volumes along adjacent roadways, well below the 100% increase that would be required to create a 3 dB(A) increase in traffic noise. As such, the Project would not result in substantial traffic noise impacts. Furthermore, the Project would incorporate the applicable mitigation measures identified in the Community Plan EIR. Based on this, the Project would not result in substantial changes that would require revision to the Community Plan EIR.

Construction Related Vibration

Project construction is not expected to utilize substantial vibration producing equipment. Pile driving would not be utilized for the Project. The primary and most intensive vibration source associated with the development of the Project would be the use of earth-moving equipment during excavation and grading. Activity along the western edge of the site, though Infrequent, could expose the first 25 feet of the adjacent school property to vibration levels in excess of 85 dVb. However, that area of the adjacent property consists of surface parking and other exterior space that is not an academic building or designated area of recreation or sport. Other surrounding structures are at distances greater than 25 feet at which even the vibration from large bulldozers, caisson drilling or loaded trucks would attenuate to below 85 VdB. As such, based on the expected equipment utilized and the physical separation between the site and nearest historic structures or residences, specifically the historic residences on the south side of 24th street opposite the Project, construction related vibration is not expected to be significant. Furthermore, the Project would incorporate the applicable mitigation measures identified in the Community Plan EIR, specifically mitigation measures N-1 through N-4 listed above. As stated in the Community Plan EIR, these mitigation measures are expected to substantially reduce any construction vibration. Based on this, the Project would not result in substantial changes that would require revision to the Community Plan EIR.

Operational Vibration

The Project would develop the site with the type of development reasonably expected in the Community Plan EIR and as stated in the Community Plan EIR would not develop the site with substantial sources of vibration. Based on this, the Project would not result in substantial changes that would require revision to the Community Plan EIR.

3. *Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?*

There has been no change in circumstances associated with noise since the Community Plan EIR was certified. The condition of the Property has not substantially changed since the Community Plan EIR was certified. The Existing Structures have been constructed next to the Property and other

development has occurred in the CPA. However, these changes in the CPA are not substantial enough to require major revisions in the environmental impact report.

4. *Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.*

There is no new information of substantial importance which has become available relative to noise on or in the vicinity of the Property that would result in new or more severe significant environmental impacts.

Population, Housing, and Employment

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
<i>Population, Housing, and Employment: Would the Project:</i>					
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less Than Significant	No	No	No	No
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less Than Significant	No	No	No	No

1. Impact Determination in the Community Plan EIR

The Community Plan EIR stated that the Community Plan allows for increased development in the CPA within targeted areas to both accommodate housing, population, and employment growth projected by SCAG for the year 2035, and to be consistent with the City’s General Plan Framework Element, which calls for growth to be focused in higher-intensity commercial centers close to transportation and services. The Community Plan EIR identified the number of housing units in the CPA in 2010 as 82,186 and the SCAG forecasted housing need in 2035 as 97,900, a 15,714 increase. The Community Plan EIR also identified a deficit of 6,885 housing units that could not be accommodated under the exiting planning framework. It was anticipated that the Community Plan would enable housing development to accommodate that deficit. The Community Plan would not increase reasonably expected development in the CPA in a way that would be inconsistent with growth projections, or in a way that would be inconsistent with City, regional, and other adopted housing growth policies.

The Community Plan EIR did not specifically propose to demolish, concert, or remove existing housing. Most new development in the CPA is expected to involve recycling previously developed, non-residential parcels. The majority of new development would be expected to occur along major corridors and at transit station areas where it is not anticipated that substantial numbers of housing

units presently exist. Thus, it is not anticipated that the Community Plan would result in substantial displacement of existing housing. While this potential redevelopment could affect some housing units as new buildings are built in place of old ones or as old buildings are renovated, this would be offset by a substantial net increase in housing units which would accommodate more people, thereby minimizing the displacement of people. Furthermore, the increased development potential in targeted areas would be provided to projects as a bonus in exchange for the provision of community benefits, primarily affordable housing.

For the above reasons, the Community Plan EIR concluded that impacts related to housing and population would be less than significant.

2. *Does the Project involve substantial changes which will require major revisions of the environmental impact report?*

The Project is a mixed-use project on the Property that is currently either vacant or used as parking lot. No dwelling units are being demolished or replaced as a result of the Project. According to the City's demographic profile for the South Los Angeles CPA, there were 87,914 housing units in 2019. The Project is consistent with the expected development envisioned in the Community Plan EIR. As such, the Project would not require major revisions in the Community Plan EIR.

3. *Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?*

Since the certification of the Community Plan EIR, SCAG has adopted a new Sustainable Communities Strategy, Connect SoCal, which extends its growth projections to 2045. The Project's consistency with Connect SoCal is discussed in Section 6 of this document, above. The Project consists of the form envisioned in Connect SoCal for the area and represents a small fraction of the growth expected in the City of Los Angeles. As such, the new policies change from the 2016-2040 RTP/SCS to Connect SoCal would not require major revision of the certified Community Plan EIR.

4. *Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.*

There is no new information of substantial importance which has become available relative to population or housing on or in the vicinity of the Property that would result in new or more severe significant environmental impacts. Since the Community Plan EIR was certified, SCAG and the City of Los Angeles have updated growth forecasts and housing plans. However, the new information contained Connect SoCal and the City's new Housing Element do not require major revision to the conclusions of the Community Plan EIR.

Public Services

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
PUBLIC SERVICES: Would the Project:					

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

I.	Fire protection?	Less Than Significant	No	No	No	No
II.	Police protection?	Less Than Significant	No	No	No	No
III.	Schools?	Less Than Significant	No	No	No	No
IV.	Parks?	Significant and Unavoidable	No	No	No	No
V.	Other public facilities?	Less Than Significant	No	No	No	No

1. Impact Determination in the Community Plan EIR

The Community Plan EIR concluded that with implementation of the Community Plan, it is possible over the 20-year plan horizon that the reasonably expected development from the Community Plan could result in the need and construction of new or expanded public service facilities. It is assumed that if new or expanded facilities are determined to be necessary at some point in the future, such facilities would occur where allowed under the designated land use and would most likely be on small infill lots.

The impacts of the construction and operation of new facilities, as an allowed land use within the plan area, have been evaluated through the Community Plan EIR. Based on the urban location and size, the construction of new facilities or expansion of an existing facility would be a less-than-significant impact and/or possibly qualify for an infill exemption. In addition, the payment of school fees in compliance with California Government Code Section 65995 and Senate Bill 50 is considered full and complete mitigation for all school impacts. For these reasons, the Community Plan EIR concluded that impacts related to public facilities would be less than significant.

2. *Does the Project involve substantial changes which will require major revisions of the environmental impact report?*

The Project site is within 0.15 miles of Los Angeles Fire Department Station 26 and approximately 1.4 from the Olympic Community Police Station. The Project is adjacent to the 24th Street Elementary School. The closest park is the Benny H Potter West Adams Avenues Memorial Park is located approximately 0.55 miles west-southwest of the Site and the William Andrews Clark Memorial Library is located approximately 0.35 miles southwest of the Site. While the Project would have an incremental increase in demand on these services, the impacts would be consistent with that evaluated in the Community Plan EIR. As such, the Project does not represent substantial change with respect to the information described in the Community Plan EIR and major revisions to the Community Plan EIR are not required.

3. *Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?*

There has been no substantial change in public service facilities near to the Property. As such, revisions to the Community Plan EIR are not required.

4. *Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.*

There is no new information of substantial importance that has become available relative to public services in the vicinity of the Property that would result in new or more severe significant environmental impacts.

Recreation

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
RECREATION: Would the Project:					
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Significant and Unavoidable	No	No	No	No
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Significant and Unavoidable	No	No	No	No

1. Impact Determination in the Community Plan EIR

The Community Plan EIR concluded that the increase in population and dwelling units in the CPA would in turn increase the use of existing parks and recreational facilities. The Community Plan EIR noted that future development would be subject to LAMC Sections 12.33 and 17.12, which require developers of residential projects (except affordable housing units and second dwelling units) to dedicate land for park and recreation purposes or pay a fee in lieu thereof. The dedication of land for park and recreation purposes or payment of fees would help to offset the demand created by future development under the Community Plan. Nonetheless, due to the existing deficit in parks and open space and limited availability of land that could be used for parks within the CPA, no feasible mitigation measures were identified to reduce the impact related to the deterioration of existing public parks due to increased use. Therefore, the Community Plan EIR concluded that impacts related to deterioration of existing parks and recreational facilities under the Community Plan would be a cumulatively considerable significant and unavoidable impact.

2. Does the Project involve substantial changes which will require major revisions of the environmental impact report?

The Project would develop new dwelling units that would increase the population on site though consistent with the expected population growth of the CPA. The Project would feature on site recreational amenities for residents, including courtyards, a pool planned for the outdoor deck on level 5, and fitness facility. Though the new residents would still be expected to increase the use of existing parks and recreational facilities, the onsite recreational features would offset some of the recreational needs of the residents. In addition, the Project would be required to pay the applicable fees pursuant to LAMC Sections 12.33 and 17.12. As such the Project would not result in more severe impacts than were evaluated in the Community Plan EIR.

3. Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?

There has been no substantial change in recreational facilities near to the Property site or other recreation circumstances. As such, revisions to the Community Plan EIR are not required.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

There is no new information of substantial importance that has become available relative to recreation on or in the vicinity of the Property that would result in new or more severe significant environmental impacts.

Transportation and Traffic

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
<i>Transportation and Traffic: Would the Project:</i>					
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less Than Significant	No	No	No	No
b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	Less Than Significant	No	No	No	No
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant	No	No	No	No
d. Result in inadequate emergency access?	Less Than Significant	No	No	No	No

1. Impact Determination in the Community Plan EIR

The Community Plan EIR concluded that under the Community Plan, traffic conditions in the CPA would not exceed the “volume-weighted” average V/C ratio or the number of links projected to operate at unsatisfactory Level of Service (LOS) over that of existing traffic conditions. For these reasons, the EIR concluded that impacts related to traffic conditions would be less than significant.

The EIR did find that due to worsening of traffic conditions along Manchester Avenue and I-10 at Budlong Avenue, level of service impacts related to the County’s Congestion Management Plan (CMP) would be significant and unavoidable. However, subsequent to the certification of the Community Plan EIR, the Transportation thresholds have changed, and the City of Los Angeles opted out of the CMP. As such, this document does not include evaluated of the Project’s consistency with the CMP.

The Community Plan EIR acknowledged that at the time the Community Plan EIR was prepared, the State was recommending changing the determination of significance from LOS to VMT. Implementation of the Community Plan would change existing land uses and intensify land uses in areas that are well-served by transit, which would support shorter trip lengths resulting in a lower VMT per capita. Thus, the Community Plan and CPIO would result in a reduction of VMT and impacts to the circulation system would be less than significant.

The Community Plan EIR stated that there are no airports within the CPA and the CPA is not in the approach path of any airport. While planes may cross over the CPA, they would be at a substantial altitude. Therefore, no impacts were identified respect to air traffic patterns.

The Community Plan EIR stated that the Proposed Plan would not introduce new streets or otherwise change the overall land use pattern. Future development within the CPA would be required to be designed in accordance with City standards. As such, impacts related to increased hazards due to a design feature or incompatible use were identified as less than significant.

The Community Plan EIR stated that development within the CPA would be required to be designed in accordance with City standards, which include provisions that address emergency access, and that construction and operation activities would be subject to the City's permitting process, which is coordinated with the Los Angeles Police and Fire Departments to ensure that emergency access is maintained at all times. As a result, impacts related to emergency access were identified as less than significant.

The Community Plan EIR stated that future development in accordance with the Community Plan would create higher density, active transit centers and support a diverse multi-modal transportation system that provides mobility options for the community through street modifications and pedestrian-friendly environments, consistent with adopted regional, state, and local regulatory plans. As such, impacts related to public transportation, bicycle, and pedestrian facilities were identified as less than significant.

2. *Does the Project involve substantial changes which will require major revisions of the environmental impact report?*

The potential transportation effects of the Project have been evaluated in a Transportation Assessment prepared by Gibson transportation and reviewed by LADOT that is provided as Appendix E to this document.

Subsequent to certification of the Community Plan EIR, the criteria and thresholds for transportation impacts changed. The main measure of transportation impacts in the City of Los Angeles is plan consistency and Vehicle Miles Traveled (VMT). The LADOT VMT Calculator was utilized to estimate the VMT associated with the Project. The Project is expected to generate an average household VMT per capita of 4.2. As such, the average household VMT per capita would not exceed the South Los Angeles

7.0 Environmental Impact Analysis

household VMT impact threshold of 6.0. The retail portion of the Project was modeled and indicates that the Project's retail component would provide a closer retail option for residents in the surrounding neighborhoods. Therefore, those trips are assumed to be local-serving and would not generate regional VMT. Thus, the Project would not result in a significant VMT impact.

The Project would result in additional automotive, pedestrian, bicycle, and transit activity in the area around the Property. The Project is designed to reduce single occupancy trips to the Property through proximity to transit, by providing bicycle parking facilities and by mixing residential and commercial uses on the Property. The Project is estimated to generate 149 net new morning peak hour trips and 265 net new afternoon peak hour trips.

The Project would be consistent with the City's plans, programs, ordinances, and policies and would not generate any geometric design hazard impacts. The Project's commercial component would be in compliance with the City's TDM Ordinance and would implement a TDM program in accordance with requirements of the TDM Ordinance to reduce single occupancy vehicle trips to the Project. Project design includes specific TDM measures such as reduced parking supply and bicycle parking, as well as amenities and repair facilities for bicyclists.

The Project provides adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding through traffic movements on City streets. The Project would meet LAMC vehicle (subject to permissible reductions) and bicycle parking requirements and incorporate pedestrian and bicycle-friendly designs, including new walkways and open spaces. Further, the Project would maintain pedestrian access to schools on 24th Street. Curb cuts would be replaced on the westerly driveway on 24th Street and new curb cuts would be added to both driveways along Western Avenue. All driveways would be designed to maximize sight distance for vehicles entering and existing as well as pedestrians using the sidewalks.

The Project would have access to numerous Metro and LADOT bus stops within 0.25 miles of the Property. Specifically, the Project is within less than one-half mile of the intersection of Western Avenue and West Adams Boulevard at which Metro Bus line 207, which runs north-south along Western Avenue, intersects with Metro Bus line 37, which runs east-west along Adams Boulevard. The intersection is also served by the LADOT Midtown DASH bus line. This qualifies as a major transit stop because the frequency intervals of Metro Bus line 207 and 37 are both 15 minutes or less during peak commute periods. Additionally, the Metro E (Expo) Line is located approximately 1.2 miles south along Western Avenue from the Property, and the Metro D (Purple) Line is located approximately 1.75 miles north along Western Avenue from the Property, both of which can be reached by bus.

Based on the above, the Project does not represent substantial change with respect to the information described in the Community Plan EIR such that any revision to the Community Plan EIR would be required.

3. Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?

Subsequent to the Community Plan EIR, the criteria and thresholds for transportation impacts have changed. Level of service is no longer used as a CEQA impact threshold, and the Congestion Management Plan is no longer applicable. As noted above, the Project has been considered against the current thresholds of significance. Nonetheless, this change in methodology would not require major revisions in the environmental impact report.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

There is no new information of substantial importance which has become available relative to transportation in the vicinity of the Property that would result in new or more severe significant environmental impacts.

Tribal Cultural Resources

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
<i>Tribal Cultural Resources: Would the Project:</i>					

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

<p>I. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</p>	Less Than Significant	No	No	No	No
<p>II. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	Less Than Significant	No	No	No	No

1. Impact Determination in the Community Plan EIR

At the time the Community Plan EIR was prepared and certified, Tribal Cultural Resources was not assessed as a separate topic but rather was included in the evaluation of cultural resources. That section included mitigation proscribing a construction protocol if any cultural materials are encountered during construction activities. With that mitigation incorporated, the Community Plan EIR concluded that impacts to Tribal Cultural Resources would be less than significant.

2. Does the Project involve substantial changes which will require major revisions of the environmental impact report?

The Project is a mixed-use development on a location identified in the Community Plan EIR as an Active Change Area. The Project would be required to incorporate the mitigation measure from the Community Plan EIR as a condition of approval. As such, the impacts of the Project would be consistent with what was evaluated and mitigated in the Community Plan EIR. Therefore, the Project would not require revisions to the Community Plan EIR.

3. Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?

The circumstances relative to subsurface tribal cultural resources under which the Project would be developed are equivalent to that described in the Community Plan EIR, as subsurface conditions at the Project site have been unchanged since the adoption of the Community Plan. As such, the Project would not require revisions to the Community Plan EIR.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

There is no new information of substantial importance which has become available relative to tribal cultural resources on or in the vicinity of the Development Site that would result in new or more severe significant environmental impacts. Subsequent to the certification of the Community Plan EIR, Public Resources Code 21080.3.1 was revised to include a requirement that prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation with California Native American tribes that are culturally affiliated with the geographic area of the proposed project if those tribes request consultation. However, this requirement does not apply retroactively to the Community Plan EIR and no negative declaration, mitigated negative declaration, or environmental impact report is being prepared for the Project.

Utilities and Services Systems

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
Transportation and Traffic: Would the Project:					
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant	No	No	No	No
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less Than Significant	No	No	No	No
c. Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less Than Significant	No	No	No	No
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less Than Significant	No	No	No	No
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less Than Significant	No	No	No	No

1. Impact Determination in the Community Plan EIR

The Community Plan EIR concluded that the increase in demand for water, wastewater treatment, storm water drainage facilities, solid waste disposal, or energy needs would be within the growth in demand forecasted by the service provider. Specifically, utility demand projections are generally based on SCAG growth forecasts. For example, LADWP's Urban Water Management Plan and the Countywide Integrated Waste Management Plan uses SCAG population data to forecasts future demand. The anticipated increase in demand generated within the CPA under the Community Plan is within those projections based on the SCAG population forecasts. For that reason, the Community Plan EIR concluded that impacts related to utility infrastructure would be less than significant.

2. Does the Project involve substantial changes which will require major revisions of the environmental impact report?

The Project consists of the type of reasonably expected development that could occur within the CPA. The Project represents a portion of the expected growth in the area. The Project would comply with Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, and the City of Los Angeles' Green Building Code Energy Efficiency.

The Project would also be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, and the City of Los Angeles' Green Building Code Energy Efficiency requirements. Consequently, the Project would be more efficient in its use of water and energy than existing uses within the CPA.

As such, the Project does not represent substantial change with respect to the information or circumstances described in the Community Plan EIR. No revision of the Community Plan EIR is required.

3. Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?

No substantial changes in the utility or service system infrastructure have occurred since certification of the Community Plan EIR. The condition of the Property has not substantially changed since the Community Plan EIR was certified. The Existing Structures have been constructed next to the Property and other development has occurred in the CPA. However, these changes in the CPA are not substantial enough to require major revisions in the environmental impact report. No revision to the Community Plan EIR would be required.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

No new information of substantial importance that has become available relative to utilities serving the Property or the CPA that would result in new or more severe significant environmental impacts. Since the Community Plan EIR was certified, utility providers have revised their growth forecasts and capital

7.0 Environmental Impact Analysis

improvement plans. For example, LADWP has prepared a 2020 Urban Water Management Plan (UWMP) which was not available at the time the Community Plan EIR was certified. However, the new information contained in the 2020 UWMP does not require major revision to the conclusions of the Community Plan EIR as the 2020 UWMP concludes that based on 2016 SCAG growth projections, LADWP can continue to provide adequate water supplies to the city through the UWMP planning period.

Wildfire

Issues	Impact Determination in Community Plan EIR	Any Substantial Changes Involving New Significant Impacts or Substantially More Severe Impacts?	Any Substantially Changed Circumstances Involving New Significant Impact or Substantially More Severe Impacts?	Any New Information of Substantial Importance?	EIR's Mitigation Measures Addressing Impact
<i>Transportation and Traffic: Would the Project:</i>					
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact	No	No	No	No
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact	No	No	No	No
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact	No	No	No	No
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact	No	No	No	No

1. Impact Determination in the Community Plan EIR

The Community Plan EIR concluded that the CPA is located in a highly urbanized portion of the City of Los Angeles and are not located in an area identified as a wildland fire hazard area. There are no “very high fire hazard severity zones or brush clearance zones” located within the CPA. Therefore, implementation of the Proposed Plan would result in no impact related to wildland fires.

2. Does the Project involve substantial changes which will require major revisions of the environmental impact report?

The Project does not change the identification of fire hazard zones within the Property's vicinity nor makes any other change affecting this topic.

3. Are there substantial changes with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report?

Revisions to the Appendix G checklist pertains to projects that are located in, or near, state responsibility areas or lands classified as very high fire hazard severity zones. The Property is not located in or near state responsibility areas, nor is the Property located in a city designated Very High Fire Hazard Severity Zone. As such, no revisions are required to the Community Plan EIR.

4. Is there new information available, which could not have been known at the time the environmental impact report was certified as complete.

There has been no change in the classification of fire hazard zones within the Property's vicinity or other information that would require any change in the conclusions of the Community Plan EIR.

Conclusion of Environmental Analysis

Public Resource Code Sections 21166 and CEQA Guidelines Section 15162 set forth criteria for when subsequent or supplemental environmental analysis is required. Those criteria are:

- Substantial changes in the project requiring major revisions of the environmental impact analysis;
- Substantial changes in the environmental circumstances requiring major revisions in the environmental impact report; or
- New information not previously known indicates that the project would have a significant effect not previously discussed.

The preceding discussion evaluated the Project against the analysis contained in the Community Plan EIR and demonstrated that these criteria have not been met. As such, the Project does not require further environmental review, pursuant to Public Resources Code Section 21155.4(b) and CEQA Guidelines Section 15168(c)(2).



APPENDIX D

Noise Analysis Memorandum



Los Angeles Office
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014
(213) 335-3434

Westlake Village Office
920 Hampshire Road, Suite A5
Westlake Village, CA 91361
(805) 367-5720

Date: February 9, 2022

To: 2231 S. Western (LA), LLC
4700 Wilshire Boulevard
Los Angeles, CA 90010

From: Christ Kirikian
Principal | Director of Air Quality & Acoustics

Subject: 2211 S. Western Avenue Exemption Findings
Construction Noise Analysis

INTRODUCTION

This memorandum provides a construction noise analysis of the proposed mixed-use project located at the intersection on the northwest corner of S. Western Avenue and W. 24th Street. The Property located at 2211 - 2231 S. Western Avenue and 2029 24th Street contains approximately 164,849 square feet of lot area and is situated on the west side of Western Avenue between 24th Street and the I-10 Freeway. Portions of the property are currently improved with a 60-unit residential structure and a separate, under construction 48-unit residential structure. The Property's remaining lot area (100,112 square feet) is vacant and has been utilized as a parking lot. The Applicant proposes to utilize the remaining lot area to construct an eight story, 364 dwelling unit mixed use structure with approximately 70,220 square feet of retail floor area and 531 parking spaces.

The Project site is generally bounded by the Santa Monica Freeway (I-10) to the north, 24th Street to the south, Western Avenue to the east, and institutional uses to the west. The surrounding land uses include residential to the south and east, and institutional uses to the west including 24th Street Elementary School.

IMPACT ANALYSIS

Noise from Project construction activities would be affected by the amount of construction equipment, the location of this equipment, the timing and duration of construction activities, and the relative distance to noise-sensitive receptors. Construction activities that would occur during the construction phases would generate both steady-state and episodic noise that would be heard both on and off the Project Site.

Each phase involves the use of different types of construction equipment and, therefore, has its own distinct noise characteristics. The Project would be constructed using typical construction techniques; no blasting or impact pile driving would be required.

Individual pieces of construction equipment that would be used during construction produce maximum noise levels of 73 dBA to 90 dBA at a reference distance of 50 feet from the noise source, as shown in **Table 1: Typical Maximum Noise Levels for Project Construction Equipment.**

TABLE 1 TYPICAL MAXIMUM NOISE LEVELS FOR PROJECT CONSTRUCTION EQUIPMENT			
Equipment Description	Typical Duty Cycle (%)	Spec Lmax (dBA)	Actual Lmax (dBA)
Air Compressor	40	80.0	77.7
Concrete/Industrial saw	20	90.0	89.6
Crane	16	85.0	80.6
Dozer	40	85.0	81.7
Forklift	40	85.0	N/A
Generator	50	82.0	80.6
Grader	40	85.0	N/A
Paver	50	85.0	77.2
Roller	20	85.0	80.0
Tractor	40	84.0	N/A
Welder	40	73.0	74.0

Source: FHWA Roadway Construction Noise Model (RCNM) version 1.1
 Note: N/A = not available.

These construction equipment reference noise levels are based on measured noise data compiled by the FHWA and would occur when equipment is operating under full power conditions. However, equipment used on construction sites typically operate at less than full power. The acoustical usage factor is the percentage of time that each type of construction equipment is anticipated to be in full power operation during a typical construction day. These values are estimates and will vary based on the actual construction process and schedule.

Construction equipment operates at its noisiest levels for certain percentages of time during operation. It is important to note, equipment would operate at different percentages over the course of an hour.¹ During a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently.

1 Federal Highway Administration, *Traffic Noise Model (2006)*.

To characterize construction-period noise levels, the average (hourly Leq) noise level associated with each construction stage was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

The estimated construction noise levels were calculated for a scenario in which a reasonable number of construction equipment was assumed to be operating simultaneously, given the physical size of the Project Site and logistical limitations, and with the noise equipment located at the construction area nearest to the affected receptors to present a conservative impact analysis. This is considered a worst-case evaluation because construction of the Project would typically use fewer pieces of equipment simultaneously at any given time and, as such, would likely generate lower noise levels than reported herein.

Separate forecasts of construction noise levels from on-site construction at each of the noise monitoring sites within the immediate vicinity were completed. The forecast noise levels at the nearest sensitive uses to the Project Site which include the newly construction residential uses to the south of the property and the institutional uses to the west are shown in **Table 2: Construction Maximum Noise Estimates**. As shown, average noise levels during construction would result in maximum increases of 12.3 dBA (Leq-1hour) above the significance threshold at the new 48-unit residential uses within the property site and 14.3 dBA (Leq-1hour) above the significance threshold at the 24th Street Elementary School without implementation of noise reduction measures.

Receptor	Description	Distance from Project Site (feet)	Construction Max Leq	Significance Threshold (dBA)	Maximum Noise Increase over Significance Threshold without Noise Reduction Measures (dBA)
2221 Western	New 48-unit residential	50	87.3	75.0	+12.3
2231 Western	60-unit residential	235	68.9	75.0	+0.0
24 th Street Elementary School	School	40	89.3	75.0	+14.3

Source: FHWA, RCNM, version. 1.1.

In devising construction noise control strategies, important options include controlling the noise at the source. Source control requirements include added benefits in promoting technological advances in the development of quieter equipment. Source control techniques can include: (1) muffler requirements; (2) maintenance and operational requirements; and (3) equipment emission level requirements. These control techniques can be used separately or in combination in order to achieve the desired results. Most control noise originates from equipment powered by either gasoline or diesel engines. A large part of the noise emitted is due to the intake and exhaust portions of the engine cycle. A remedy for controlling much of the engine noise is the specification and use of optimal muffler systems. This noise control strategy would lead to replacement of worn mufflers and to retrofitting where mufflers are not in use. Using optimal muffler systems on all equipment would reduce construction noise levels by 10 dBA or more.²

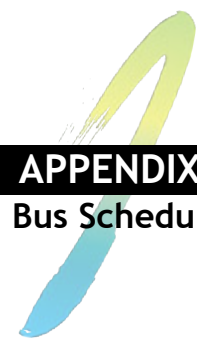
Other effective methods of diminishing the noise impacts associated with individual pieces of construction equipment is to employ less noisy machinery. This is accomplished by specifying the quietest available equipment. Modifications such as dampening of metal surfaces or redesign of a particular piece of equipment is effective in reduction noise due to vibration. These modifications are typically conducted by the manufacturer or with factory assistance. The reduction is controlled by the imposed limits on the technical capabilities of the manufacturer or the equipment user. Noise reductions of up to 5 dBA can be achieved using dampening materials.³ Additionally shields such as sound skins may achieve reductions of 20 dBA at high frequencies and 10 dBA in the middle frequency range. Sound aprons may achieve noise reductions of up to 10 dBA.⁴ Sound aprons are typically designed from absorptive mats and are draped on the frames attached to the equipment. This material can be constructed from polyvinyl chloride (PVC) layers, lead-filled fabric, or rubber. These aprons are most useful when equipment only needs partial shielding or has to be regularly moved. Additionally, limiting the number of noise-generating heavy-duty construction equipment to two (2) pieces operating simultaneously would reduce construction noise levels by approximately 5 dBA.

Implementation of these regulatory compliance practices, construction noise levels resulting in an increase of a maximum of 14.3 dBA (Leq-1hour) above the significance threshold would be reduced by a minimum of 30 dBA (Leq-1hour). Moreover, the Project would comply with Section 112.04 of the LAMC by ensuring that the operation of construction equipment would only occur between the hours of 7:00 AM and 10:00 PM on weekdays and Saturday. Compliance with the above practices would ensure construction noise levels would be below the significance threshold; thus, construction noise levels would not be considered significant.

2 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm, accessed February 2022.

3 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, accessed February 2022, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm.

4 FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, accessed February 2022, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm.



APPENDIX A

Bus Schedules

Monday through Friday

Effective Feb 20 2022

207

Northbound (Approximate Times)						Southbound (Approximate Times)					
HAWTHORNE	ATHENS	LOS ANGELES	KOREATOWN	HOLLYWOOD	HOLLYWOOD	KOREATOWN	LOS ANGELES	ATHENS	HAWTHORNE		
1	2	3	4	5	6	7	8	9	10		
Crenshaw Station	Western & Imperial	Western & Manchester	Expo/Western Station	Wilshire & Western Station	Hollywood & Western Station	Western & Franklin	Wilshire & Western Station	Expo/Western Station	Western & Manchester	Western & Imperial	Crenshaw Station
—	4:07A	4:13A	4:27A	4:40A	4:57A	4:55A	5:10A	5:26A	5:40A	5:48A	—
—	4:35	4:41	4:55	5:08	5:25	5:07	5:22	5:36	5:52	6:00	—
—	4:58	5:04	5:18	5:31	5:48	5:19	5:34	5:48	6:04	6:12	—
—	5:16	5:22	5:37	5:51	6:10	5:31	5:46	6:00	6:16	6:23	6:26A
5:34A	5:29	5:35	5:51	6:06	6:26	5:41	5:56	6:10	6:26	6:34	—
—	5:39	5:45	6:01	6:16	6:36	5:51	6:06	6:20	6:36	6:44	—
—	5:47	5:52	6:09	6:24	6:44	5:56	6:11	6:25	6:41	6:48	—
—	5:53	5:59	6:17	6:32	6:52	6:01	6:16	6:30	6:46	6:54	6:57
5:54	5:59	6:05	6:23	6:38	6:58	6:06	6:22	6:36	6:52	7:00	—
—	6:04	6:11	6:29	6:44	7:04	6:12	6:28	6:42	6:58	7:06	7:09
—	6:10	6:17	6:35	6:50	7:10	6:18	6:34	6:48	7:04	7:12	7:15
6:11	6:16	6:23	6:41	6:56	7:16	6:24	6:40	6:54	7:10	7:18	—
—	6:22	6:29	6:47	7:02	7:22	6:30	6:46	7:00	7:17	7:25	7:28
6:29	6:28	6:35	6:53	7:08	7:29	6:36	6:52	7:07	7:24	7:32	7:35
6:35	6:34	6:41	6:59	7:14	7:35	6:42	6:58	7:14	7:31	7:40	—
—	6:40	6:47	7:05	7:20	7:41	6:48	7:04	7:20	7:37	7:47	7:50
—	6:44	6:51	7:09	7:25	7:46	6:54	7:10	7:26	7:45	7:54	—
6:46	6:51	6:58	7:16	7:32	7:53	6:59	7:16	7:32	7:51	7:59	8:03
—	6:57	7:04	7:22	7:38	7:59	7:05	7:22	7:38	7:57	8:06	—
—	7:03	7:10	7:28	7:44	8:05	7:11	7:28	7:44	8:03	8:12	—
7:04	7:09	7:16	7:34	7:50	8:11	7:16	7:33	7:49	8:08	8:17	—
—	7:10	7:15	7:30	7:45	8:06	7:22	7:37	7:55	8:14	8:23	8:27
—	7:21	7:28	7:46	8:02	8:23	7:28	7:45	8:01	8:20	8:29	—
7:22	7:27	7:34	7:52	8:08	8:29	7:34	7:51	8:07	8:26	8:35	—
7:28	7:33	7:40	7:58	8:14	8:38	7:40	7:57	8:13	8:32	8:41	8:45
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—	7:49	7:56	8:15	8:32	8:58	7:58	8:15	8:31	8:50	8:59	—
—	7:55	8:02	8:21	8:38	9:04	8:04	8:21	8:37	8:56	9:05	—
7:57	8:03	8:10	8:29	8:46	9:12	8:10	8:27	8:44	9:03	9:12	9:16
—	8:10	8:17	8:37	8:54	9:20	8:16	8:33	8:50	9:09	9:18	—
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8:18	8:24	8:32	8:52	9:11	9:37	8:26	8:45	9:02	9:22	9:31	9:35
—	8:33	8:42	9:02	9:21	9:47	8:34	8:53	9:10	9:30	9:39	—
8:37	8:43	8:52	9:12	9:31	9:58	8:42	9:01	9:19	9:39	9:49	9:53
—	8:53	9:02	9:22	9:41	10:08	8:51	9:11	9:29	9:49	9:58	—
8:57	9:03	9:12	9:32	9:51	10:18	9:01	9:21	9:39	9:59	10:09	10:13
—	9:12	9:21	9:42	10:01	10:28	9:11	9:31	9:49	10:10	10:19	—
9:14	9:20	9:29	9:51	10:11	10:38	9:21	9:41	9:59	10:20	10:30	10:34
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9:31	9:37	9:47	10:10	10:31	10:58	9:41	10:01	10:19	10:40	10:50	10:54
—	9:47	9:57	10:20	10:41	11:08	9:51	10:11	10:29	10:50	10:59	—
9:51	10:07	10:17	10:40	11:01	11:30	10:00	10:21	10:39	11:00	11:10	11:14
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10:11	10:27	10:37	11:00	11:21	11:50	10:20	10:41	11:00	11:21	11:31	11:35
—	10:37	10:47	11:10	11:31	12:00	10:30	10:51	11:10	11:31	11:40	—
10:31	10:47	10:57	11:20	11:41	12:10P	10:40	11:01	11:20	11:41	11:51	12:01P
—	10:57	11:07	11:30	11:51	12:21	10:50	11:11	11:30	11:51	12:01P	—
10:51	11:07	11:17	11:40	12:01P	12:31	11:00	11:21	11:41	12:01P	12:11	12:17P
—	11:16	11:26	11:49	12:11	12:41	11:10	11:31	11:51	12:11	12:21	—
11:10	11:25	11:35	11:58	12:21	12:51	11:20	11:41	12:01	12:21	12:31	—
11:29	11:45	11:45	12:08P	12:31	1:01	11:30	11:51	12:11	12:31	12:41	1:01
—	11:44	11:54	12:18	12:41	1:11	11:40	12:01	12:21	12:41	12:51	—
11:48	11:54	12:04P	12:28	12:51	1:21	11:50	12:11	12:31	12:51	1:06	1:06
12:08P	12:04P	12:14	12:38	1:01	1:32	12:00P	12:21	12:52	1:17	1:26	—
—	12:14	12:24	12:48	1:11	1:42	12:10	12:31	1:02	1:27	1:37	1:42
—	12:24	12:34	12:58	1:21	1:52	12:20	12:41	1:12	1:37	1:46	—
12:37	12:43	12:53	1:18	1:41	2:12	12:30	1:01	1:22	1:47	1:57	2:02
12:45	12:52	1:02	1:28	1:51	2:22	12:40	1:11	1:32	1:57	2:06	2:12
—	1:02	1:12	1:38	2:01	2:32	1:10	1:31	1:52	2:17	2:26	—
1:06	1:13	1:23	1:48	2:11	2:42	1:20	1:41	2:02	2:26	2:36	2:41
—	1:24	1:34	1:58	2:21	2:52	1:24	1:51	2:12	2:36	2:45	—
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—	1:43	1:54	2:18	2:41	3:12	1:44	2:11	2:33	2:57	3:06	—
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—	2:24	2:34	2:58	3:21	3:52	2:24	2:51	3:13	3:37	3:46	—
2:26	2:33	2:43	3:07	3:30	4:01	2:34	3:01	3:23	3:47	3:57	4:02
2:34	2:41	2:51	3:15	3:38	4:09	2:42	3:09	3:31	3:55	4:05	4:09
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2:58	3:05	3:15	3:39	4:02	4:33	3:08	3:35	3:57	4:21	4:30	—
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—	3:34	3:44	4:08	4:31	5:01	3:38	4:05	4:27	4:50	4:59	5:03
—	3:40	3:50	4:14	4:37	5:07	3:44	4:11	4:33	4:56	5:05	—
3:39	3:46	3:56	4:20	4:43	5:13	3:50	4:17	4:39	5:02	5:11	—
3:45	3:52	4:02	4:26	4:49	5:19	3:56	4:23	4:44	5:06	5:15	5:19
—	3:59	4:09	4:33	4:56	5:26	4:03	4:30	4:51	5:13	5:22	—
4:08	4:15	4:25	4:47	5:09	5:39	4:14	4:41	5:02	5:24	5:33	5:37
4:15	4:22	4:32	4:56	5:16	5:45	4:20	4:47	5:08	5:30	5:39	—
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—	4:35	4:45	5:07	5:29	5:57	4:34	5:01	5:22	5:44	5:53	—
—	4:42	4:52	5:14	5:36	6:03	4:39	5:06	5:27	5:49	5:58	—
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5:05	5:11	5:20	5:42	6:04	6:30	5:10	5:36	5:57	6:19	6:28	6:32
5:11	5:17	5:26	5:47	6:09	6:35	5:15	5:41	6:02	6:24	6:33	—
—	5:25</										

Monday through Friday

Effective Feb 20 2022

14

Eastbound Al Este (Approximate Times / Tiempos Aproximados)

Westbound Al Oeste (Approximate Times)

BEVERLY GROVE	LOS ANGELES		DOWNTOWN LOS ANGELES			DOWNTOWN LOS ANGELES		LOS ANGELES		BEVERLY GROVE
1	2	4	5	7	8	9	5	4	2	1
San Vicente & Gracie Allen	Beverly & La Brea	Vermont / Beverly Station	1st & Beaudry	Grand & Venice	Adams & Figueroa	Hill & Adams	1st & Beaudry	Vermont / Beverly Station	Beverly & La Brea	San Vicente & Gracie Allen
5:13A	5:21A	5:32A	5:41A	5:51A	5:56A	4:51A	5:06A	5:16A	5:26A	5:35A
5:32	5:40	5:51	6:00	6:10	6:16	5:27	5:42	5:54	6:04	6:14
5:44	5:52	6:03	6:14	6:24	6:30	5:40	5:55	6:07	6:17	6:27
5:55	6:03	6:15	6:26	6:37	6:43	5:52	6:07	6:19	6:29	6:39
6:06	6:15	6:27	6:38	6:50	6:56	6:03	6:19	6:31	6:43	6:53
6:18	6:27	6:39	6:50	7:02	7:09	6:16	6:32	6:45	6:57	7:07
6:30	6:39	6:51	7:02	7:14	7:21	6:27	6:44	6:57	7:09	7:19
6:39	6:48	7:00	7:12	7:24	7:31	6:39	6:56	7:09	7:21	7:31
6:48	6:57	7:10	7:22	7:34	7:41	6:50	7:08	7:21	7:33	7:44
6:57	7:06	7:20	7:32	7:44	7:51	7:02	7:20	7:33	7:46	7:57
7:07	7:16	7:30	7:42	7:54	8:01	7:14	7:32	7:45	7:58	8:09
7:17	7:26	7:40	7:52	8:05	8:12	7:25	7:44	7:58	8:11	8:22
7:26	7:36	7:50	8:02	8:16	8:23	7:35	7:54	8:08	8:21	8:32
7:35	7:46	8:00	8:12	8:26	8:33	7:45	8:04	8:18	8:32	8:43
7:45	7:56	8:10	8:22	8:36	8:43	7:55	8:14	8:28	8:42	8:53
7:55	8:06	8:20	8:32	8:46	8:53	8:04	8:24	8:39	8:53	9:04
8:03	8:15	8:29	8:42	8:56	9:03	8:14	8:34	8:49	9:03	9:14
8:12	8:24	8:39	8:52	9:06	9:13	8:24	8:44	8:59	9:14	9:25
8:24	8:36	8:51	9:04	9:18	9:25	8:34	8:54	9:09	9:24	9:36
8:39	8:51	9:06	9:19	9:33	9:41	8:47	9:07	9:22	9:37	9:50
8:54	9:06	9:21	9:34	9:48	9:56	9:00	9:20	9:35	9:50	10:03
9:09	9:21	9:36	9:49	10:03	10:11	9:15	9:35	9:50	10:05	10:18
9:24	9:36	9:51	10:04	10:18	10:26	9:30	9:50	10:04	10:19	10:32
9:39	9:51	10:06	10:19	10:33	10:41	9:45	10:05	10:18	10:33	10:46
9:53	10:05	10:21	10:34	10:48	10:56	10:00	10:20	10:33	10:48	11:01
10:07	10:20	10:36	10:49	11:03	11:11	10:15	10:35	10:48	11:03	11:16
10:22	10:35	10:51	11:04	11:19	11:27	10:30	10:50	11:03	11:18	11:31
10:36	10:50	11:06	11:19	11:34	11:42	10:45	11:05	11:18	11:33	11:48
10:50	11:04	11:21	11:34	11:49	11:57	11:00	11:20	11:33	11:48	12:03P
11:05	11:19	11:36	11:49	12:04P	12:12P	11:15	11:35	11:48	12:03P	12:18
11:20	11:34	11:51	12:04P	12:19	12:27	11:30	11:50	12:03P	12:18	12:33
11:34	11:49	12:06P	12:19	12:34	12:42	11:45	12:05P	12:18	12:33	12:48
11:49	12:04P	12:21	12:34	12:49	12:57	11:59	12:20	12:33	12:48	1:03
12:04P	12:20	12:37	12:49	1:04	1:12	12:15P	12:35	12:48	1:03	1:18
12:18	12:34	12:52	1:04	1:19	1:27	12:30	12:50	1:03	1:18	1:33
12:34	12:49	1:07	1:19	1:34	1:42	12:45	1:05	1:18	1:33	1:48
12:49	1:04	1:22	1:34	1:50	1:58	1:00	1:20	1:33	1:49	2:04
1:03	1:19	1:37	1:49	2:05	2:13	1:15	1:35	1:48	2:04	2:19
1:18	1:34	1:52	2:04	2:20	2:28	1:30	1:50	2:03	2:19	2:34
1:32	1:49	2:07	2:19	2:35	2:43	1:45	2:05	2:18	2:34	2:49
1:47	2:04	2:22	2:34	2:50	2:58	2:00	2:20	2:33	2:49	3:04
1:58	2:17	2:35	2:47	3:03	3:11	2:14	2:34	2:47	3:03	3:18
2:11	2:30	2:48	3:00	3:16	3:24	2:28	2:48	3:01	3:17	3:32
2:24	2:43	3:01	3:13	3:29	3:37	2:40	3:00	3:13	3:29	3:44
2:33	2:53	3:11	3:23	3:38	3:46	2:52	3:12	3:25	3:41	3:56
2:43	3:03	3:21	3:33	3:48	3:56	3:04	3:24	3:37	3:53	4:08
2:53	3:13	3:31	3:43	3:58	4:06	3:16	3:36	3:49	4:05	4:20
3:03	3:23	3:41	3:53	4:08	4:16	3:28	3:48	4:01	4:17	4:32
3:13	3:33	3:51	4:03	4:18	4:26	3:40	4:00	4:13	4:29	4:44
3:23	3:43	4:01	4:13	4:28	4:36	3:50	4:10	4:23	4:39	4:54
3:33	3:53	4:11	4:23	4:37	4:45	4:01	4:20	4:33	4:49	5:04
3:44	4:03	4:21	4:33	4:46	4:54	4:12	4:31	4:44	5:00	5:15
3:54	4:13	4:31	4:43	4:56	5:04	4:23	4:42	4:55	5:11	5:26
4:04	4:23	4:41	4:53	5:06	5:13	4:34	4:53	5:06	5:22	5:36
4:14	4:33	4:51	5:03	5:16	5:23	4:45	5:04	5:17	5:33	5:46
4:24	4:43	5:01	5:13	5:26	5:33	4:56	5:15	5:28	5:44	5:57
4:34	4:53	5:11	5:23	5:36	5:43	5:07	5:26	5:39	5:55	6:08
4:44	5:03	5:21	5:33	5:46	5:53	5:19	5:37	5:50	6:05	6:18
4:56	5:14	5:32	5:44	5:57	6:04	5:30	5:48	6:01	6:15	6:28
5:08	5:26	5:44	5:56	6:09	6:16	5:41	5:59	6:12	6:26	6:39
5:20	5:38	5:56	6:08	6:21	6:28	5:52	6:10	6:23	6:37	6:50
5:34	5:52	6:10	6:22	6:35	6:42	6:04	6:22	6:35	6:49	7:02
5:50	6:07	6:25	6:37	6:50	6:57	6:20	6:38	6:50	7:03	7:16
6:05	6:22	6:40	6:52	7:05	7:12	6:41	6:58	7:10	7:23	7:35
6:19	6:36	6:54	7:07	7:20	7:27	7:01	7:18	7:30	7:42	7:53
6:35	6:52	7:09	7:22	7:35	7:41	7:31	7:48	8:00	8:12	8:23
6:55	7:12	7:29	7:42	7:55	8:01	8:01	8:18	8:30	8:42	8:53
7:21	7:37	7:54	8:07	8:19	8:25	8:08:58	9:19	9:31	9:42	9:52
7:49	8:04	8:19	8:32	8:44	8:50	8:09:58	10:19	10:31	10:41	10:50
8:21	8:34	8:49	8:09:01	9:16	9:22	8:10:58	11:19	11:29	11:38	11:46
9:24	9:36	9:50	8:11:01	10:16	10:21	8:11:58	12:19A	12:29A	12:38A	12:46A
10:29	10:39	10:51	8:12:01A	11:16	11:21					
11:31	11:40	11:52	8:12:01A	12:16A	12:21A					
12:33A	12:41A	12:52A	8:11:01	1:16	1:21					

Saturday, Sunday and Holiday Schedule

14

Eastbound Al Este (Approximate Times / Tiempos Aproximados)

Westbound Al Oeste (Approximate Times)

BEVERLY GROVE	LOS ANGELES		DOWNTOWN LOS ANGELES			DOWNTOWN LOS ANGELES		LOS ANGELES		BEVERLY GROVE
1	2	4	5	7	8	9	5	4	2	1
San Vicente & Gracie Allen	Beverly & La Brea	Vermont / Beverly Station	1st & Beaudry	Grand & Venice	Adams & Figueroa	Hill & Adams	1st & Beaudry	Vermont / Beverly Station	Beverly & La Brea	San Vicente & Gracie Allen
5:13A	5:21A	5:32A	5:41A	5:51A	5:56A	5:00A	5:14A	5:24A	5:34A	5:41A
5:42	5:50	6:01	6:11	6:21	6:26	5:50	6:04	6:15	6:25	6:33
6:07	6:15	6:26	6:36	6:46	6:51	6:25	6:39	6:50	7:00	7:08
6:32	6:40	6:51	7:01	7:12	7:18	6:45	6:59	7:10	7:21	7:29
6:55	7:03	7:15	7:26	7:38	7:44	7:03	7:19	7:30	7:42	7:51
7:12	7:21	7:33	7:44	7:58	8:05	7:22	7:38	7:50	8:02	8:11
7:30	7:39	7:53	8:06	8:19	8:26	7:40	7:56	8:08	8:20	8:29
7:50	7:59	8:13	8:26	8:39	8:46	7:58	8:14	8:26	8:38	8:49
8:07	8:17	8:31	8:44	8:57	9:04	8:16	8:32	8:44	8:56	9:07
8:24	8:34	8:48	9:01	9:14	9:21	8:33	8:50	9:02	9:15	9:26
8:39	8:49	9:03	9:16	9:29	9:36	8:51	9:08	9:21	9:34	9:45
8:54	9:04	9:18	9:31	9:44	9:51	9:09	9:26	9:39	9:53	10:04
9:08	9:19	9:33	9:46	9:59	10:06	9:27	9:44	9:57	10:11	10:22
9:23	9:34	9:48	10:01	10:14	10:21	9:42	9:59	10:12	10:26	10:37
9:37	9:49	10:03	10:16	10:29	10:36	9:57	10:14	10:27	10:41	10:52
9:51	10:03	10:18	10:31	10:44	10:51	10:12	10:29	10:42	10:56	11:07
10:06	10:18	10:33	10:46	10:59	11:06	10:26	10:44	10:57	11:11	11:22
10:21	10:33	10:48	11:01	11:15	11:22	10:41	10:59	11:12	11:26	11:37
10:37	10:49	11:04	11:16	11:30	11:37	10:56	11:14	11:27	11:41	11:52
10:53	11:05	11:19	11:31	11:45	11:52	11:11	11:29	11:42	11:56	12:07P
11:08	11:20	11:34	11:46	12:00P	12:07P	11:26	11:44	11:57	12:11P	12:22
11:23	11:35	11:49	12:01P	12:14	12:21	11:41	11:59	12:12P	12:26	12:37
11:37	11:50	12:04P	12:16	12:29	12:36	11:56	12:14P	12:27	12:41	12:52
11:51	12:04P	12:19	12:31	12:44	12:51	12:11P	12:29	12:42	12:56	1:07
12:06P	12:19	12:34	12:46	12:59	1:06	12:26	12:44	12:57	1:11	1:22
12:21	12:34	12:49	1:01	1:14	1:21	12:41	12:59	1:12	1:26	1:38
12:36	12:49	1:04	1:16	1:29	1:36	12:56	1:14	1:27	1:42	1:54
12:50	1:03	1:19	1:31	1:44	1:51	1:11	1:29	1:42	1:57	2:09
1:04	1:18	1:34	1:46	1:59	2:06	1:26	1:44	1:57	2:12	2:24
1:19	1:33	1:49	2:01	2:14	2:21	1:41	1:59	2:12	2:27	2:39
1:34	1:48	2:04	2:16	2:29	2:36	1:56	2:14	2:27	2:42	2:54
1:49										

Monday thru Sunday Owl Schedule

Effective Feb 20 2022

14

Eastbound Al Este (Approximate Times / Tiempos Aproximados)

Westbound Al Oeste (Approximate Times)

LOS ANGELES			DOWNTOWN LOS ANGELES			DOWNTOWN LOS ANGELES		LOS ANGELES		
3	4	5	6	7	8	9	10	5	4	3
Beverly & Western	Vermont / Beverly Station	1st & Beaudry	7th & Grand	Grand & Venice	Adams & Figueroa	Hill & Adams	Olive & 7th	1st & Beaudry	Vermont / Beverly Station	Beverly & Western
1:46A	1:52A	2:01A	2:12A	2:16A	2:21A	12:58A	1:12A	1:19A	1:29A	1:33A
2:46	2:52	3:01	3:12	3:16	3:21	1:58	2:12	2:19	2:29	2:33
3:46	3:52	4:01	4:12	4:16	4:21	2:58	3:12	3:19	3:29	3:33
4:46	4:52	5:01	5:12	5:16	5:21	3:58	4:12	4:19	4:29	4:33

Saturday, Sunday and Holiday Schedules

Horarios de sábado, domingo y días feriados

Saturday, Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

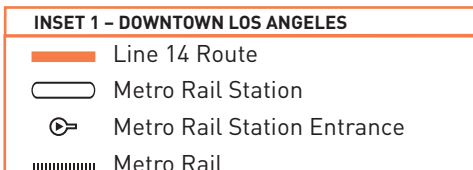
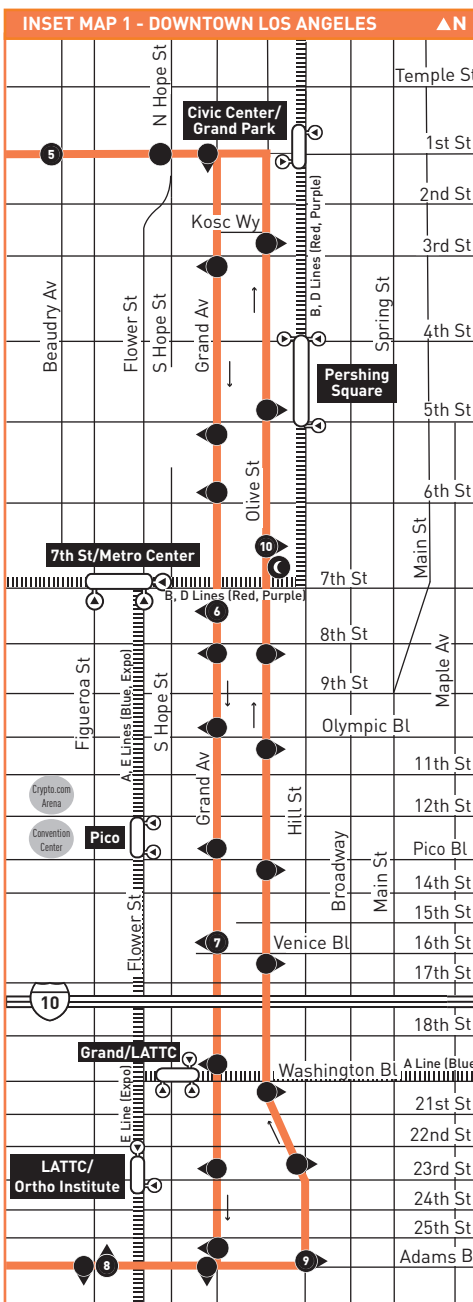
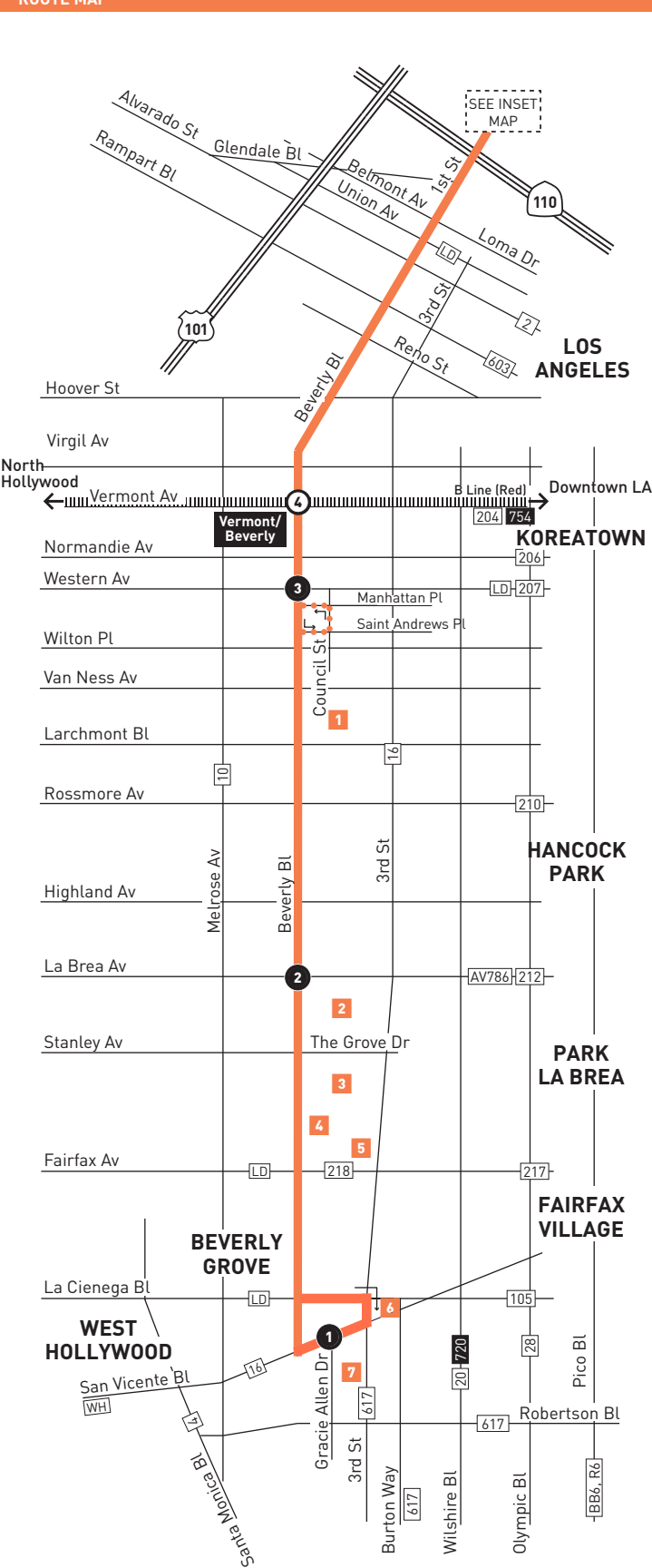
Special Notes

Avisos especiales

- B** Trips departing 1st & Beaudry change to Line 37.
- C** Trips departing Hill & Adams originate from Line 37 unless otherwise noted.
- E** Trip waits at Grand & 7th for transfer connections.
- G** Trip waits at Olive & 7th for transfer connections.

- B** Los viajes que salen de la 1st y Beaudry cambian a la Línea 37.
- C** Los viajes que salen de Hill y Adams se originan de la Línea 37 a menos que se indique lo contrario.
- E** El viaje espera en la Grand y 7th para las conexiones de transferencia.
- G** El viaje espera en la Olive y 7th para las conexiones de transferencia.

ROUTE MAP



MAP NOTES

- 1** Larchmont Village
- 2** Pan Pacific Park
- 3** The Grove
- 4** CBS Television City
Metro 14, 217, 218
- 5** Farmer's Market
Metro 16, 217, 218
- 6** Beverly Center
Metro 14, 16, 105, 218, 617
- 7** Cedars-Sinai Medical Center
Metro 14, 16, 218, 617
- 8** Regent Beverly Wilshire Hotel

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Monday through Friday

Effective Feb 20 2022

37

Eastbound Al Este (Approximate Times / Tiempos Aproximados)

LOS ANGELES	WEST ADAMS	NORTH UNIVERSITY PARK	HISTORIC SOUTH CENTRAL	DOWNTOWN LOS ANGELES
2	3	4	6	8
Washington / Fairfax Transit Hub	Adams & La Brea	Adams & Vermont	Hill & Adams	1st & Beaudry
4:30A	4:35A	4:46A	4:51A	5:06A
5:02	5:07	5:21	5:27	5:42
5:15	5:20	5:34	5:40	5:55
5:27	5:32	5:46	5:52	6:07
5:37	5:43	5:57	6:03	6:19
5:50	5:56	6:10	6:16	6:32
6:01	6:07	6:21	6:27	6:44
6:13	6:19	6:33	6:39	6:56
6:23	6:29	6:44	6:50	7:08
6:35	6:41	6:56	7:02	7:20
6:47	6:53	7:08	7:14	7:32
6:57	7:03	7:19	7:25	7:44
7:06	7:12	7:28	7:35	7:54
7:16	7:22	7:38	7:45	8:04
7:25	7:31	7:48	7:55	8:14
7:33	7:40	7:57	8:04	8:24
7:43	7:50	8:07	8:14	8:34
7:52	7:59	8:17	8:24	8:44
8:02	8:09	8:27	8:34	8:54
8:15	8:22	8:40	8:47	9:07
8:28	8:35	8:53	9:00	9:20
8:43	8:50	9:08	9:15	9:35
8:59	9:06	9:23	9:30	9:50
9:13	9:20	9:37	9:45	10:05
9:28	9:35	9:52	10:00	10:20
9:43	9:50	10:07	10:15	10:35
9:57	10:04	10:22	10:30	10:50
10:12	10:19	10:37	10:45	11:05
10:27	10:34	10:52	11:00	11:20
10:42	10:49	11:07	11:15	11:35
10:57	11:04	11:22	11:30	11:50
11:12	11:19	11:37	11:45	12:05P
11:27	11:34	11:52	11:59	12:20
11:42	11:49	12:07P	12:15P	12:35
11:57	12:04P	12:22	12:30	12:50
12:12P	12:19	12:37	12:45	1:05
12:27	12:34	12:52	1:00	1:20
12:42	12:49	1:07	1:15	1:35
12:57	1:04	1:22	1:30	1:50
1:12	1:19	1:37	1:45	2:05
1:27	1:34	1:52	2:00	2:20
1:41	1:48	2:06	2:14	2:34
1:55	2:02	2:20	2:28	2:48
2:07	2:14	2:32	2:40	3:00
2:19	2:26	2:44	2:52	3:12
2:31	2:38	2:56	3:04	3:24
2:43	2:50	3:08	3:16	3:36
2:54	3:01	3:20	3:28	3:48
3:06	3:13	3:32	3:40	4:00
3:16	3:23	3:42	3:50	4:10
3:27	3:34	3:53	4:01	4:20
3:38	3:45	4:04	4:12	4:31
3:49	3:56	4:15	4:23	4:42
4:00	4:07	4:26	4:34	4:53
4:11	4:18	4:37	4:45	5:04
4:23	4:30	4:48	4:56	5:15
4:34	4:41	4:59	5:07	5:26
4:46	4:53	5:11	5:19	5:37
4:57	5:04	5:22	5:30	5:48
5:08	5:15	5:33	5:41	5:59
5:19	5:26	5:44	5:52	6:10
5:32	5:39	5:57	6:04	6:22
5:48	5:55	6:13	6:20	6:38
6:09	6:16	6:34	6:41	6:58
6:29	6:36	6:54	7:01	7:18
7:00	7:07	7:24	7:31	7:48
7:30	7:37	7:54	8:01	8:18
8:28	8:34	8:51	8:58	9:19
9:31	9:36	9:52	9:58	10:19
10:35	10:40	10:53	10:58	11:19
11:37	11:42	11:53	11:58	12:19A

Westbound Al Oeste (Approximate Times / Tiempos Aproximados)

DOWNTOWN LOS ANGELES	NORTH UNIVERSITY PARK	LOS ANGELES
8	7	5
1st & Beaudry	Grand & Venice	Adams & Figueroa
5:41A	5:51A	5:56A
6:00	6:10	6:16
6:14	6:24	6:30
6:26	6:37	6:43
6:38	6:50	6:56
6:50	7:02	7:09
7:02	7:14	7:21
7:12	7:24	7:31
7:22	7:34	7:41
7:32	7:44	7:51
7:42	7:54	8:01
7:52	8:05	8:12
8:02	8:16	8:23
8:12	8:26	8:33
8:22	8:36	8:43
8:32	8:46	8:53
8:42	8:56	9:03
8:52	9:06	9:13
9:04	9:18	9:25
9:19	9:33	9:41
9:34	9:48	9:56
9:49	10:03	10:11
10:04	10:18	10:26
10:19	10:33	10:41
10:34	10:48	10:56
10:49	11:03	11:11
11:04	11:19	11:27
11:19	11:34	11:42
11:34	11:49	11:57
11:49	12:04P	12:12P
12:04P	12:19	12:27
12:19	12:34	12:42
12:34	12:49	12:57
12:49	1:04	1:12
1:04	1:19	1:27
1:19	1:34	1:42
1:34	1:50	1:58
1:49	2:05	2:13
2:04	2:20	2:28
2:19	2:35	2:43
2:34	2:50	2:58
2:47	3:03	3:11
3:00	3:16	3:24
3:13	3:29	3:37
3:23	3:38	3:46
3:33	3:48	3:56
3:43	3:58	4:06
3:53	4:08	4:16
4:03	4:18	4:26
4:13	4:28	4:36
4:23	4:37	4:45
4:33	4:46	4:54
4:43	4:56	5:04
4:53	5:06	5:13
5:03	5:16	5:23
5:13	5:26	5:33
5:23	5:36	5:43
5:33	5:46	5:53
5:44	5:57	6:04
5:56	6:09	6:16
6:08	6:21	6:28
6:22	6:35	6:42
6:37	6:50	6:57
6:52	7:05	7:12
7:07	7:20	7:27
7:22	7:35	7:41
7:42	7:55	8:01
8:07	8:19	8:25
8:32	8:44	8:50
8:47	9:01	9:07
9:01	9:16	9:22
9:16	9:31	9:37
9:31	9:46	9:52
9:46	10:01	10:07
10:01	10:16	10:22
10:16	10:31	10:37
10:31	10:46	10:52
10:46	11:01	11:07
11:01	11:16	11:21
11:16	11:31	11:37
11:31	11:46	11:52
11:46	12:01	12:07

Monday through Sunday Owl Schedule

37

Eastbound Al Este (Approximate Times / Tiempos Aproximados)

LOS ANGELES	WEST ADAMS	NORTH UNIVERSITY PARK	HISTORIC SOUTH CENTRAL	DOWNTOWN LOS ANGELES
2	3	4	6	11
Washington / Fairfax Transit Hub	Adams & La Brea	Adams & Vermont	Hill & Adams	Olive & 7th
12:37A	12:42A	12:53A	12:58A	1:12A
1:37	1:42	1:53	1:58	2:12
2:37	2:42	2:53	2:58	3:12
3:37	3:42	3:53	3:58	4:12

Westbound Al Oeste (Approximate Times / Tiempos Aproximados)

DOWNTOWN LOS ANGELES	NORTH UNIVERSITY PARK	LOS ANGELES
8	12	7
1st & Beaudry	Grand & 7th	Grand & Venice
1:01A	1:12A	1:16A
2:01	2:12	2:16
3:01	3:12	3:16
4:01	4:12	4:16
5:01	5:12	5:16

Saturday, Sunday and Holiday Schedules

Saturday, Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

Horarios de sábado, domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Special Notes

- B** Trips departing Hill & Adams change to Line 14.
- C** Trips departing 1st & Beaudry originate via Line 14.
- D** Waits at 7th for transfer connections.

Avisos especiales

- B** Los viajes que salen de Hill y Adams cambian a la Línea 14.
- C** Los viajes que salen de la 1st y Beaudry se originan via Línea 14.
- D** Espera en 7th para conexiones de transbordo.

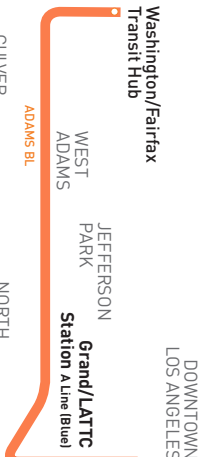
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Metro Local
 Eastbound to Downtown Los Angeles
 Westbound to Washington/Fairfax
 via Adams BL

37

Saturday, Sunday and Holiday Schedule

37

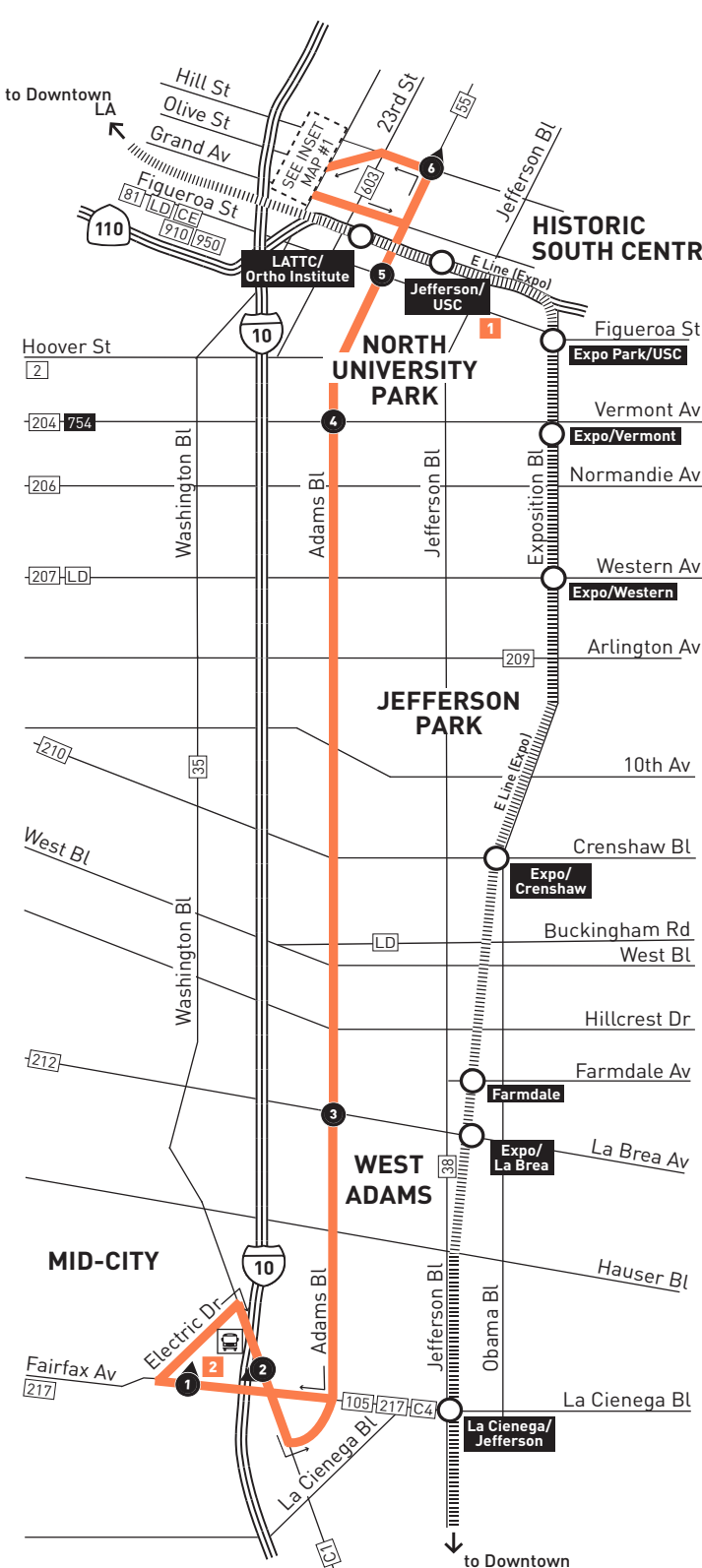
Effective Feb 20 2022

Eastbound Al Este (Approximate Times / Tiempos Aproximados)

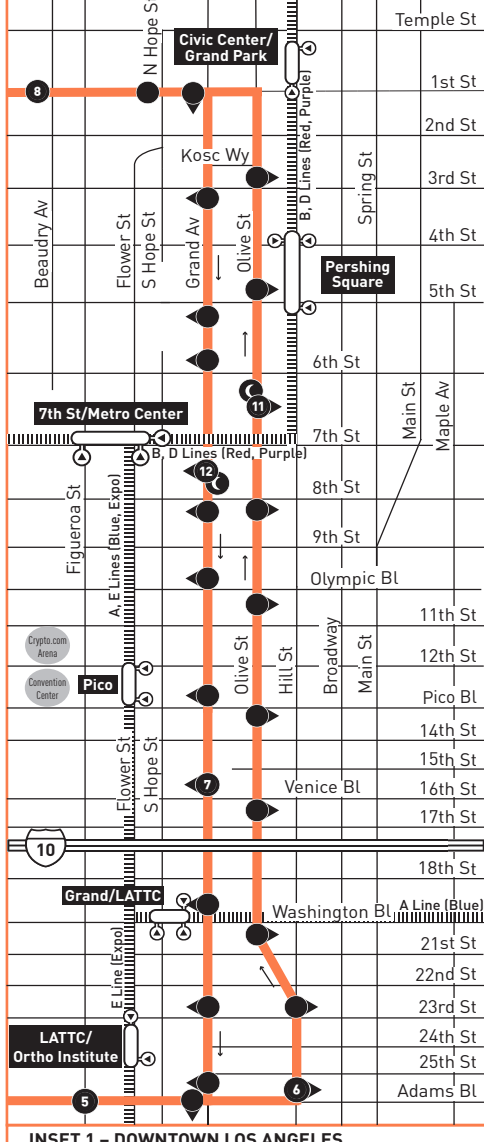
Westbound Al Oeste (Approximate Times / Tiempos Aproximados)

LOS ANGELES	WEST ADAMS	NORTH UNIVERSITY PARK	HISTORIC SOUTH CENTRAL	DOWNTOWN LOS ANGELES	DOWNTOWN LOS ANGELES	NORTH UNIVERSITY PARK	LOS ANGELES		
2	3	4	6	8	8	7	5		
Washington / Fairfax Transit Hub	Adams & La Brea	Adams & Vermont	Hill & Adams	1st & Beautydry	1st & Beautydry	Grand & Venice	Adams & Figueroa	Adams & Vermont	Washington / Fairfax Transit Hub
4:39A	4:44A	4:55A	5:00A	5:14A	5:41A	5:51A	5:56A	6:00A	6:19A
5:25	5:30	5:44	5:50	6:04	6:11	6:21	6:26	6:30	6:48
5:58	6:04	6:19	6:25	6:39	6:36	6:46	6:51	6:55	7:14
6:18	6:24	6:39	6:45	6:59	7:01	7:12	7:18	7:22	7:41
6:36	6:42	6:57	7:03	7:19	7:26	7:38	7:44	7:49	8:09
6:55	7:01	7:16	7:22	7:38	7:46	7:58	8:05	8:10	8:31
7:13	7:19	7:34	7:40	7:56	8:06	8:19	8:26	8:31	8:53
7:30	7:37	7:52	7:58	8:14	8:26	8:39	8:46	8:51	9:13
7:47	7:54	8:10	8:16	8:32	8:44	8:57	9:04	9:09	9:31
8:03	8:10	8:27	8:33	8:50	9:01	9:14	9:21	9:26	9:48
8:21	8:28	8:45	8:51	9:08	9:16	9:29	9:36	9:41	10:03
8:38	8:45	9:02	9:09	9:26	9:31	9:44	9:51	9:56	10:19
8:55	9:02	9:20	9:27	9:44	9:46	9:59	10:06	10:11	10:34
9:10	9:17	9:35	9:42	9:59	10:01	10:14	10:21	10:26	10:49
9:25	9:32	9:50	9:57	10:14	10:16	10:29	10:36	10:41	11:04
9:40	9:47	10:05	10:12	10:29	10:31	10:44	10:51	10:56	11:19
9:54	10:01	10:19	10:26	10:44	10:46	10:59	11:06	11:11	11:34
10:08	10:15	10:33	10:41	10:59	11:01	11:15	11:22	11:27	11:50
10:23	10:30	10:48	10:56	11:14	11:16	11:30	11:37	11:42	12:05P
10:37	10:45	11:03	11:11	11:29	11:31	11:45	11:52	11:57	12:20
10:52	11:00	11:18	11:26	11:44	11:46	12:00P	12:07P	12:12P	12:35
11:07	11:15	11:33	11:41	11:59	12:01P	12:14	12:21	12:26	12:50
11:22	11:30	11:48	11:56	12:14P	12:16	12:29	12:36	12:41	1:05
11:37	11:45	12:03P	12:11P	12:29	12:31	12:44	12:51	12:56	1:20
11:52	12:00P	12:18	12:26	12:44	12:46	12:59	1:06	1:11	1:35
12:07P	12:15	12:33	12:41	12:59	1:01	1:14	1:21	1:26	1:50
12:22	12:30	12:48	12:56	1:14	1:16	1:29	1:36	1:41	2:05
12:38	12:46	1:04	1:11	1:29	1:31	1:44	1:51	1:56	2:19
12:53	1:01	1:19	1:26	1:44	1:46	1:59	2:06	2:11	2:34
1:08	1:16	1:34	1:41	1:59	2:01	2:14	2:21	2:26	2:49
1:24	1:32	1:49	1:56	2:14	2:16	2:29	2:36	2:41	3:04
1:39	1:47	2:04	2:11	2:29	2:31	2:44	2:51	2:56	3:18
1:54	2:02	2:19	2:26	2:44	2:46	2:59	3:06	3:11	3:33
2:09	2:17	2:34	2:41	2:59	3:01	3:14	3:21	3:26	3:48
2:24	2:32	2:49	2:56	3:14	3:16	3:29	3:36	3:41	4:03
2:39	2:47	3:04	3:11	3:29	3:31	3:44	3:51	3:56	4:18
2:54	3:02	3:19	3:26	3:44	3:46	3:59	4:06	4:11	4:33
3:09	3:17	3:34	3:41	3:59	4:01	4:14	4:21	4:26	4:48
3:24	3:32	3:49	3:56	4:14	4:16	4:29	4:36	4:41	5:03
3:39	3:47	4:04	4:11	4:29	4:31	4:44	4:51	4:56	5:18
3:54	4:02	4:19	4:26	4:44	4:46	4:59	5:05	5:10	5:32
4:09	4:17	4:34	4:41	4:59	5:01	5:14	5:20	5:25	5:47
4:25	4:33	4:50	4:57	5:14	5:16	5:29	5:35	5:40	6:02
4:40	4:48	5:05	5:12	5:29	5:31	5:44	5:50	5:55	6:18
4:55	5:03	5:20	5:27	5:44	5:47	6:00	6:06	6:11	6:34
5:10	5:18	5:35	5:42	5:59	6:05	6:17	6:23	6:28	6:51
5:31	5:38	5:54	6:01	6:18	6:23	6:35	6:41	6:46	7:09
5:51	5:58	6:14	6:21	6:38	6:41	6:53	6:59	7:04	7:25
6:12	6:19	6:35	6:41	6:58	7:00	7:12	7:18	7:23	7:44
6:33	6:40	6:56	7:02	7:18	7:20	7:32	7:38	7:43	8:03
6:53	7:00	7:16	7:22	7:38	7:40	7:51	7:57	8:01	8:22
7:14	7:20	7:36	7:42	7:58	8:00	8:11	8:17	8:21	8:42
7:35	7:41	7:57	8:03	8:19	8:26	8:36	8:42	8:46	9:06
7:57	8:03	8:19	8:25	8:41	8:49:01	9:16	9:22	9:26	9:46
8:30	8:36	8:52	8:58	9:19	9:10:01	10:16	10:21	10:25	10:44
9:31	9:36	9:52	9:58	10:19	10:11:01	11:16	11:21	11:25	11:43
10:35	10:40	10:53	10:58	11:19	10:12:01A	12:16A	12:21A	12:25A	12:42A
11:37	11:42	11:53	11:58	12:19A					

ROUTE MAP



INSET MAP 1 - DOWNTOWN LOS ANGELES



LEGEND

- Line 37 Route
- Owl Timepoint
- Local Stop
- Local Stop - Single Direction Only
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Metro Rail Station
- Transit Center
- C Culver CityBus
- CE LADOT Commuter Express
- LD LADOT DASH

MAP NOTES

1 University of Southern California

2 Washington/Fairfax Transit Hub
Metro 35, 37, 38, 105, 217; C1, 4; CE437

Note: Passengers should board departing Lines 37 and 38 at stop on Washington Bl, East of Fairfax Av.

NORTHBOUND/HACIA EL NORTE

	LEAVES/SALE M.L. KING AT CRENSHAW MALL A	DELTA SENIOR CENTER B	ADAMS & ARLINGTON C	WASHINGTON & GRAMERCY D	WASHINGTON & WEST E	ARRIVES/LLEGA REDONDO & PACKARD F
MONDAY-FRIDAY/LUNES-VIERNES						
FIRST BUS / PRIMER AUTOBÚS	6:00am	6:09	6:15	6:25	6:30	6:40
30	then every 30 minutes until /después cada 30 minutos hasta					
LAST BUS / ÚLTIMO AUTOBÚS	7:00pm	7:09	7:15	7:25	7:30	7:40
SATURDAY & SUNDAY/SÁBADO Y DOMINGO						
FIRST BUS / PRIMER AUTOBÚS	9:00am	9:09	9:15	9:25	9:30	9:40
30	then every 30 minutes until /después cada 30 minutos hasta					
LAST BUS / ÚLTIMO AUTOBÚS	6:00pm	6:09	6:15	6:25	6:30	6:40

SOUTHBOUND/HACIA EL SUR

	ARRIVES/LLEGA REDONDO & PACKARD F	WASHINGTON & WEST E	WASHINGTON & GRAMERCY D	ADAMS & ARLINGTON C	DELTA SENIOR CENTER B	LEAVES/SALE M. L. KING AT CRENSHAW MALL A
MONDAY-FRIDAY/LUNES-VIERNES						
FIRST BUS / PRIMER AUTOBÚS	6:10am	6:18	6:23	6:33	6:39	6:48
30	then every 30 minutes until /después cada 30 minutos hasta					
LAST BUS / ÚLTIMO AUTOBÚS	7:10pm	7:18	7:23	7:33	7:39	7:48
SATURDAY & SUNDAY/SÁBADO Y DOMINGO						
FIRST BUS / PRIMER AUTOBÚS	9:10am	9:18	9:23	9:33	9:39	9:48
30	then every 30 minutes until /después cada 30 minutos hasta					
LAST BUS / ÚLTIMO AUTOBÚS	6:10pm	6:18	6:23	6:33	6:39	6:48

Note: Schedules are subject to traffic, weather and other conditions. Please be patient as these conditions are out of the control of the driver and LADOT. Also remember to allow sufficient time to make transfers to other services./Nota: Los horarios están sujetos al tráfico, el clima y a otras condiciones. Favor de ser paciente porque dichas condiciones están fuera del control del conductor y de LADOT. Recuerde el darse suficiente tiempo para hacer transbordos a otros servicios.



- DASH Midtown Route
- DASH Crenshaw Route
- DASH Leimert/Slauson Route
- Metro Expo Line
- Commuter Express Routes 431, 437
- Bus Stop (Parada de Autobús)
- Multiple Route Stop (Parada de Rutas Múltiples)
- Points of Interest (Puntos de Interés)
- Time Point (Punto Clave de Horario)
- Transfer Point (Punto de Transbordo)
- Metro Rail Station



APPENDIX B

Air Quality Model Data

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

**2211 Western Avenue
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	531.00	Space	0.00	212,400.00	0
Apartments Mid Rise	364.00	Dwelling Unit	1.70	255,080.00	1041
Regional Shopping Center	70.22	1000sqft	0.60	70,220.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	691.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project site is approximately 2.3 acres.

Construction Phase - Anticipated construction schedule.

Trips and VMT - 32 daily worker trips per 'Transportation Assessment for the 2211 Western Avenue Mixed-use Project' dated December 2021.

Demolition - 10,000 cubic yards demolition debris = 5,512 tons crushed asphalt.

Grading - 36,000 cubic yards soil export.

Architectural Coating - Per SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - 3,225 daily trips per 'Transportation Assessment for the 2211 Western Avenue Mixed-use Project' dated December 2021.

Woodstoves - Per SCAQMD Rule 445 no woodstoves permitted for new construction.

Area Coating - Per SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation - Dust control measures per SCAQMD Rule 403.

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Area Mitigation - Per SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	80.00
tblConstructionPhase	NumDays	220.00	210.00
tblConstructionPhase	NumDays	6.00	63.00
tblConstructionPhase	NumDays	6.00	84.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	18.20	0.00
tblGrading	AcresOfGrading	84.00	0.00
tblGrading	MaterialExported	0.00	36,000.00
tblLandUse	LandUseSquareFeet	364,000.00	255,080.00
tblLandUse	LotAcreage	4.78	0.00
tblLandUse	LotAcreage	9.58	1.70
tblLandUse	LotAcreage	1.61	0.60
tblTripsAndVMT	WorkerTripNumber	374.00	32.00
tblTripsAndVMT	WorkerTripNumber	374.00	32.00
tblTripsAndVMT	WorkerTripNumber	75.00	32.00
tblVehicleTrips	ST_TR	4.91	8.00
tblVehicleTrips	ST_TR	46.12	0.00
tblVehicleTrips	SU_TR	4.09	6.66
tblVehicleTrips	SU_TR	21.10	0.00
tblVehicleTrips	WD_TR	5.44	8.86

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	WD_TR	37.75	0.00
tblWoodstoves	NumberCatalytic	18.20	0.00
tblWoodstoves	NumberNoncatalytic	18.20	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Baseline Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.9182	24.2239	16.5840	0.0634	8.5093	0.7000	9.1733	3.8070	0.6551	4.4200	0.0000	6,686.8053	6,686.8053	0.9004	0.7322	6,927.5135
2024	3.5829	32.6336	32.7389	0.0871	1.8043	1.1135	2.9178	0.5033	1.0661	1.5694	0.0000	8,540.0574	8,540.0574	0.9817	0.4986	8,713.1866
2025	26.7004	16.7023	18.9218	0.0489	1.2598	0.5421	1.8019	0.3465	0.5209	0.8674	0.0000	4,807.5318	4,807.5318	0.5061	0.2515	4,895.1232
Maximum	26.7004	32.6336	32.7389	0.0871	8.5093	1.1135	9.1733	3.8070	1.0661	4.4200	0.0000	8,540.0574	8,540.0574	0.9817	0.7322	8,713.1866

Regulatory Compliance Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.9182	24.2239	16.5840	0.0634	3.7314	0.7000	4.3954	1.5110	0.6551	2.1240	0.0000	6,686.8053	6,686.8053	0.9004	0.7322	6,927.5135

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2024	3.5829	32.6336	32.7389	0.0871	1.8043	1.1135	2.9178	0.5033	1.0661	1.5694	0.0000	8,540.0574	8,540.0574	0.9817	0.4986	8,713.1866
2025	26.7004	16.7023	18.9218	0.0489	1.2598	0.5421	1.8019	0.3465	0.5209	0.8674	0.0000	4,807.5318	4,807.5318	0.5061	0.2515	4,895.1232
Maximum	26.7004	32.6336	32.7389	0.0871	3.7314	1.1135	4.3954	1.5110	1.0661	2.1240	0.0000	8,540.0574	8,540.0574	0.9817	0.7322	8,713.1866

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	41.28	0.00	34.39	49.30	0.00	33.49	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Baseline 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	8.5659	5.4785	32.2472	0.0344		0.5817	0.5817		0.5817	0.5817	0.0000	6,606.2046	6,606.2046	0.1777	0.1201	6,646.4430
Energy	0.1003	0.8589	0.3782	5.4700e-003		0.0693	0.0693		0.0693	0.0693		1,094.0821	1,094.0821	0.0210	0.0201	1,100.5837
Mobile	9.2786	10.1434	93.7209	0.2059	23.2038	0.1527	23.3565	6.1811	0.1418	6.3229		21,529.6967	21,529.6967	1.4634	0.9122	21,838.1086
Total	17.9447	16.4809	126.3464	0.2457	23.2038	0.8037	24.0075	6.1811	0.7927	6.9738	0.0000	29,229.9835	29,229.9835	1.6621	1.0524	29,585.1353

Regulatory Compliance Operational

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	8.5659	5.4785	32.2472	0.0344		0.5817	0.5817		0.5817	0.5817	0.0000	6,606.2046	6,606.2046	0.1777	0.1201	6,646.4430
Energy	0.1003	0.8589	0.3782	5.4700e-003		0.0693	0.0693		0.0693	0.0693		1,094.0821	1,094.0821	0.0210	0.0201	1,100.5837
Mobile	9.2786	10.1434	93.7209	0.2059	23.2038	0.1527	23.3565	6.1811	0.1418	6.3229		21,529.6967	21,529.6967	1.4634	0.9122	21,838.1086
Total	17.9447	16.4809	126.3464	0.2457	23.2038	0.8037	24.0075	6.1811	0.7927	6.9738	0.0000	29,229.9835	29,229.9835	1.6621	1.0524	29,585.1353

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/23/2023	4/19/2023	5	20	1
2	Shoring/Grading	Grading	4/20/2023	7/17/2023	5	63	2
3	Foundation	Grading	7/18/2023	11/10/2023	5	84	3
4	Superstructure	Building Construction	11/13/2023	8/30/2024	5	210	4
5	Wood Framing	Building Construction	7/21/2024	5/23/2025	5	220	6
6	Architectural Coating	Architectural Coating	3/1/2025	6/20/2025	5	80	5

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 63

Acres of Paving: 0

Residential Indoor: 516,537; Residential Outdoor: 172,179; Non-Residential Indoor: 105,330; Non-Residential Outdoor: 35,110; Striped Parking Area: 12,744

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Shoring/Grading	Graders	1	8.00	187	0.41
Shoring/Grading	Rubber Tired Dozers	1	8.00	247	0.40
Shoring/Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Foundation	Graders	1	8.00	187	0.41
Foundation	Rubber Tired Dozers	1	8.00	247	0.40
Foundation	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Superstructure	Cranes	1	8.00	231	0.29
Superstructure	Forklifts	2	7.00	89	0.20
Superstructure	Generator Sets	1	8.00	84	0.74
Superstructure	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Superstructure	Welders	3	8.00	46	0.45
Wood Framing	Cranes	1	8.00	231	0.29
Wood Framing	Forklifts	2	7.00	89	0.20
Wood Framing	Generator Sets	1	8.00	84	0.74
Wood Framing	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Wood Framing	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	545.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Shoring/Grading	4	10.00	0.00	4,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Foundation	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Superstructure	8	32.00	85.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Wood Framing	8	32.00	85.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	32.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Use Soil Stabilizer
- Replace Ground Cover
- Water Exposed Area
- Water Unpaved Roads
- Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2023

Baseline 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					5.8976	0.0000	5.8976	0.8929	0.0000	0.8929			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	5.8976	0.6766	6.5742	0.8929	0.6328	1.5257		2,324.3959	2,324.3959	0.5893		2,339.1278

Baseline 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
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2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	lb/day										lb/day					
	Hauling	0.0553	3.7126	0.9621	0.0160	0.4770	0.0225	0.4995	0.1308	0.0215	0.1523		1,753.0947	1,753.0947	0.0963	0.2784
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0447	0.0321	0.4330	1.2200e-003	0.1453	8.8000e-004	0.1462	0.0385	8.1000e-004	0.0393		124.6995	124.6995	3.3200e-003	3.2000e-003	125.7376
Total	0.1000	3.7447	1.3951	0.0172	0.6223	0.0234	0.6457	0.1693	0.0223	0.1916		1,877.7942	1,877.7942	0.0996	0.2816	1,964.2021

Regulatory Compliance 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					1.9550	0.0000	1.9550	0.2960	0.0000	0.2960			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	1.9550	0.6766	2.6317	0.2960	0.6328	0.9288	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278

Regulatory Compliance 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					

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Hauling	0.0553	3.7126	0.9621	0.0160	0.4770	0.0225	0.4995	0.1308	0.0215	0.1523		1,753.0947	1,753.0947	0.0963	0.2784	1,838.4645
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0447	0.0321	0.4330	1.2200e-003	0.1453	8.8000e-004	0.1462	0.0385	8.1000e-004	0.0393		124.6995	124.6995	3.3200e-003	3.2000e-003	125.7376
Total	0.1000	3.7447	1.3951	0.0172	0.6223	0.0234	0.6457	0.1693	0.0223	0.1916		1,877.7942	1,877.7942	0.0996	0.2816	1,964.2021

3.3 Shoring/Grading - 2023

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1472	0.0000	7.1472	3.4345	0.0000	3.4345			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	7.1472	0.6044	7.7516	3.4345	0.5560	3.9905		1,995.6147	1,995.6147	0.6454		2,011.7503

Baseline 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	0.1449	9.7316	2.5220	0.0418	1.2503	0.0590	1.3093	0.3428	0.0564	0.3992		4,595.2679	4,595.2679	0.2525	0.7297	4,819.0420

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0247	0.3331	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		95.9227	95.9227	2.5600e-003	2.4700e-003	96.7212
Total	0.1793	9.7563	2.8550	0.0428	1.3621	0.0596	1.4217	0.3724	0.0570	0.4295		4,691.1906	4,691.1906	0.2550	0.7322	4,915.7632

Regulatory Compliance 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					2.3693	0.0000	2.3693	1.1385	0.0000	1.1385			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	2.3693	0.6044	2.9737	1.1385	0.5560	1.6945	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503

Regulatory Compliance 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	0.1449	9.7316	2.5220	0.0418	1.2503	0.0590	1.3093	0.3428	0.0564	0.3992		4,595.2679	4,595.2679	0.2525	0.7297	4,819.0420
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Worker	0.0344	0.0247	0.3331	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		95.9227	95.9227	2.5600e-003	2.4700e-003	96.7212
Total	0.1793	9.7563	2.8550	0.0428	1.3621	0.0596	1.4217	0.3724	0.0570	0.4295		4,691.1906	4,691.1906	0.2550	0.7322	4,915.7632

3.4 Foundation - 2023

Baseline 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					6.0221	0.0000	6.0221	3.3102	0.0000	3.3102			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	6.0221	0.6044	6.6264	3.3102	0.5560	3.8662		1,995.6147	1,995.6147	0.6454		2,011.7503

Baseline 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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0247	0.3331	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		95.9227	95.9227	2.5600e-003	2.4700e-003	96.7212

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.0344	0.0247	0.3331	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		95.9227	95.9227	2.5600e-003	2.4700e-003	96.7212
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Regulatory Compliance 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					1.9963	0.0000	1.9963	1.0973	0.0000	1.0973			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	1.9963	0.6044	2.6007	1.0973	0.5560	1.6533	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503

Regulatory Compliance 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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0344	0.0247	0.3331	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		95.9227	95.9227	2.5600e-003	2.4700e-003	96.7212
Total	0.0344	0.0247	0.3331	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		95.9227	95.9227	2.5600e-003	2.4700e-003	96.7212

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Superstructure - 2023

Baseline 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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479

Baseline 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	0.0000
Vendor	0.0945	3.4159	1.3037	0.0159	0.5445	0.0165	0.5610	0.1568	0.0158	0.1726		1,705.2726	1,705.2726	0.0568	0.2454	1,779.8244
Worker	0.1101	0.0789	1.0659	3.0000e-003	0.3577	2.1600e-003	0.3598	0.0949	1.9900e-003	0.0969		306.9526	306.9526	8.1800e-003	7.8900e-003	309.5079
Total	0.2046	3.4948	2.3695	0.0189	0.9021	0.0187	0.9208	0.2516	0.0178	0.2694		2,012.2251	2,012.2251	0.0650	0.2533	2,089.3323

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regulatory Compliance 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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479

Regulatory Compliance 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	0.0000
Vendor	0.0945	3.4159	1.3037	0.0159	0.5445	0.0165	0.5610	0.1568	0.0158	0.1726		1,705.2726	1,705.2726	0.0568	0.2454	1,779.8244
Worker	0.1101	0.0789	1.0659	3.0000e-003	0.3577	2.1600e-003	0.3598	0.0949	1.9900e-003	0.0969		306.9526	306.9526	8.1800e-003	7.8900e-003	309.5079
Total	0.2046	3.4948	2.3695	0.0189	0.9021	0.0187	0.9208	0.2516	0.0178	0.2694		2,012.2251	2,012.2251	0.0650	0.2533	2,089.3323

3.5 Superstructure - 2024

Baseline Construction On-Site

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.6541	2,289.6541	0.4265		2,300.3154
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.6541	2,289.6541	0.4265		2,300.3154

Baseline 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	0.0000
Vendor	0.0914	3.4229	1.2763	0.0156	0.5445	0.0166	0.5611	0.1568	0.0159	0.1727		1,679.7218	1,679.7218	0.0570	0.2420	1,753.2545
Worker	0.1030	0.0705	0.9930	2.9100e-003	0.3577	2.0700e-003	0.3598	0.0949	1.9100e-003	0.0968		300.6528	300.6528	7.4100e-003	7.3300e-003	303.0234
Total	0.1943	3.4933	2.2693	0.0185	0.9022	0.0187	0.9208	0.2516	0.0178	0.2694		1,980.3746	1,980.3746	0.0644	0.2493	2,056.2779

Regulatory Compliance 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					

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.6541	2,289.6541	0.4265		2,300.3154
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.6541	2,289.6541	0.4265		2,300.3154

Regulatory Compliance 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	0.0000
Vendor	0.0914	3.4229	1.2763	0.0156	0.5445	0.0166	0.5611	0.1568	0.0159	0.1727		1,679.7218	1,679.7218	0.0570	0.2420	1,753.2545
Worker	0.1030	0.0705	0.9930	2.9100e-003	0.3577	2.0700e-003	0.3598	0.0949	1.9100e-003	0.0968		300.6528	300.6528	7.4100e-003	7.3300e-003	303.0234
Total	0.1943	3.4933	2.2693	0.0185	0.9022	0.0187	0.9208	0.2516	0.0178	0.2694		1,980.3746	1,980.3746	0.0644	0.2493	2,056.2779

3.6 Wood Framing - 2024

Baseline 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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.6541	2,289.6541	0.4265		2,300.3154
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.6541	2,289.6541	0.4265		2,300.3154

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Baseline 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	0.0000
Vendor	0.0914	3.4229	1.2763	0.0156	0.5445	0.0166	0.5611	0.1568	0.0159	0.1727		1,679.7218	1,679.7218	0.0570	0.2420	1,753.2545
Worker	0.1030	0.0705	0.9930	2.9100e-003	0.3577	2.0700e-003	0.3598	0.0949	1.9100e-003	0.0968		300.6528	300.6528	7.4100e-003	7.3300e-003	303.0234
Total	0.1943	3.4933	2.2693	0.0185	0.9022	0.0187	0.9208	0.2516	0.0178	0.2694		1,980.3746	1,980.3746	0.0644	0.2493	2,056.2779

Regulatory Compliance 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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.6541	2,289.6541	0.4265		2,300.3154
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.6541	2,289.6541	0.4265		2,300.3154

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regulatory Compliance 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	0.0000
Vendor	0.0914	3.4229	1.2763	0.0156	0.5445	0.0166	0.5611	0.1568	0.0159	0.1727		1,679.7218	1,679.7218	0.0570	0.2420	1,753.2545
Worker	0.1030	0.0705	0.9930	2.9100e-003	0.3577	2.0700e-003	0.3598	0.0949	1.9100e-003	0.0968		300.6528	300.6528	7.4100e-003	7.3300e-003	303.0234
Total	0.1943	3.4933	2.2693	0.0185	0.9022	0.0187	0.9208	0.2516	0.0178	0.2694		1,980.3746	1,980.3746	0.0644	0.2493	2,056.2779

3.6 Wood Framing - 2025

Baseline 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	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.8898	2,289.8898	0.4200		2,300.3887
Total	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.8898	2,289.8898	0.4200		2,300.3887

Baseline Construction Off-Site

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	0.0000
Vendor	0.0886	3.4069	1.2532	0.0153	0.5445	0.0167	0.5611	0.1568	0.0159	0.1727		1,649.5311	1,649.5311	0.0574	0.2378	1,721.8241
Worker	0.0966	0.0633	0.9262	2.8200e-003	0.3577	1.9700e-003	0.3597	0.0949	1.8200e-003	0.0967		293.3314	293.3314	6.6900e-003	6.8500e-003	295.5393
Total	0.1852	3.4702	2.1793	0.0181	0.9022	0.0186	0.9208	0.2516	0.0178	0.2694		1,942.8625	1,942.8625	0.0641	0.2446	2,017.3634

Regulatory Compliance 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	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.8898	2,289.8898	0.4200		2,300.3887
Total	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.8898	2,289.8898	0.4200		2,300.3887

Regulatory Compliance 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					

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0886	3.4069	1.2532	0.0153	0.5445	0.0167	0.5611	0.1568	0.0159	0.1727		1,649.5311	1,649.5311	0.0574	0.2378	1,721.8241
Worker	0.0966	0.0633	0.9262	2.8200e-003	0.3577	1.9700e-003	0.3597	0.0949	1.8200e-003	0.0967		293.3314	293.3314	6.6900e-003	6.8500e-003	295.5393
Total	0.1852	3.4702	2.1793	0.0181	0.9022	0.0186	0.9208	0.2516	0.0178	0.2694		1,942.8625	1,942.8625	0.0641	0.2446	2,017.3634

3.7 Architectural Coating - 2025

Baseline 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	24.7580					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	24.9288	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Baseline 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	0.0000

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0966	0.0633	0.9262	2.8200e-003	0.3577	1.9700e-003	0.3597	0.0949	1.8200e-003	0.0967		293.3314	293.3314	6.6900e-003	6.8500e-003	295.5393
Total	0.0966	0.0633	0.9262	2.8200e-003	0.3577	1.9700e-003	0.3597	0.0949	1.8200e-003	0.0967		293.3314	293.3314	6.6900e-003	6.8500e-003	295.5393

Regulatory Compliance 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	24.7580					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	24.9288	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Regulatory Compliance 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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Worker	0.0966	0.0633	0.9262	2.8200e-003	0.3577	1.9700e-003	0.3597	0.0949	1.8200e-003	0.0967		293.3314	293.3314	6.6900e-003	6.8500e-003	295.5393
Total	0.0966	0.0633	0.9262	2.8200e-003	0.3577	1.9700e-003	0.3597	0.0949	1.8200e-003	0.0967		293.3314	293.3314	6.6900e-003	6.8500e-003	295.5393

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Regulatory Compliance Baseline	9.2786	10.1434	93.7209	0.2059	23.2038	0.1527	23.3565	6.1811	0.1418	6.3229		21,529.6967	21,529.6967	1.4634	0.9122	21,838.1086

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Baseline	Regulatory Compliance
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,225.04	2,912.00	2424.24	10,476,714	10,476,714
Enclosed Parking with Elevator	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	3,225.04	2,912.00	2,424.24	10,476,714	10,476,714

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

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Enclosed Parking with Elevator	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Regional Shopping Center	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Regulatory Compliance	0.1003	0.8589	0.3782	5.4700e-003		0.0693	0.0693		0.0693	0.0693		1,094.0821	1,094.0821	0.0210	0.0201	1,100.5837
NaturalGas Baseline	0.1003	0.8589	0.3782	5.4700e-003		0.0693	0.0693		0.0693	0.0693		1,094.0821	1,094.0821	0.0210	0.0201	1,100.5837

5.2 Energy by Land Use - NaturalGas

Baseline

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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:	8986.11	0.0969	0.8281	0.3524	5.2900e-003		0.0670	0.0670		0.0670	0.0670		1,057.1898	1,057.1898	0.0203	0.0194	1,063.4721
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
Regional Shopping Center	313.585	3.3800e-003	0.0307	0.0258	1.8000e-004		2.3400e-003	2.3400e-003		2.3400e-003	2.3400e-003		36.8924	36.8924	7.1000e-004	6.8000e-004	37.1116
Total		0.1003	0.8589	0.3782	5.4700e-003		0.0693	0.0693		0.0693	0.0693		1,094.0821	1,094.0821	0.0210	0.0201	1,100.5837

Regulatory Compliance

	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:	8.98611	0.0969	0.8281	0.3524	5.2900e-003		0.0670	0.0670		0.0670	0.0670		1,057.1898	1,057.1898	0.0203	0.0194	1,063.4721
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
Regional Shopping Center	0.313585	3.3800e-003	0.0307	0.0258	1.8000e-004		2.3400e-003	2.3400e-003		2.3400e-003	2.3400e-003		36.8924	36.8924	7.1000e-004	6.8000e-004	37.1116
Total		0.1003	0.8589	0.3782	5.4700e-003		0.0693	0.0693		0.0693	0.0693		1,094.0821	1,094.0821	0.0210	0.0201	1,100.5837

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- 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					
Regulatory Compliance	8.5659	5.4785	32.2472	0.0344		0.5817	0.5817		0.5817	0.5817	0.0000	6,606.2046	6,606.2046	0.1777	0.1201	6,646.4430
Baseline	8.5659	5.4785	32.2472	0.0344		0.5817	0.5817		0.5817	0.5817	0.0000	6,606.2046	6,606.2046	0.1777	0.1201	6,646.4430

6.2 Area by SubCategory

Baseline

	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	0.5426					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.5162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.6006	5.1324	2.1840	0.0328		0.4150	0.4150		0.4150	0.4150	0.0000	6,552.0000	6,552.0000	0.1256	0.1201	6,590.9353
Landscaping	0.9064	0.3461	30.0632	1.5900e-003		0.1667	0.1667		0.1667	0.1667		54.2046	54.2046	0.0521		55.5077

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	8.5658	5.4785	32.2472	0.0344		0.5817	0.5817		0.5817	0.5817	0.0000	6,606.2046	6,606.2046	0.1777	0.1201	6,646.4430
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Regulatory Compliance

	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	0.5426					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.5162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.6006	5.1324	2.1840	0.0328		0.4150	0.4150		0.4150	0.4150	0.0000	6,552.0000	6,552.0000	0.1256	0.1201	6,590.9353
Landscaping	0.9064	0.3461	30.0632	1.5900e-003		0.1667	0.1667		0.1667	0.1667		54.2046	54.2046	0.0521		55.5077
Total	8.5658	5.4785	32.2472	0.0344		0.5817	0.5817		0.5817	0.5817	0.0000	6,606.2046	6,606.2046	0.1777	0.1201	6,646.4430

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

2211 Western Avenue - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

**2211 Western Avenue
Los Angeles-South Coast County, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	531.00	Space	0.00	212,400.00	0
Apartments Mid Rise	364.00	Dwelling Unit	1.70	255,080.00	1041
Regional Shopping Center	70.22	1000sqft	0.60	70,220.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	691.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project site is approximately 2.3 acres.

Construction Phase - Anticipated construction schedule.

Trips and VMT - 32 daily worker trips per 'Transportation Assessment for the 2211 Western Avenue Mixed-use Project' dated December 2021.

Demolition - 10,000 cubic yards demolition debris = 5,512 tons crushed asphalt.

Grading - 36,000 cubic yards soil export.

Architectural Coating - Per SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - 3,225 daily trips per 'Transportation Assessment for the 2211 Western Avenue Mixed-use Project' dated December 2021.

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Woodstoves - Per SCAQMD Rule 445 no woodstoves permitted for new construction.

Area Coating - Per SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation - Dust control measures per SCAQMD Rule 403.

Area Mitigation - Per SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	80.00
tblConstructionPhase	NumDays	220.00	210.00
tblConstructionPhase	NumDays	6.00	63.00
tblConstructionPhase	NumDays	6.00	84.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	18.20	0.00
tblGrading	AcresOfGrading	84.00	0.00
tblGrading	MaterialExported	0.00	36,000.00
tblLandUse	LandUseSquareFeet	364,000.00	255,080.00
tblLandUse	LotAcreage	4.78	0.00
tblLandUse	LotAcreage	9.58	1.70
tblLandUse	LotAcreage	1.61	0.60
tblTripsAndVMT	WorkerTripNumber	374.00	32.00
tblTripsAndVMT	WorkerTripNumber	374.00	32.00
tblTripsAndVMT	WorkerTripNumber	75.00	32.00

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	ST_TR	4.91	8.00
tblVehicleTrips	ST_TR	46.12	0.00
tblVehicleTrips	SU_TR	4.09	6.66
tblVehicleTrips	SU_TR	21.10	0.00
tblVehicleTrips	WD_TR	5.44	8.86
tblVehicleTrips	WD_TR	37.75	0.00
tblWoodstoves	NumberCatalytic	18.20	0.00
tblWoodstoves	NumberNoncatalytic	18.20	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Baseline Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.9140	23.8107	16.6380	0.0634	8.5093	0.6999	9.1731	3.8070	0.6550	4.4198	0.0000	6,687.3053	6,687.3053	0.9009	0.7313	6,927.7445
2024	3.5750	32.3129	32.8331	0.0874	1.8043	1.1133	2.9176	0.5033	1.0659	1.5692	0.0000	8,567.6894	8,567.6894	0.9820	0.4964	8,740.1703
2025	26.6894	16.5372	19.0425	0.0492	1.2598	0.5420	1.8018	0.3465	0.5208	0.8673	0.0000	4,837.1649	4,837.1649	0.5061	0.2500	4,924.3153
Maximum	26.6894	32.3129	32.8331	0.0874	8.5093	1.1133	9.1731	3.8070	1.0659	4.4198	0.0000	8,567.6894	8,567.6894	0.9820	0.7313	8,740.1703

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regulatory Compliance Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.9140	23.8107	16.6380	0.0634	3.7314	0.6999	4.3952	1.5110	0.6550	2.1238	0.0000	6,687.3053	6,687.3053	0.9009	0.7313	6,927.7445
2024	3.5750	32.3129	32.8331	0.0874	1.8043	1.1133	2.9176	0.5033	1.0659	1.5692	0.0000	8,567.6894	8,567.6894	0.9820	0.4964	8,740.1703
2025	26.6894	16.5372	19.0425	0.0492	1.2598	0.5420	1.8018	0.3465	0.5208	0.8673	0.0000	4,837.1649	4,837.1649	0.5061	0.2500	4,924.3153
Maximum	26.6894	32.3129	32.8331	0.0874	3.7314	1.1133	4.3952	1.5110	1.0659	2.1238	0.0000	8,567.6894	8,567.6894	0.9820	0.7313	8,740.1703

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	41.28	0.00	34.39	49.30	0.00	33.49	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Baseline 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	8.5659	5.4785	32.2472	0.0344		0.5817	0.5817		0.5817	0.5817	0.0000	6,606.2046	6,606.2046	0.1777	0.1201	6,646.4430

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Energy	0.1003	0.8589	0.3782	5.4700e-003		0.0693	0.0693		0.0693	0.0693		1,094.0821	1,094.0821	0.0210	0.0201	1,100.5837
Mobile	9.4454	9.3983	95.6778	0.2150	23.2038	0.1527	23.3565	6.1811	0.1417	6.3228		22,479.5879	22,479.5879	1.4249	0.8745	22,775.7974
Total	18.1115	15.7357	128.3032	0.2548	23.2038	0.8036	24.0074	6.1811	0.7927	6.9738	0.0000	30,179.8746	30,179.8746	1.6236	1.0146	30,522.8241

Regulatory Compliance 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	8.5659	5.4785	32.2472	0.0344		0.5817	0.5817		0.5817	0.5817	0.0000	6,606.2046	6,606.2046	0.1777	0.1201	6,646.4430
Energy	0.1003	0.8589	0.3782	5.4700e-003		0.0693	0.0693		0.0693	0.0693		1,094.0821	1,094.0821	0.0210	0.0201	1,100.5837
Mobile	9.4454	9.3983	95.6778	0.2150	23.2038	0.1527	23.3565	6.1811	0.1417	6.3228		22,479.5879	22,479.5879	1.4249	0.8745	22,775.7974
Total	18.1115	15.7357	128.3032	0.2548	23.2038	0.8036	24.0074	6.1811	0.7927	6.9738	0.0000	30,179.8746	30,179.8746	1.6236	1.0146	30,522.8241

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

3.0 Construction Detail

Construction Phase

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/23/2023	4/19/2023	5	20	1
2	Shoring/Grading	Grading	4/20/2023	7/17/2023	5	63	2
3	Foundation	Grading	7/18/2023	11/10/2023	5	84	3
4	Superstructure	Building Construction	11/13/2023	8/30/2024	5	210	4
5	Wood Framing	Building Construction	7/21/2024	5/23/2025	5	220	6
6	Architectural Coating	Architectural Coating	3/1/2025	6/20/2025	5	80	5

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 63

Acres of Paving: 0

Residential Indoor: 516,537; Residential Outdoor: 172,179; Non-Residential Indoor: 105,330; Non-Residential Outdoor: 35,110; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Shoring/Grading	Graders	1	8.00	187	0.41
Shoring/Grading	Rubber Tired Dozers	1	8.00	247	0.40
Shoring/Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Foundation	Graders	1	8.00	187	0.41
Foundation	Rubber Tired Dozers	1	8.00	247	0.40
Foundation	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Superstructure	Cranes	1	8.00	231	0.29
Superstructure	Forklifts	2	7.00	89	0.20
Superstructure	Generator Sets	1	8.00	84	0.74

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Superstructure	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Superstructure	Welders	3	8.00	46	0.45
Wood Framing	Cranes	1	8.00	231	0.29
Wood Framing	Forklifts	2	7.00	89	0.20
Wood Framing	Generator Sets	1	8.00	84	0.74
Wood Framing	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Wood Framing	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	545.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Shoring/Grading	4	10.00	0.00	4,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Foundation	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Superstructure	8	32.00	85.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Wood Framing	8	32.00	85.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	32.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Use Soil Stabilizer
- Replace Ground Cover
- Water Exposed Area
- Water Unpaved Roads
- Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2023

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Baseline 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					5.8976	0.0000	5.8976	0.8929	0.0000	0.8929			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	5.8976	0.6766	6.5742	0.8929	0.6328	1.5257		2,324.3959	2,324.3959	0.5893		2,339.1278

Baseline 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	0.0591	3.5559	0.9491	0.0159	0.4770	0.0224	0.4994	0.1308	0.0215	0.1522		1,751.2488	1,751.2488	0.0965	0.2781	1,836.5342
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0416	0.0290	0.4711	1.2900e-003	0.1453	8.8000e-004	0.1462	0.0385	8.1000e-004	0.0393		131.6397	131.6397	3.2800e-003	3.0000e-003	132.6157
Total	0.1007	3.5849	1.4202	0.0172	0.6223	0.0233	0.6456	0.1693	0.0223	0.1916		1,882.8884	1,882.8884	0.0998	0.2811	1,969.1499

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regulatory Compliance 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					1.9550	0.0000	1.9550	0.2960	0.0000	0.2960			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	1.9550	0.6766	2.6317	0.2960	0.6328	0.9288	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278

Regulatory Compliance 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	0.0591	3.5559	0.9491	0.0159	0.4770	0.0224	0.4994	0.1308	0.0215	0.1522		1,751.2488	1,751.2488	0.0965	0.2781	1,836.5342
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0416	0.0290	0.4711	1.2900e-003	0.1453	8.8000e-004	0.1462	0.0385	8.1000e-004	0.0393		131.6397	131.6397	3.2800e-003	3.0000e-003	132.6157
Total	0.1007	3.5849	1.4202	0.0172	0.6223	0.0233	0.6456	0.1693	0.0223	0.1916		1,882.8884	1,882.8884	0.0998	0.2811	1,969.1499

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Shoring/Grading - 2023

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1472	0.0000	7.1472	3.4345	0.0000	3.4345			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	7.1472	0.6044	7.7516	3.4345	0.5560	3.9905		1,995.6147	1,995.6147	0.6454		2,011.7503

Baseline 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	0.1549	9.3207	2.4878	0.0418	1.2503	0.0588	1.3091	0.3428	0.0563	0.3990		4,590.4293	4,590.4293	0.2530	0.7290	4,813.9821
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0320	0.0223	0.3624	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		101.2613	101.2613	2.5200e-003	2.3100e-003	102.0121
Total	0.1869	9.3430	2.8501	0.0428	1.3621	0.0595	1.4215	0.3724	0.0569	0.4293		4,691.6906	4,691.6906	0.2555	0.7313	4,915.9942

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regulatory Compliance 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					2.3693	0.0000	2.3693	1.1385	0.0000	1.1385			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	2.3693	0.6044	2.9737	1.1385	0.5560	1.6945	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503

Regulatory Compliance 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	0.1549	9.3207	2.4878	0.0418	1.2503	0.0588	1.3091	0.3428	0.0563	0.3990		4,590.4293	4,590.4293	0.2530	0.7290	4,813.9821
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0320	0.0223	0.3624	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		101.2613	101.2613	2.5200e-003	2.3100e-003	102.0121

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1869	9.3430	2.8501	0.0428	1.3621	0.0595	1.4215	0.3724	0.0569	0.4293		4,691.6906	4,691.6906	0.2555	0.7313	4,915.9942
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3.4 Foundation - 2023

Baseline 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					6.0221	0.0000	6.0221	3.3102	0.0000	3.3102			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	6.0221	0.6044	6.6264	3.3102	0.5560	3.8662		1,995.6147	1,995.6147	0.6454		2,011.7503

Baseline 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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Worker	0.0320	0.0223	0.3624	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		101.2613	101.2613	2.5200e-003	2.3100e-003	102.0121
Total	0.0320	0.0223	0.3624	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		101.2613	101.2613	2.5200e-003	2.3100e-003	102.0121

Regulatory Compliance 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					1.9963	0.0000	1.9963	1.0973	0.0000	1.0973			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	1.9963	0.6044	2.6007	1.0973	0.5560	1.6533	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503

Regulatory Compliance 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	0.0000

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0320	0.0223	0.3624	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		101.2613	101.2613	2.5200e-003	2.3100e-003	102.0121
Total	0.0320	0.0223	0.3624	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		101.2613	101.2613	2.5200e-003	2.3100e-003	102.0121

3.5 Superstructure - 2023

Baseline 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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479

Baseline 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	0.0000

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	0.0979	3.2626	1.2640	0.0158	0.5445	0.0164	0.5609	0.1568	0.0157	0.1725		1,702.4010	1,702.4010	0.0571	0.2448	1,776.7644
Worker	0.1025	0.0714	1.1596	3.1700e-003	0.3577	2.1600e-003	0.3598	0.0949	1.9900e-003	0.0969		324.0361	324.0361	8.0700e-003	7.3900e-003	326.4387
Total	0.2003	3.3340	2.4235	0.0190	0.9021	0.0186	0.9207	0.2516	0.0177	0.2693		2,026.4371	2,026.4371	0.0651	0.2522	2,103.2031

Regulatory Compliance 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	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479

Regulatory Compliance 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	0.0000

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	0.0979	3.2626	1.2640	0.0158	0.5445	0.0164	0.5609	0.1568	0.0157	0.1725		1,702.4010	1,702.4010	0.0571	0.2448	1,776.7644
Worker	0.1025	0.0714	1.1596	3.1700e-003	0.3577	2.1600e-003	0.3598	0.0949	1.9900e-003	0.0969		324.0361	324.0361	8.0700e-003	7.3900e-003	326.4387
Total	0.2003	3.3340	2.4235	0.0190	0.9021	0.0186	0.9207	0.2516	0.0177	0.2693		2,026.4371	2,026.4371	0.0651	0.2522	2,103.2031

3.5 Superstructure - 2024

Baseline 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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.6541	2,289.6541	0.4265		2,300.3154
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.6541	2,289.6541	0.4265		2,300.3154

Baseline 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	0.0000

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	0.0949	3.2692	1.2370	0.0156	0.5445	0.0165	0.5610	0.1568	0.0158	0.1726		1,676.8342	1,676.8342	0.0573	0.2413	1,750.1840
Worker	0.0955	0.0638	1.0794	3.0800e-003	0.3577	2.0700e-003	0.3598	0.0949	1.9100e-003	0.0968		317.3565	317.3565	7.3000e-003	6.8700e-003	319.5857
Total	0.1904	3.3330	2.3164	0.0187	0.9022	0.0186	0.9207	0.2516	0.0177	0.2693		1,994.1906	1,994.1906	0.0646	0.2482	2,069.7698

Regulatory Compliance 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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.6541	2,289.6541	0.4265		2,300.3154
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.6541	2,289.6541	0.4265		2,300.3154

Regulatory Compliance 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	0.0000

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	0.0949	3.2692	1.2370	0.0156	0.5445	0.0165	0.5610	0.1568	0.0158	0.1726		1,676.8342	1,676.8342	0.0573	0.2413	1,750.1840
Worker	0.0955	0.0638	1.0794	3.0800e-003	0.3577	2.0700e-003	0.3598	0.0949	1.9100e-003	0.0968		317.3565	317.3565	7.3000e-003	6.8700e-003	319.5857
Total	0.1904	3.3330	2.3164	0.0187	0.9022	0.0186	0.9207	0.2516	0.0177	0.2693		1,994.1906	1,994.1906	0.0646	0.2482	2,069.7698

3.6 Wood Framing - 2024

Baseline 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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.6541	2,289.6541	0.4265		2,300.3154
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.6541	2,289.6541	0.4265		2,300.3154

Baseline 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	0.0000

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	0.0949	3.2692	1.2370	0.0156	0.5445	0.0165	0.5610	0.1568	0.0158	0.1726		1,676.8342	1,676.8342	0.0573	0.2413	1,750.1840
Worker	0.0955	0.0638	1.0794	3.0800e-003	0.3577	2.0700e-003	0.3598	0.0949	1.9100e-003	0.0968		317.3565	317.3565	7.3000e-003	6.8700e-003	319.5857
Total	0.1904	3.3330	2.3164	0.0187	0.9022	0.0186	0.9207	0.2516	0.0177	0.2693		1,994.1906	1,994.1906	0.0646	0.2482	2,069.7698

Regulatory Compliance 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	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.6541	2,289.6541	0.4265		2,300.3154
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.6541	2,289.6541	0.4265		2,300.3154

Regulatory Compliance 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	0.0000

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	0.0949	3.2692	1.2370	0.0156	0.5445	0.0165	0.5610	0.1568	0.0158	0.1726		1,676.8342	1,676.8342	0.0573	0.2413	1,750.1840
Worker	0.0955	0.0638	1.0794	3.0800e-003	0.3577	2.0700e-003	0.3598	0.0949	1.9100e-003	0.0968		317.3565	317.3565	7.3000e-003	6.8700e-003	319.5857
Total	0.1904	3.3330	2.3164	0.0187	0.9022	0.0186	0.9207	0.2516	0.0177	0.2693		1,994.1906	1,994.1906	0.0646	0.2482	2,069.7698

3.6 Wood Framing - 2025

Baseline 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	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.8898	2,289.8898	0.4200		2,300.3887
Total	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.8898	2,289.8898	0.4200		2,300.3887

Baseline 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	0.0000

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	0.0922	3.2537	1.2143	0.0153	0.5445	0.0166	0.5610	0.1568	0.0158	0.1726		1,646.6445	1,646.6445	0.0577	0.2372	1,718.7599
Worker	0.0893	0.0573	1.0059	2.9700e-003	0.3577	1.9700e-003	0.3597	0.0949	1.8200e-003	0.0967		309.5912	309.5912	6.5800e-003	6.4200e-003	311.6674
Total	0.1815	3.3111	2.2203	0.0182	0.9022	0.0185	0.9207	0.2516	0.0177	0.2693		1,956.2358	1,956.2358	0.0643	0.2436	2,030.4273

Regulatory Compliance 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	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.8898	2,289.8898	0.4200		2,300.3887
Total	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.8898	2,289.8898	0.4200		2,300.3887

Regulatory Compliance 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	0.0000

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	0.0922	3.2537	1.2143	0.0153	0.5445	0.0166	0.5610	0.1568	0.0158	0.1726		1,646.6445	1,646.6445	0.0577	0.2372	1,718.7599
Worker	0.0893	0.0573	1.0059	2.9700e-003	0.3577	1.9700e-003	0.3597	0.0949	1.8200e-003	0.0967		309.5912	309.5912	6.5800e-003	6.4200e-003	311.6674
Total	0.1815	3.3111	2.2203	0.0182	0.9022	0.0185	0.9207	0.2516	0.0177	0.2693		1,956.2358	1,956.2358	0.0643	0.2436	2,030.4273

3.7 Architectural Coating - 2025

Baseline 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	24.7580					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	24.9288	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Baseline 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					

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0893	0.0573	1.0059	2.9700e-003	0.3577	1.9700e-003	0.3597	0.0949	1.8200e-003	0.0967		309.5912	309.5912	6.5800e-003	6.4200e-003	311.6674
Total	0.0893	0.0573	1.0059	2.9700e-003	0.3577	1.9700e-003	0.3597	0.0949	1.8200e-003	0.0967		309.5912	309.5912	6.5800e-003	6.4200e-003	311.6674

Regulatory Compliance 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	24.7580					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	24.9288	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Regulatory Compliance 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
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2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Worker	0.0893	0.0573	1.0059	2.9700e-003	0.3577	1.9700e-003	0.3597	0.0949	1.8200e-003	0.0967	309.5912	309.5912	6.5800e-003	6.4200e-003	311.6674	
Total	0.0893	0.0573	1.0059	2.9700e-003	0.3577	1.9700e-003	0.3597	0.0949	1.8200e-003	0.0967	309.5912	309.5912	6.5800e-003	6.4200e-003	311.6674	

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	lb/day					
	lb/day										lb/day					
Regulatory Compliance	9.4454	9.3983	95.6778	0.2150	23.2038	0.1527	23.3565	6.1811	0.1417	6.3228	22,479.5879	22,479.587	1.4249	0.8745	22,775.7974	
Baseline	9.4454	9.3983	95.6778	0.2150	23.2038	0.1527	23.3565	6.1811	0.1417	6.3228	22,479.5879	22,479.587	1.4249	0.8745	22,775.7974	

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Baseline	Regulatory Compliance
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,225.04	2,912.00	2424.24	10,476,714	10,476,714

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Enclosed Parking with Elevator	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	3,225.04	2,912.00	2,424.24	10,476,714	10,476,714

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
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Enclosed Parking with Elevator	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Regional Shopping Center	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Natural Gas Regulatory Compliance	0.1003	0.8589	0.3782	5.4700e-003		0.0693	0.0693		0.0693	0.0693		1,094.0821	1,094.0821	0.0210	0.0201	1,100.5837
Natural Gas Baseline	0.1003	0.8589	0.3782	5.4700e-003		0.0693	0.0693		0.0693	0.0693		1,094.0821	1,094.0821	0.0210	0.0201	1,100.5837

5.2 Energy by Land Use - Natural Gas

Baseline

	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	8986.11	0.0969	0.8281	0.3524	5.2900e-003		0.0670	0.0670		0.0670	0.0670		1,057.1898	1,057.1898	0.0203	0.0194	1,063.4721
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
Regional Shopping Center	313.585	3.3800e-003	0.0307	0.0258	1.8000e-004		2.3400e-003	2.3400e-003		2.3400e-003	2.3400e-003		36.8924	36.8924	7.1000e-004	6.8000e-004	37.1116
Total		0.1003	0.8589	0.3782	5.4700e-003		0.0693	0.0693		0.0693	0.0693		1,094.0821	1,094.0821	0.0210	0.0201	1,100.5837

Regulatory Compliance

	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					

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Apartments Mid Rise	8.98611	0.0969	0.8281	0.3524	5.2900e-003		0.0670	0.0670		0.0670	0.0670		1,057.1898	1,057.1898	0.0203	0.0194	1,063.4721
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
Regional Shopping Center	0.313585	3.3800e-003	0.0307	0.0258	1.8000e-004		2.3400e-003	2.3400e-003		2.3400e-003	2.3400e-003		36.8924	36.8924	7.1000e-004	6.8000e-004	37.1116
Total		0.1003	0.8589	0.3782	5.4700e-003		0.0693	0.0693		0.0693	0.0693		1,094.0821	1,094.0821	0.0210	0.0201	1,100.5837

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- 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					
Regulatory Compliance	8.5659	5.4785	32.2472	0.0344		0.5817	0.5817		0.5817	0.5817	0.0000	6,606.2046	6,606.2046	0.1777	0.1201	6,646.4430
Baseline	8.5659	5.4785	32.2472	0.0344		0.5817	0.5817		0.5817	0.5817	0.0000	6,606.2046	6,606.2046	0.1777	0.1201	6,646.4430

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Baseline

	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	0.5426					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.5162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.6006	5.1324	2.1840	0.0328		0.4150	0.4150		0.4150	0.4150	0.0000	6,552.0000	6,552.0000	0.1256	0.1201	6,590.9353
Landscaping	0.9064	0.3461	30.0632	1.5900e-003		0.1667	0.1667		0.1667	0.1667		54.2046	54.2046	0.0521		55.5077
Total	8.5658	5.4785	32.2472	0.0344		0.5817	0.5817		0.5817	0.5817	0.0000	6,606.2046	6,606.2046	0.1777	0.1201	6,646.4430

Regulatory Compliance

	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	0.5426					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.5162					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.6006	5.1324	2.1840	0.0328		0.4150	0.4150		0.4150	0.4150	0.0000	6,552.0000	6,552.0000	0.1256	0.1201	6,590.9353

2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Landscaping	0.9064	0.3461	30.0632	1.5900e-003		0.1667	0.1667		0.1667	0.1667		54.2046	54.2046	0.0521	55.5077	
Total	8.5658	5.4785	32.2472	0.0344		0.5817	0.5817		0.5817	0.5817	0.0000	6,606.2046	6,606.2046	0.1777	0.1201	6,646.4430

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 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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2211 Western Avenue - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

**2211 Western Avenue
Los Angeles-South Coast County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	531.00	Space	0.00	212,400.00	0
Apartments Mid Rise	364.00	Dwelling Unit	1.70	255,080.00	1041
Regional Shopping Center	70.22	1000sqft	0.60	70,220.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2025
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	691.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Project site is approximately 2.3 acres.
- Construction Phase - Anticipated construction schedule.
- Trips and VMT - 32 daily worker trips per 'Transportation Assessment for the 2211 Western Avenue Mixed-use Project' dated December 2021.
- Demolition - 10,000 cubic yards demolition debris = 5,512 tons crushed asphalt.
- Grading - 36,000 cubic yards soil export.
- Architectural Coating - Per SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.
- Vehicle Trips - 3,225 daily trips per 'Transportation Assessment for the 2211 Western Avenue Mixed-use Project' dated December 2021.

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Woodstoves - Per SCAQMD Rule 445 no woodstoves permitted for new construction.

Area Coating - Per SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation - Dust control measures per SCAQMD Rule 403.

Area Mitigation - Per SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	80.00
tblConstructionPhase	NumDays	220.00	210.00
tblConstructionPhase	NumDays	6.00	63.00
tblConstructionPhase	NumDays	6.00	84.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	18.20	0.00
tblGrading	AcresOfGrading	84.00	0.00
tblGrading	MaterialExported	0.00	36,000.00
tblLandUse	LandUseSquareFeet	364,000.00	255,080.00
tblLandUse	LotAcreage	4.78	0.00
tblLandUse	LotAcreage	9.58	1.70
tblLandUse	LotAcreage	1.61	0.60
tblTripsAndVMT	WorkerTripNumber	374.00	32.00
tblTripsAndVMT	WorkerTripNumber	374.00	32.00
tblTripsAndVMT	WorkerTripNumber	75.00	32.00

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	ST_TR	4.91	8.00
tblVehicleTrips	ST_TR	46.12	0.00
tblVehicleTrips	SU_TR	4.09	6.66
tblVehicleTrips	SU_TR	21.10	0.00
tblVehicleTrips	WD_TR	5.44	8.86
tblVehicleTrips	WD_TR	37.75	0.00
tblWoodstoves	NumberCatalytic	18.20	0.00
tblWoodstoves	NumberNoncatalytic	18.20	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Baseline Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1542	1.8554	1.1825	4.0800e-003	0.6054	0.0644	0.6698	0.2749	0.0598	0.3348	0.0000	377.2592	377.2592	0.0646	0.0276	387.0930
2024	0.2606	2.3839	2.3905	6.3600e-003	0.1294	0.0813	0.2107	0.0362	0.0778	0.1140	0.0000	565.9325	565.9325	0.0650	0.0330	577.3933
2025	1.0867	0.8469	0.9441	2.4600e-003	0.0597	0.0273	0.0870	0.0165	0.0262	0.0427	0.0000	218.8952	218.8952	0.0234	0.0117	222.9598
Maximum	1.0867	2.3839	2.3905	6.3600e-003	0.6054	0.0813	0.6698	0.2749	0.0778	0.3348	0.0000	565.9325	565.9325	0.0650	0.0330	577.3933

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regulatory Compliance Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1542	1.8554	1.1825	4.0800e-003	0.2464	0.0644	0.3108	0.1037	0.0598	0.1635	0.0000	377.2590	377.2590	0.0646	0.0276	387.0927
2024	0.2606	2.3839	2.3905	6.3600e-003	0.1294	0.0813	0.2107	0.0362	0.0778	0.1140	0.0000	565.9322	565.9322	0.0650	0.0330	577.3929
2025	1.0867	0.8469	0.9441	2.4600e-003	0.0597	0.0273	0.0870	0.0165	0.0262	0.0427	0.0000	218.8951	218.8951	0.0234	0.0117	222.9596
Maximum	1.0867	2.3839	2.3905	6.3600e-003	0.2464	0.0813	0.3108	0.1037	0.0778	0.1635	0.0000	565.9322	565.9322	0.0650	0.0330	577.3929

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	45.19	0.00	37.11	52.27	0.00	34.84	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Baseline ROG + NOX (tons/quarter)	Maximum Regulatory Compliance ROG + NOX (tons/quarter)
3	2-23-2023	5-22-2023	0.4938	0.4938
4	5-23-2023	8-22-2023	0.7105	0.7105
5	8-23-2023	11-22-2023	0.5211	0.5211
6	11-23-2023	2-22-2024	0.6079	0.6079
7	2-23-2024	5-22-2024	0.5790	0.5790
8	5-23-2024	8-22-2024	0.8011	0.8011
9	8-23-2024	11-22-2024	0.6440	0.6440
10	11-23-2024	2-22-2025	0.5772	0.5772
11	2-23-2025	5-22-2025	1.3201	1.3201

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

12	5-23-2025	8-22-2025	0.2776	0.2776
		Highest	1.3201	1.3201

2.2 Overall Operational

Baseline Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.4091	0.1074	3.7852	6.1000e-004		0.0260	0.0260		0.0260	0.0260	0.0000	80.4451	80.4451	7.3300e-003	1.3600e-003	81.0344
Energy	0.0183	0.1567	0.0690	1.0000e-003		0.0127	0.0127		0.0127	0.0127	0.0000	1,269.5263	1,269.5263	0.0554	9.6100e-003	1,273.7752
Mobile	1.5795	1.7796	16.3552	0.0360	3.9365	0.0264	3.9628	1.0502	0.0245	1.0747	0.0000	3,415.2110	3,415.2110	0.2286	0.1440	3,463.8499
Waste						0.0000	0.0000		0.0000	0.0000	48.9553	0.0000	48.9553	2.8932	0.0000	121.2848
Water						0.0000	0.0000		0.0000	0.0000	9.1742	181.4404	190.6146	0.9509	0.0233	221.3306
Total	3.0068	2.0438	20.2094	0.0376	3.9365	0.0651	4.0015	1.0502	0.0632	1.1134	58.1295	4,946.6228	5,004.7523	4.1354	0.1783	5,161.2748

Regulatory Compliance Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Area	1.4091	0.1074	3.7852	6.1000e-004		0.0260	0.0260		0.0260	0.0260	0.0000	80.4451	80.4451	7.3300e-003	1.3600e-003	81.0344
Energy	0.0183	0.1567	0.0690	1.0000e-003		0.0127	0.0127		0.0127	0.0127	0.0000	1,269.5263	1,269.5263	0.0554	9.6100e-003	1,273.7752
Mobile	1.5795	1.7796	16.3552	0.0360	3.9365	0.0264	3.9628	1.0502	0.0245	1.0747	0.0000	3,415.2110	3,415.2110	0.2286	0.1440	3,463.8499
Waste						0.0000	0.0000		0.0000	0.0000	48.9553	0.0000	48.9553	2.8932	0.0000	121.2848
Water						0.0000	0.0000		0.0000	0.0000	7.3393	153.9448	161.2841	0.7612	0.0187	185.8825
Total	3.0068	2.0438	20.2094	0.0376	3.9365	0.0651	4.0015	1.0502	0.0632	1.1134	56.2947	4,919.1272	4,975.4218	3.9456	0.1737	5,125.8268

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.16	0.56	0.59	4.59	2.59	0.69

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	3/23/2023	4/19/2023	5	20	1
2	Shoring/Grading	Grading	4/20/2023	7/17/2023	5	63	2
3	Foundation	Grading	7/18/2023	11/10/2023	5	84	3
4	Superstructure	Building Construction	11/13/2023	8/30/2024	5	210	4
5	Wood Framing	Building Construction	7/21/2024	5/23/2025	5	220	6
6	Architectural Coating	Architectural Coating	3/1/2025	6/20/2025	5	80	5

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 63

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Paving: 0

Residential Indoor: 516,537; Residential Outdoor: 172,179; Non-Residential Indoor: 105,330; Non-Residential Outdoor: 35,110; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Shoring/Grading	Graders	1	8.00	187	0.41
Shoring/Grading	Rubber Tired Dozers	1	8.00	247	0.40
Shoring/Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Foundation	Graders	1	8.00	187	0.41
Foundation	Rubber Tired Dozers	1	8.00	247	0.40
Foundation	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Superstructure	Cranes	1	8.00	231	0.29
Superstructure	Forklifts	2	7.00	89	0.20
Superstructure	Generator Sets	1	8.00	84	0.74
Superstructure	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Superstructure	Welders	3	8.00	46	0.45
Wood Framing	Cranes	1	8.00	231	0.29
Wood Framing	Forklifts	2	7.00	89	0.20
Wood Framing	Generator Sets	1	8.00	84	0.74
Wood Framing	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Wood Framing	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	545.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Shoring/Grading	4	10.00	0.00	4,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Foundation	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Superstructure	8	32.00	85.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Wood Framing	8	32.00	85.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	32.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Use Soil Stabilizer
- Replace Ground Cover
- Water Exposed Area
- Water Unpaved Roads
- Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2023

Baseline Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0590	0.0000	0.0590	8.9300e-003	0.0000	8.9300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202
Total	0.0147	0.1432	0.1346	2.4000e-004	0.0590	6.7700e-003	0.0658	8.9300e-003	6.3300e-003	0.0153	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.7000e-004	0.0375	9.5400e-003	1.6000e-004	4.6900e-003	2.2000e-004	4.9100e-003	1.2900e-003	2.1000e-004	1.5000e-003	0.0000	15.8941	15.8941	8.7000e-004	2.5200e-003	16.6681
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	3.3000e-004	4.4400e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1481	1.1481	3.0000e-005	3.0000e-005	1.1577
Total	9.8000e-004	0.0378	0.0140	1.7000e-004	6.1100e-003	2.3000e-004	6.3400e-003	1.6700e-003	2.2000e-004	1.8900e-003	0.0000	17.0422	17.0422	9.0000e-004	2.5500e-003	17.8258

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0196	0.0000	0.0196	2.9600e-003	0.0000	2.9600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0865	21.0865	5.3500e-003	0.0000	21.2202

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	0.0420	0.4557	0.2742	6.5000e-004		0.0190	0.0190		0.0175	0.0175	0.0000	57.0273	57.0273	0.0184	0.0000	57.4884
Total	0.0420	0.4557	0.2742	6.5000e-004	0.2251	0.0190	0.2442	0.1082	0.0175	0.1257	0.0000	57.0273	57.0273	0.0184	0.0000	57.4884

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.7500e-003	0.3094	0.0788	1.3200e-003	0.0387	1.8500e-003	0.0406	0.0106	1.7700e-003	0.0124	0.0000	131.2356	131.2356	7.2200e-003	0.0208	137.6268
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-003	7.9000e-004	0.0108	3.0000e-005	3.4500e-003	2.0000e-005	3.4700e-003	9.2000e-004	2.0000e-005	9.4000e-004	0.0000	2.7820	2.7820	7.0000e-005	7.0000e-005	2.8052
Total	5.7500e-003	0.3102	0.0896	1.3500e-003	0.0422	1.8700e-003	0.0440	0.0116	1.7900e-003	0.0134	0.0000	134.0176	134.0176	7.2900e-003	0.0209	140.4319

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					0.0746	0.0000	0.0746	0.0359	0.0000	0.0359	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0420	0.4557	0.2742	6.5000e-004		0.0190	0.0190		0.0175	0.0175	0.0000	57.0273	57.0273	0.0184	0.0000	57.4884
Total	0.0420	0.4557	0.2742	6.5000e-004	0.0746	0.0190	0.0937	0.0359	0.0175	0.0534	0.0000	57.0273	57.0273	0.0184	0.0000	57.4884

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.7500e-003	0.3094	0.0788	1.3200e-003	0.0387	1.8500e-003	0.0406	0.0106	1.7700e-003	0.0124	0.0000	131.2356	131.2356	7.2200e-003	0.0208	137.6268
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-003	7.9000e-004	0.0108	3.0000e-005	3.4500e-003	2.0000e-005	3.4700e-003	9.2000e-004	2.0000e-005	9.4000e-004	0.0000	2.7820	2.7820	7.0000e-005	7.0000e-005	2.8052
Total	5.7500e-003	0.3102	0.0896	1.3500e-003	0.0422	1.8700e-003	0.0440	0.0116	1.7900e-003	0.0134	0.0000	134.0176	134.0176	7.2900e-003	0.0209	140.4319

3.4 Foundation - 2023

Baseline 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
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2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	tons/yr										MT/yr					
Fugitive Dust					0.2529	0.0000	0.2529	0.1390	0.0000	0.1390	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0560	0.6076	0.3656	8.7000e-004		0.0254	0.0254		0.0234	0.0234	0.0000	76.0364	76.0364	0.0246	0.0000	76.6512
Total	0.0560	0.6076	0.3656	8.7000e-004	0.2529	0.0254	0.2783	0.1390	0.0234	0.1624	0.0000	76.0364	76.0364	0.0246	0.0000	76.6512

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3300e-003	1.0600e-003	0.0144	4.0000e-005	4.6000e-003	3.0000e-005	4.6300e-003	1.2200e-003	3.0000e-005	1.2500e-003	0.0000	3.7093	3.7093	1.0000e-004	1.0000e-004	3.7402
Total	1.3300e-003	1.0600e-003	0.0144	4.0000e-005	4.6000e-003	3.0000e-005	4.6300e-003	1.2200e-003	3.0000e-005	1.2500e-003	0.0000	3.7093	3.7093	1.0000e-004	1.0000e-004	3.7402

Regulatory Compliance Construction On-Site

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0839	0.0000	0.0839	0.0461	0.0000	0.0461	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0560	0.6076	0.3656	8.7000e-004		0.0254	0.0254		0.0234	0.0234	0.0000	76.0363	76.0363	0.0246	0.0000	76.6511
Total	0.0560	0.6076	0.3656	8.7000e-004	0.0839	0.0254	0.1092	0.0461	0.0234	0.0694	0.0000	76.0363	76.0363	0.0246	0.0000	76.6511

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3300e-003	1.0600e-003	0.0144	4.0000e-005	4.6000e-003	3.0000e-005	4.6300e-003	1.2200e-003	3.0000e-005	1.2500e-003	0.0000	3.7093	3.7093	1.0000e-004	1.0000e-004	3.7402
Total	1.3300e-003	1.0600e-003	0.0144	4.0000e-005	4.6000e-003	3.0000e-005	4.6300e-003	1.2200e-003	3.0000e-005	1.2500e-003	0.0000	3.7093	3.7093	1.0000e-004	1.0000e-004	3.7402

3.5 Superstructure - 2023

Baseline Construction On-Site

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0300	0.2384	0.2488	4.4000e-004		0.0107	0.0107		0.0103	0.0103	0.0000	36.3479	36.3479	6.8700e-003	0.0000	36.5197
Total	0.0300	0.2384	0.2488	4.4000e-004		0.0107	0.0107		0.0103	0.0103	0.0000	36.3479	36.3479	6.8700e-003	0.0000	36.5197

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6800e-003	0.0600	0.0224	2.8000e-004	9.3700e-003	2.9000e-004	9.6600e-003	2.7100e-003	2.8000e-004	2.9800e-003	0.0000	27.0461	27.0461	9.0000e-004	3.8900e-003	28.2286
Worker	1.7800e-003	1.4100e-003	0.0191	5.0000e-005	6.1400e-003	4.0000e-005	6.1700e-003	1.6300e-003	3.0000e-005	1.6600e-003	0.0000	4.9458	4.9458	1.3000e-004	1.3000e-004	4.9869
Total	3.4600e-003	0.0614	0.0416	3.3000e-004	0.0155	3.3000e-004	0.0158	4.3400e-003	3.1000e-004	4.6400e-003	0.0000	31.9919	31.9919	1.0300e-003	4.0200e-003	33.2155

Regulatory Compliance Construction On-Site

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0300	0.2384	0.2488	4.4000e-004		0.0107	0.0107		0.0103	0.0103	0.0000	36.3478	36.3478	6.8700e-003	0.0000	36.5197
Total	0.0300	0.2384	0.2488	4.4000e-004		0.0107	0.0107		0.0103	0.0103	0.0000	36.3478	36.3478	6.8700e-003	0.0000	36.5197

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6800e-003	0.0600	0.0224	2.8000e-004	9.3700e-003	2.9000e-004	9.6600e-003	2.7100e-003	2.8000e-004	2.9800e-003	0.0000	27.0461	27.0461	9.0000e-004	3.8900e-003	28.2286
Worker	1.7800e-003	1.4100e-003	0.0191	5.0000e-005	6.1400e-003	4.0000e-005	6.1700e-003	1.6300e-003	3.0000e-005	1.6600e-003	0.0000	4.9458	4.9458	1.3000e-004	1.3000e-004	4.9869
Total	3.4600e-003	0.0614	0.0416	3.3000e-004	0.0155	3.3000e-004	0.0158	4.3400e-003	3.1000e-004	4.6400e-003	0.0000	31.9919	31.9919	1.0300e-003	4.0200e-003	33.2155

3.5 Superstructure - 2024

Baseline Construction On-Site

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1398	1.1221	1.2338	2.1900e-003		0.0471	0.0471		0.0451	0.0451	0.0000	181.7497	181.7497	0.0339	0.0000	182.5960
Total	0.1398	1.1221	1.2338	2.1900e-003		0.0471	0.0471		0.0451	0.0451	0.0000	181.7497	181.7497	0.0339	0.0000	182.5960

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.1400e-003	0.3003	0.1098	1.3600e-003	0.0469	1.4500e-003	0.0483	0.0135	1.3900e-003	0.0149	0.0000	133.2014	133.2014	4.5400e-003	0.0192	139.0329
Worker	8.3000e-003	6.3000e-003	0.0891	2.6000e-004	0.0307	1.8000e-004	0.0309	8.1500e-003	1.7000e-004	8.3200e-003	0.0000	24.2208	24.2208	5.9000e-004	5.9000e-004	24.4116
Total	0.0164	0.3066	0.1989	1.6200e-003	0.0776	1.6300e-003	0.0792	0.0217	1.5600e-003	0.0232	0.0000	157.4222	157.4222	5.1300e-003	0.0198	163.4445

Regulatory Compliance Construction On-Site

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1398	1.1221	1.2338	2.1900e-003		0.0471	0.0471		0.0451	0.0451	0.0000	181.7495	181.7495	0.0339	0.0000	182.5958
Total	0.1398	1.1221	1.2338	2.1900e-003		0.0471	0.0471		0.0451	0.0451	0.0000	181.7495	181.7495	0.0339	0.0000	182.5958

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.1400e-003	0.3003	0.1098	1.3600e-003	0.0469	1.4500e-003	0.0483	0.0135	1.3900e-003	0.0149	0.0000	133.2014	133.2014	4.5400e-003	0.0192	139.0329
Worker	8.3000e-003	6.3000e-003	0.0891	2.6000e-004	0.0307	1.8000e-004	0.0309	8.1500e-003	1.7000e-004	8.3200e-003	0.0000	24.2208	24.2208	5.9000e-004	5.9000e-004	24.4116
Total	0.0164	0.3066	0.1989	1.6200e-003	0.0776	1.6300e-003	0.0792	0.0217	1.5600e-003	0.0232	0.0000	157.4222	157.4222	5.1300e-003	0.0198	163.4445

3.6 Wood Framing - 2024

Baseline Construction On-Site

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0934	0.7502	0.8249	1.4600e-003		0.0315	0.0315		0.0301	0.0301	0.0000	121.5127	121.5127	0.0226	0.0000	122.0784
Total	0.0934	0.7502	0.8249	1.4600e-003		0.0315	0.0315		0.0301	0.0301	0.0000	121.5127	121.5127	0.0226	0.0000	122.0784

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.4400e-003	0.2008	0.0734	9.1000e-004	0.0313	9.7000e-004	0.0323	9.0500e-003	9.3000e-004	9.9700e-003	0.0000	89.0546	89.0546	3.0300e-003	0.0128	92.9534
Worker	5.5500e-003	4.2100e-003	0.0596	1.7000e-004	0.0205	1.2000e-004	0.0206	5.4500e-003	1.1000e-004	5.5600e-003	0.0000	16.1934	16.1934	3.9000e-004	4.0000e-004	16.3209
Total	0.0110	0.2050	0.1330	1.0800e-003	0.0519	1.0900e-003	0.0529	0.0145	1.0400e-003	0.0155	0.0000	105.2480	105.2480	3.4200e-003	0.0132	109.2743

Regulatory Compliance Construction On-Site

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0934	0.7502	0.8249	1.4600e-003		0.0315	0.0315		0.0301	0.0301	0.0000	121.5125	121.5125	0.0226	0.0000	122.0783
Total	0.0934	0.7502	0.8249	1.4600e-003		0.0315	0.0315		0.0301	0.0301	0.0000	121.5125	121.5125	0.0226	0.0000	122.0783

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.4400e-003	0.2008	0.0734	9.1000e-004	0.0313	9.7000e-004	0.0323	9.0500e-003	9.3000e-004	9.9700e-003	0.0000	89.0546	89.0546	3.0300e-003	0.0128	92.9534
Worker	5.5500e-003	4.2100e-003	0.0596	1.7000e-004	0.0205	1.2000e-004	0.0206	5.4500e-003	1.1000e-004	5.5600e-003	0.0000	16.1934	16.1934	3.9000e-004	4.0000e-004	16.3209
Total	0.0110	0.2050	0.1330	1.0800e-003	0.0519	1.0900e-003	0.0529	0.0145	1.0400e-003	0.0155	0.0000	105.2480	105.2480	3.4200e-003	0.0132	109.2743

3.6 Wood Framing - 2025

Baseline Construction On-Site

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0767	0.6192	0.7214	1.2900e-003		0.0242	0.0242		0.0232	0.0232	0.0000	106.9837	106.9837	0.0196	0.0000	107.4742
Total	0.0767	0.6192	0.7214	1.2900e-003		0.0242	0.0242		0.0232	0.0232	0.0000	106.9837	106.9837	0.0196	0.0000	107.4742

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.6500e-003	0.1759	0.0635	7.9000e-004	0.0276	8.6000e-004	0.0284	7.9600e-003	8.2000e-004	8.7800e-003	0.0000	76.9880	76.9880	2.6900e-003	0.0111	80.3624
Worker	4.5700e-003	3.3300e-003	0.0489	1.5000e-004	0.0181	1.0000e-004	0.0182	4.8000e-003	9.0000e-005	4.8900e-003	0.0000	13.9081	13.9081	3.1000e-004	3.2000e-004	14.0127
Total	9.2200e-003	0.1793	0.1124	9.4000e-004	0.0457	9.6000e-004	0.0466	0.0128	9.1000e-004	0.0137	0.0000	90.8961	90.8961	3.0000e-003	0.0114	94.3750

Regulatory Compliance Construction On-Site

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0767	0.6192	0.7214	1.2900e-003		0.0242	0.0242		0.0232	0.0232	0.0000	106.9836	106.9836	0.0196	0.0000	107.4741
Total	0.0767	0.6192	0.7214	1.2900e-003		0.0242	0.0242		0.0232	0.0232	0.0000	106.9836	106.9836	0.0196	0.0000	107.4741

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.6500e-003	0.1759	0.0635	7.9000e-004	0.0276	8.6000e-004	0.0284	7.9600e-003	8.2000e-004	8.7800e-003	0.0000	76.9880	76.9880	2.6900e-003	0.0111	80.3624
Worker	4.5700e-003	3.3300e-003	0.0489	1.5000e-004	0.0181	1.0000e-004	0.0182	4.8000e-003	9.0000e-005	4.8900e-003	0.0000	13.9081	13.9081	3.1000e-004	3.2000e-004	14.0127
Total	9.2200e-003	0.1793	0.1124	9.4000e-004	0.0457	9.6000e-004	0.0466	0.0128	9.1000e-004	0.0137	0.0000	90.8961	90.8961	3.0000e-003	0.0114	94.3750

3.7 Architectural Coating - 2025

Baseline Construction On-Site

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9903					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8300e-003	0.0458	0.0724	1.2000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003	0.0000	10.2130	10.2130	5.6000e-004	0.0000	10.2269
Total	0.9972	0.0458	0.0724	1.2000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003	0.0000	10.2130	10.2130	5.6000e-004	0.0000	10.2269

Baseline Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5500e-003	2.5900e-003	0.0380	1.1000e-004	0.0140	8.0000e-005	0.0141	3.7300e-003	7.0000e-005	3.8000e-003	0.0000	10.8024	10.8024	2.4000e-004	2.5000e-004	10.8836
Total	3.5500e-003	2.5900e-003	0.0380	1.1000e-004	0.0140	8.0000e-005	0.0141	3.7300e-003	7.0000e-005	3.8000e-003	0.0000	10.8024	10.8024	2.4000e-004	2.5000e-004	10.8836

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regulatory Compliance Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9903					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8300e-003	0.0458	0.0724	1.2000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003	0.0000	10.2130	10.2130	5.6000e-004	0.0000	10.2269
Total	0.9972	0.0458	0.0724	1.2000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003	0.0000	10.2130	10.2130	5.6000e-004	0.0000	10.2269

Regulatory Compliance Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5500e-003	2.5900e-003	0.0380	1.1000e-004	0.0140	8.0000e-005	0.0141	3.7300e-003	7.0000e-005	3.8000e-003	0.0000	10.8024	10.8024	2.4000e-004	2.5000e-004	10.8836
Total	3.5500e-003	2.5900e-003	0.0380	1.1000e-004	0.0140	8.0000e-005	0.0141	3.7300e-003	7.0000e-005	3.8000e-003	0.0000	10.8024	10.8024	2.4000e-004	2.5000e-004	10.8836

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Regulatory Compliance	1.5795	1.7796	16.3552	0.0360	3.9365	0.0264	3.9628	1.0502	0.0245	1.0747	0.0000	3,415.2110	3,415.2110	0.2286	0.1440	3,463.8499
Baseline	1.5795	1.7796	16.3552	0.0360	3.9365	0.0264	3.9628	1.0502	0.0245	1.0747	0.0000	3,415.2110	3,415.2110	0.2286	0.1440	3,463.8499

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Baseline	Regulatory Compliance
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,225.04	2,912.00	2424.24	10,476,714	10,476,714
Enclosed Parking with Elevator	0.00	0.00	0.00		
Regional Shopping Center	0.00	0.00	0.00		
Total	3,225.04	2,912.00	2,424.24	10,476,714	10,476,714

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

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
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4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Enclosed Parking with Elevator	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335
Regional Shopping Center	0.540171	0.064547	0.189075	0.126673	0.023412	0.006384	0.010926	0.008089	0.000929	0.000597	0.025155	0.000706	0.003335

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Regulatory Compliance						0.0000	0.0000		0.0000	0.0000	0.0000	1,088.3887	1,088.3887	0.0519	6.2900e-003	1,091.5612
Electricity Baseline						0.0000	0.0000		0.0000	0.0000	0.0000	1,088.3887	1,088.3887	0.0519	6.2900e-003	1,091.5612
NaturalGas Regulatory Compliance	0.0183	0.1567	0.0690	1.0000e-003		0.0127	0.0127		0.0127	0.0127	0.0000	181.1376	181.1376	3.4700e-003	3.3200e-003	182.2140
NaturalGas Baseline	0.0183	0.1567	0.0690	1.0000e-003		0.0127	0.0127		0.0127	0.0127	0.0000	181.1376	181.1376	3.4700e-003	3.3200e-003	182.2140

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Baseline

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.27993e+006	0.0177	0.1511	0.0643	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	175.0296	175.0296	3.3500e-003	3.2100e-003	176.0697
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	114459	6.2000e-004	5.6100e-003	4.7100e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	6.1080	6.1080	1.2000e-004	1.1000e-004	6.1442
Total		0.0183	0.1567	0.0690	9.9000e-004		0.0127	0.0127		0.0127	0.0127	0.0000	181.1376	181.1376	3.4700e-003	3.3200e-003	182.2140

Regulatory Compliance

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.27993e+006	0.0177	0.1511	0.0643	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	175.0296	175.0296	3.3500e-003	3.2100e-003	176.0697
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	114459	6.2000e-004	5.6100e-003	4.7100e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	6.1080	6.1080	1.2000e-004	1.1000e-004	6.1442
Total		0.0183	0.1567	0.0690	9.9000e-004		0.0127	0.0127		0.0127	0.0127	0.0000	181.1376	181.1376	3.4700e-003	3.3200e-003	182.2140

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Baseline

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.39433e+006	437.6494	0.0209	2.5300e-003	438.9251
Enclosed Parking with Elevator	1.15546e+006	362.6709	0.0173	2.1000e-003	363.7280
Regional Shopping Center	917775	288.0685	0.0137	1.6700e-003	288.9081
Total		1,088.3887	0.0519	6.3000e-003	1,091.5612

Regulatory Compliance

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.39433e+006	437.6494	0.0209	2.5300e-003	438.9251
Enclosed Parking with Elevator	1.15546e+006	362.6709	0.0173	2.1000e-003	363.7280

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regional Shopping Center	917775	288.0685	0.0137	1.6700e-003	288.9081
Total		1,088.3887	0.0519	6.3000e-003	1,091.5612

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- 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	tons/yr										MT/yr					
Regulatory Compliance	1.4091	0.1074	3.7852	6.1000e-004		0.0260	0.0260		0.0260	0.0260	0.0000	80.4451	80.4451	7.3300e-003	1.3600e-003	81.0344
Baseline	1.4091	0.1074	3.7852	6.1000e-004		0.0260	0.0260		0.0260	0.0260	0.0000	80.4451	80.4451	7.3300e-003	1.3600e-003	81.0344

6.2 Area by SubCategory

Baseline

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0990					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.1892					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	7.5100e-003	0.0642	0.0273	4.1000e-004		5.1900e-003	5.1900e-003		5.1900e-003	5.1900e-003	0.0000	74.2984	74.2984	1.4200e-003	1.3600e-003	74.7400
Landscaping	0.1133	0.0433	3.7579	2.0000e-004		0.0208	0.0208		0.0208	0.0208	0.0000	6.1467	6.1467	5.9100e-003	0.0000	6.2945
Total	1.4090	0.1074	3.7852	6.1000e-004		0.0260	0.0260		0.0260	0.0260	0.0000	80.4451	80.4451	7.3300e-003	1.3600e-003	81.0344

Regulatory Compliance

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0990					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.1892					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	7.5100e-003	0.0642	0.0273	4.1000e-004		5.1900e-003	5.1900e-003		5.1900e-003	5.1900e-003	0.0000	74.2984	74.2984	1.4200e-003	1.3600e-003	74.7400
Landscaping	0.1133	0.0433	3.7579	2.0000e-004		0.0208	0.0208		0.0208	0.0208	0.0000	6.1467	6.1467	5.9100e-003	0.0000	6.2945

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.4090	0.1074	3.7852	6.1000e-004		0.0260	0.0260		0.0260	0.0260	0.0000	80.4451	80.4451	7.3300e-003	1.3600e-003	81.0344
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7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Regulatory Compliance	161.2841	0.7612	0.0187	185.8825
Baseline	190.6146	0.9509	0.0233	221.3306

7.2 Water by Land Use

Baseline

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	23.7161 / 14.9514	156.5896	0.7799	0.0191	181.7814
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5.20137 / 3.18794	34.0250	0.1710	4.1900e-003	39.5491
Total		190.6146	0.9509	0.0233	221.3306

Regulatory Compliance

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	18.9729 / 14.0394	132.5189	0.6243	0.0153	152.6935
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	4.1611 / 2.99347	28.7653	0.1369	3.3600e-003	33.1891
Total		161.2841	0.7612	0.0187	185.8825

8.0 Waste Detail

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Regulatory Compliance	48.9553	2.8932	0.0000	121.2848
Baseline	48.9553	2.8932	0.0000	121.2848

8.2 Waste by Land Use

Baseline

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	167.44	33.9888	2.0087	0.0000	84.2058
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	73.73	14.9665	0.8845	0.0000	37.0789
Total		48.9553	2.8932	0.0000	121.2848

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regulatory Compliance

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	167.44	33.9888	2.0087	0.0000	84.2058
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	73.73	14.9665	0.8845	0.0000	37.0789
Total		48.9553	2.8932	0.0000	121.2848

9.0 Operational Offroad

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

2211 Western Avenue - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number
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11.0 Vegetation



APPENDIX C

Phase I ESA



Commercial

Phase I Environmental Site Assessment Report

Western Hotel
2137-2211 South Western Avenue
Los Angeles, California 90018

Prepared For:

Gonzales Law Group
800 Wilshire Boulevard, Suite 860
Los Angeles, California 90017



Multi-family

EFI Project No. 9836003585
Date of Issuance: July 10, 2018

Prepared By:

EFI Global, Inc.
5261 West Imperial Highway
Los Angeles, California 90045
Phone Number: 310-854-6300
Toll-free Phone Number: 888-705-6300
Fax Number: 310-854-0199



Highrise



Industrial



Retail

TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
1.0 INTRODUCTION	8
1.1 Significant Assumptions	9
1.2 Limitations and Exceptions	9
1.3 Reliance	9
1.4 User Responsibilities	10
2.0 SITE DESCRIPTION	11
2.1 Current and Historical Addresses	11
2.2 Legal Description	11
2.3 Physical Setting	11
3.0 SITE RECONNAISSANCE/INTERVIEWS	12
3.1 Site Reconnaissance	12
3.2 Adjoining and Immediately Surrounding Properties	14
3.3 Surrounding Area Observations	14
3.4 Interviews	14
3.5 User Provided Information	15
3.6 User Provided Documents	16
4.0 HISTORICAL LAND USE	17
4.1 Aerial Photography Review	17
4.2 Building Department Records Review	18
4.3 City Directory Review	20
4.4 Sanborn Map Review	21
4.5 Historical Summary	22
4.6 Historical Data Gaps	23
5.0 REGULATORY DATABASE REPORT	24
5.1 Subject Property	24
5.2 Adjoining and Immediately Surrounding Properties	25
5.3 Surrounding Area	26
5.4 Orphan Sites	26
6.0 AGENCY FILE REVIEWS	27
6.1 State Agencies	27
6.2 City/County Agencies	27

6.3 Agency File Review Limitations	30
7.0 NON-SCOPE ENVIRONMENTAL RISKS	31
7.1 Asbestos Containing Building Materials	31
7.2 Lead-Based Paint	31
7.3 Radon	32
7.4 Wetlands	32
7.5 Mold	33
7.6 Methane Gas	33
8.0 FINDINGS	35
8.1 CONCLUSIONS	35
8.2 RECOMMENDATIONS	35
9.0 SIGNATURES	36
10.0 REFERENCES	37

TABLE OF APPENDICES

APPENDIX I: ILLUSTRATIONS

APPENDIX II: RADIUS MAP REPORT

APPENDIX III: SUPPORTING DOCUMENTATION

EXECUTIVE SUMMARY

EFI Global, Inc. has performed a Phase I Environmental Site Assessment (Phase I) for Gonzales Law Group (Client) for a commercial property located at 2137-2211 South Western Avenue, in Los Angeles County, and the City of Los Angeles, California, Assessor's Parcel Numbers: 5058-009-043 and 5058-009-046. The research conducted for this study and the report prepared are in conformance with the United States Environmental Protection Agency (USEPA) All Appropriate Inquiry (AAI) standard and the American Society for Testing and Materials (ASTM) E 1527-13 scope of work.

Site Description

According to our research, the following addresses have been found to be associated with the subject property: 2137, 2139, 2201, and 2211 South Western Avenue and 2 and 4 Berkeley Square, Los Angeles, California. The subject property is located on the west side of South Western Avenue, approximately 430 feet north of West 24th Street, in the City of Los Angeles. The subject property is approximately 0.50 acres in size and is developed with two single-story commercial structures, which are approximately 3,744 square feet in total size. The buildings are currently occupied by Frank's Auto Center (automotive repair facility), A&S Auto Body & Repair (automotive body facility), San Miguel Tires (tire facility), Smog Check Station, and Cars in Town Dealership. The remaining portions of the property consist of asphalt-paved parking areas and access ways on the eastern portion and limited landscaped areas. The surrounding area is used for commercial and residential purposes. Groundwater is estimated to be approximately 40 feet below ground surface in the area of the site and is assumed to flow towards the south-southwest.

- EFI Global observed one waste interceptor with a sample box inside the automotive garage of Frank's Auto Center. The waste interceptor appeared to be dry at the time of the site reconnaissance. According to Mr. Frank (last name withheld), the owner of Frank's Auto Center, the waste interceptor has not been used since his occupancy in 1996. For further discussion about the waste interceptor, refer to the Environmental Data Search Section below. Furthermore, one 500-gallon aboveground storage tank (AST) and one 250-gallon waste oil AST were observed inside Frank's Auto Center. According to Mr. Frank, the waste oil is collected and disposed of every two months by a third party. No surface staining or odors were observed within the vicinity of the ASTs. Based on this information, the two waste oil ASTs are not expected to represent a significant environmental concern for the subject property. For further discussion about this occupant, refer to the Environmental Data Search Section below.
- Additionally, two below-grade hydraulic hoists were observed inside the storage room of San Miguel Tires and Frank's Auto Center. No hazardous material storage were observed within the vicinity of these units. Based on this information, lack of any documented chlorinated solvent usage, and the small scale nature of the tire facility and automotive repair facility, the below-grade hoists are not expected to represent a significant environmental concern for the subject property. However, EFI Global recommends proper removal and abandonment of the below-grade hoists per applicable Los Angeles Fire Department (LAFD) rules, regulations and guidelines once the current auto repair and autobody operations onsite cease.
- No recognized environmental conditions were observed at the site. Those interviewed, as persons familiar with the site were not aware of any negative environmental conditions associated with the property.

Historical Land Use

According to EFI Global, Inc.'s interpretation of the historical research data, the subject property was

developed with a private road (Berkeley Square) in the northern portion and undeveloped land in the southern portion from sometime prior to 1907. By 1921 to at least 1964, the subject property was part of a residential property (2 and 4 Berkeley Square) in the southern portion. Between 1968 and 1969, the subject property was developed with a gasoline service station and canopy (2137 South Western Avenue) in the western and eastern portions. By at least 1986, the gasoline service station structure was converted into an automotive repair facility, and in 1988, the canopy structure was converted into another automotive repair facility. By at least 1989, additions were constructed to the west existing commercial structure which extended towards the northern and southern portions of the subject property. By 2013, the subject property was developed with the existing AT&T Telecommunications monopole cell tower and equipment shelter structure (2139 South Western Avenue) in the southwestern portion. The subject property has remained in this configuration to the present.

Occupants of the subject structures have included: Ed & Lee's Service (gasoline station, 1971 to 1974), Mobil Service Center (gasoline station, 1968 to 1978), Choi's Service Center (gasoline station and automotive repair facility, 1980 to 1981), DY Automotive (automotive repair facility, 1986), Hana Auto Sales (car dealership, 1986), Golden Auto Center (automotive repair and tire facility, 1987 to 1997), Frank's Auto Center (automotive repair facility, 1996 to present), King Transmission (automotive repair facility, 1995 to 2012), New Gold Automotive (automotive repair facility, 2000 to 2003), Western Auto Wholesalers Inc. (car dealership, 2000), Ardon Carberetor (automotive repair facility, 2001 to 2008), J&D Auto Sales (car dealership, 2006), La Executive Towing Service (2006), Sale Tires (tire facility, 2008 to 2011), All Radiator Outlet (automotive repair facility, 2010), Green Auto House (automotive repair facility and car dealership, 2008 to 2011), United One Automotive (automotive repair facility, 2010 to 2014), JB Auto Transmissions (automotive repair facility, 2011), A&S Auto Body and Repair (automotive repair facility, 2012 to present), San Miguel Tires (tire facility, 2012 to present), Smog Check Station (2012 to present), and Cars in Town (car dealership, 2014 to present).

- Historical research indicated that the subject property at 2137 South Western Avenue was occupied by a gasoline service station from 1968/1969 to at least 1981, and an automotive repair facility since 1986 to the present. For further discussion, refer to the Environmental Data Search Section below.

Environmental Data Search

- **Golden Auto Center / King Transmission / Frank's Auto Center / AT&T Mobility-10/Western (2137 South Western Avenue)** – The subject property is listed on the EDR Exclusive Historic Gas Stations (EDR Hist Auto), Facility and Manifest Data (HAZNET), Statewide Environmental Evaluation and Planning System Underground Storage Tank (SWEEPS UST), Facility Index System/Facility Registry System (FINDS), and Facility Inventory Database (CA FID UST) databases. According to the EDR Hist Auto listing and historical research, the site operated as gasoline service station from 1968/1969 to at least 1981, and as several automotive repair facilities since 1986 to the present. According to the HAZNET listing, King Transmission generated approximately 0.42-ton of tank bottom waste in 1998 which was disposed via treatment. No further information was provided in the database listings. According to the UST listings, Golden Auto Center maintained at least one UST on-site. The content of concern, capacity, and installation date of the UST was unspecified. No further information was provided. Local regulatory research was conducted with the appropriate regulatory agencies with regard to the aforementioned listings. The results of those inquiries are summarized below.
- In our opinion, none of the other sites listed on the regulatory database report pose a significant threat

to the subject property as there is no indication of a release at the respective sites, a release has occurred but groundwater has not been impacted, a release has occurred but the case is closed, or the sites are located cross or down gradient of the subject property and in excess of 1/10 mile from the subject property.

- The Los Angeles Regional Water Quality Control Board (LARWQCB), Department of Toxic Substances Control (DTSC), South Coast Air Quality Management District (SCAQMD), Los Angeles County Fire Department of Health Hazardous Materials Division (LACFD HHMD), Los Angeles Fire Department Underground Storage Tank Unit (LAFD UST), Los Angeles Fire Department Hazardous Materials Division (LAFD HazMat), Los Angeles Fire Department Arson Division (LAFD AD), and the City of Los Angeles Bureau of Sanitation (LABS) were contacted regarding permits, site investigation files, hazardous materials, underground storage tank, and industrial waste discharge records for the subject property. Additionally, the State Water Resources Control Board's (SWRCB) GeoTracker, DTSC's Hazardous Waste Tracking System (HWTS) and EnviroStor, SCAQMD's Facility Information Detail (FIND), LAFD Certified Unified Program Agency (CUPA) online Active and Inactive CUPA Regulated Facilities and Underground Storage Tank databases which include active and inactive Aboveground Storage Tanks (AST), Inactive and Active Underground Storage Tanks, Inactive and Active Hazardous Materials Inventory, Underground Storage Tank Historical Files databases, and the LACFD HHMD Active CUPA Program Records, Inactive CUPA Program Records, Site Mitigation Unit (SMU) Case Records, and California Accidental Release Program (CalARP) databases were reviewed for information pertaining to the subject property.
- According to responses to our requests from LARWQCB and DTSC, there are no files for the subject property. Furthermore, a review of the GeoTracker, EnviroStor, CUPA Active and Inactive Hazardous Materials (HazMat), UST and AST Inventory, and the LACFD HHMD Active CUPA Program Records, Inactive CUPA Program Records, SMU Case Records, and CalARP databases, found no files for the subject property.
- Available files provided by SCAQMD and review of the FIND database indicated that Golden Auto Center was listed on the Facility Equipment List Report (EQL). According to the EQL, the former occupant applied to operate a spray paint booth on March 29, 1988. However, the application was cancelled. Additionally, available HWTS information indicated that Golden Auto Center was entered into the database on November 14, 1989. Hazardous waste manifests were not listed for Golden Auto Center. Based on the lack of hazardous waste generated and the cancelled application for a spray paint booth, this listing is not expected to represent a significant environmental concern for the subject property. For further discussion about this former occupant, refer below.
- Available HWTS information indicated that former occupant King Transmission was entered into the HWTS database on September 29, 1998 with hazardous waste manifests. King Transmission generated approximately 0.42-ton of tank bottom waste in 1998. This is likely associated with the USTs removals. For further discussion about this former occupant and the USTs removed from the subject property, refer below.
- Available HWTS information indicated that current occupant Frank's Auto Center was entered into the database on May 29, 2002 and March 22, 2013. Hazardous waste manifests were not listed for Frank's Auto Center. Based on the lack of hazardous waste generated, this listing is not expected to represent a significant environmental concern for the subject property. For further discussion about this current occupant, refer below.
- Inspection reports provided by LACFD HHMD indicated that New Gold Automotive, King Transmission,

and Frank's Auto Center addressed as 2137 South Western Avenue were issued minor violations between 1998 and 2012, which included storing hazardous waste over the accumulation time, failing to properly label containers, failing to properly close the containers, and not keeping copies of waste disposal manifests onsite. The types of hazardous waste generated included waste oil, waste oil filters, and waste antifreeze. According to the records, the occupants reached compliance within the same year as the issued violations. Furthermore, LAFD Hazmat files indicated that Golden Auto Center and King Transmission were permitted to store hazardous materials on-site as of July 1, 2004. According to the permit, the businesses stored 138-cubic feet of acetylene, 125-cubic feet of helium, 480-gallons of motor oil, 125-cubic feet of oxygen, 240-gallons of Safety Kleen solvent (parts cleaner), 100-gallons of transmission fluid, and 100-gallons of waste transmission fluid. Additionally, Frank's Auto Center was permitted to store hazardous materials on-site as of July 1, 2008. According to the permit, the site stored 55-gallons of coolant, 55-gallons of unspecified solvents, and 500-gallons of waste oil. Based on the lack of evidence of a documented release, operation during a period of stringent regulatory oversight, and the small quantities of hazardous materials generated, the former and current automotive repair facilities are not expected to represent a significant environmental concern for the subject property.

- Records on file with the LAFD Hazmat indicated that AT&T Mobility Cell Tower - 10/Western at 2137 South Western Avenue was permitted to store hazardous materials on-site as of July 1, 2004. According to the permit, the site stored up to 3,365-pounds of lead-acid batteries. This type of lead-acid battery is listed as corrosive and water reactive. No violations were issued during routine inspections in 2004 and 2011. Based on the use of the batteries in association with the cell tower, the lack of evidence of a documented release, and good house-keeping practices observed during the site reconnaissance, the lead-acid batteries associated with the cell tower are not expected to represent an environmental concern for the subject property.
- Records on file with the LABS indicated that the subject property at 2137 South Western Avenue was formerly occupied by a Mobil Oil Corporation gasoline service station. Additionally, files indicated that a waste interceptor was installed in approximately 1968. This former occupant applied for a permit to generate wastewater discharge which consisted of soap, oil, grease, dirt, and water from floor wash down and occasional car washing in September 1968 and April 1979. For further discussion about the waste interceptor, refer below.
- According to the records on file with the LAFD UST office, files indicated that Mobil Oil Corporation was permitted to install three underground storage tanks (USTs) on October 29, 1968, to install one 280-gallon waste oil UST on August 14, 1970, and to alter piping for vapor recovery system on December 24, 1976. Records also revealed that Mobil Oil Corporation applied for a fire permit on September 14, 1978, as well with Sam's Service Center on January 25, 1977 and Charles Service Center on December 12, 1977. No other information was provided for these permits.
- According to *the Underground Storage Tanks Removal and Closure Report* prepared by Soil Pacific Inc. (SPI) on November 22, 1998, one 10,000-gallon gasoline, one 6,000-gallon gasoline, and one 4,000-gallon gasoline USTs (installed in 1968) were properly removed under the oversight of the LAFD from the subject property on October 22, 1998. No visual indication of a fuel release was observed in the excavation during the removal of the USTs. Following the removal of the USTs, eight soil samples were collected from two feet beneath the invert of the USTs and soil stockpile. The soil samples were analyzed for total petroleum hydrocarbons (TPH) by Environmental Protection Agency (EPA) Method 8015M, total recoverable petroleum hydrocarbons (TRPH) by EPA Method 418.1, and benzene, toluene, ethylbenzene, xylene (BTEX), and methyl tertiary butyl ether (MTBE) by EPA Method

8020. The analytical data indicated that the soil samples collected from beneath the inverts of the USTs were non detect for the constituents analyzed with the exception of some slight detection of waste oil [up to 48 micrograms per kilogram ($\mu\text{g}/\text{kg}$)] near the northern portion of the tank excavation. The laboratory analysis of soil samples of the stockpile soil revealed 22 $\mu\text{g}/\text{kg}$ of toluene, 28 $\mu\text{g}/\text{kg}$ of ethylbenzene, 320 $\mu\text{g}/\text{kg}$ of xylene, 70 $\mu\text{g}/\text{kg}$ of MTBE, 2.9 $\mu\text{g}/\text{kg}$ of TPH as gasoline, and 40 $\mu\text{g}/\text{kg}$ of TPH as waste oil. On October 31, 1998, confirmation soil samples were collected at depths of 5 and 7 feet below the former tank area, the north wall of the excavation in the vicinity of the former 10,000-gallon UST, area of the product piping and fuel dispensers. The laboratory analysis of the supplemental samples were non detect for the constituents analyzed (below laboratory detection limits). SPI indicated that approximately 100 cubic yards of stockpiled soil had been removed from the property. SPI recommended no further subsurface investigation for the subject property. The Los Angeles City Fire Department concurred with the findings of the SPI UST *Closure Report* and issued a No Further Action letter on March 22, 1999 for the removal of the three gasoline USTs. Based on the proper removal of the three USTs, subsurface sampling results, minor remedial cleanup, and regulatory case closure, the three former gasoline USTs located at the subject property and associated minor release case represents a *historical recognized environmental condition (HREC)*. According to a site map provided by LAFD UST, one 280-gallon waste oil UST was installed on the northern portion of the subject property in 1970. No other information regarding the removal of the waste oil UST was provided. However, the area where the historical waste oil UST was located was redeveloped into a commercial unit what is currently A&S Auto Body & Repair when an addition to the commercial structure was constructed by at least 1989. Thus, it was likely that the 280-gallon waste oil UST was removed prior to those construction activities. Based on the likely removal, relatively small size of the UST (280-gallons), low mobility of waste oil, depth to groundwater being in excess of 40-feet bgs, and the lack of evidence of a UST observed during the site reconnaissance, the historical 280-gallon waste oil UST is considered a low risk and not expected to represent a significant environmental concern for the subject property.

- Records on file with the LABS also indicated that former occupant Golden Auto Center, a tire and auto repair facility, applied for a permit to generate wastewater discharge which consisted of water and oil from floor wash down in 1987 and August 1993, and a change of ownership in May 1994. As mentioned earlier, the waste interceptor was installed on-site in approximately 1968. LABS records for the former occupant, New Gold Automotive and King Transmission, maintained one waste interceptor with sample box on June 10, 1994 and September 3, 1999, respectively. The waste interceptor was observed inside what is currently Frank's Auto Center during the site reconnaissance performed on June 22, 2018. The sample box for the waste interceptor appeared to be dry at the time of the EFI Global site reconnaissance and according to Frank (last name withheld), the owner of Frank's Auto Center, the waste interceptor has not been used during his occupancy since 1996. Based on this information, lack of any documented chlorinated solvent usage, and the small scale nature of the auto repair facility, the waste interceptor is not expected to represent a significant environmental concern for the subject property. However, EFI Global recommends proper removal and abandonment of the waste interceptor per applicable LAFD rules, regulations and guidelines once the current auto repair and auto body operations onsite cease.
- At the time this report was issued, no response has been received from the LAFD AD. Based on the commercial and warehouse use of the subject property and the quality of information obtained from other sources, this limitation is not expected to alter the conclusions of this report. Nonetheless, should relevant information be obtained from this agency subsequent to issuing this report, an addendum will be prepared and provided to the Client.

- Utility substructure maps, provided by the City of Los Angeles Department of Public Works NavigateLA online mapping system, were reviewed for evidence of substructure features on or near the subject property. Based on our review of the maps, no underground storage tanks or other significant environmental concerns were identified.
- The Division of Oil, Gas, and Geothermal Resources (DOGGR) Online Mapping System was reviewed for information pertaining to oil and gas exploration on or nearby the subject property. No oil wells were identified within 500 feet of the subject property.
- An Environmental Lien Search, performed by NETR dated June 13, 2018, performed on the subject property at 2137-2211 South Western Avenue found no environmental liens or activity and use limitations related to the property. A copy of the Environmental Lien Report is included in the appendices of this report.

Additional Issues

- Based on the age of the onsite structures (1969), there is a potential for asbestos containing building materials (ACM) at the site, however, no testing was completed as part of this report. Suspect ACM observed during the site reconnaissance includes drywall and vinyl flooring, which appeared to be in good condition. An asbestos survey is recommended in the event the onsite structure is demolished or significantly renovated.
- Based on the age of the onsite structures (1969), there is a potential for lead based paint at the site. Painted surfaces observed appeared to be in good to moderate condition, with no chipping or peeling observed. A lead based paint survey is recommended in the event that the onsite structure is demolished or significantly renovated.
- According to our research, the potential for radon at this property is low.
- EFI Global, Inc. did not observe visible or olfactory indications of the presence of mold, nor did EFI Global, Inc. observe obvious indications of significant water damage. No sampling was conducted as part of this assessment.
- The City of Los Angeles Department of Building and Safety methane zone data was reviewed to determine if the subject property is located in a methane or methane buffer zone. According to the information reviewed, the subject property is located within a methane zone. Therefore, testing for the presence of methane and the installation of methane mitigation systems at the property prior to construction activities may be necessary. (Division 71 of the Los Angeles Building Code).

CONCLUSIONS

EFI Global, Inc. has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice 1527-13, at 2137-2211 South Western Avenue, Los Angeles, California, the subject property. Any exceptions to or deletions from this practice are described in the individual sections of this report. This assessment has revealed no evidence of recognized environmental conditions or *de minimis* conditions in connection with the subject property except for the following:

Recognized Environmental Conditions (REC)

In our opinion, no RECs were identified during the course of this assessment.

Historical Recognized Environmental Conditions (HREC)

Based on the proper removal of the three USTs, subsurface sampling results, minor remedial cleanup, and regulatory case closure, the three former gasoline USTs located at the subject property and associated minor release case represents a *HREC*.

Controlled Recognized Environmental Conditions (CREC)

In our opinion, no CRECs were identified during the course of this assessment.

De Minimis Conditions

In our opinion, no *de minimis* conditions were identified during the course of this assessment.

RECOMMENDATIONS

The subject property was developed as a gasoline service station and automotive repair for approximately 50 years that included the removal of the fueling system and a minor remedial cleanup which received agency closure. There is the potential for residual impacts in soil to be encountered in areas of the property not previously assessed. If impacted soil is encountered during future redevelopment activities, the impacted soil should be handled according to regulatory guidelines as part of a soils management plan.

Additionally, should the property be redeveloped for a use other than a gasoline station in the future, EFI Global recommends that proper removal and closure of the waste interceptor and hydraulic hoists under the applicable LAFD rules, regulations and guidelines.

Based on the foregoing, no additional investigation is recommended at this time.

1.0 INTRODUCTION

EFI Global, Inc. has performed a Phase I Environmental Site Assessment (Phase I) for the property located at 2137-2211 South Western Avenue, in Los Angeles County and the City of Los Angeles, California (Subject Property). This report has been prepared for the sole use of Gonzales Law Group (Client).

The research conducted for this study and the report prepared are in general conformance with the EPA "All Appropriate Inquiries" standard and the ASTM 1527-13 "Standard Practices for Environmental Site Assessments: Phase I Environmental Site Assessment Process". The primary purpose for performing a Phase I ESA is to "...permit a user to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations (commonly known as landowner liability protections) on Comprehensive Emergency Response Compensation and Liability Act (CERCLA) liability." (ASTM, 2013) An environmental site assessment meeting or exceeding this practice and completed less than 180 days prior to the date of acquisition is presumed to be valid under this standard. In order to maintain landowner liability protections, the User also has a "continuing obligation to not interfere with activity and use limitations associated with the property," must take "reasonable steps to prevent releases" and must "comply with legal release reporting obligations." (ASTM, 2013) Further, it is the goal of this study to identify business risks related to the property associated with environmental conditions. This investigation is not an environmental compliance audit and is not designed to determine if the operations of an existing facility are in compliance with applicable environmental laws and regulations.

The goal of this process is to identify any (1) recognized environmental conditions (RECs), (2) historic recognized environmental conditions (HRECs), (3) controlled recognized environmental conditions (CRECs), and/or (4) *de minimis* conditions associated with the subject property.

- A **recognized environmental condition** is defined as "...the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment." This definition does not include *de minimis* conditions defined as "a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies" (ASTM, 2013).
- A **historical recognized environmental condition** is defined as "a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)." (ASTM, 2013). The HREC designation requires the comparison of residual contamination concentrations, if any, to current regulatory standards.
- A **controlled recognized environmental condition** is defined as "a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)" (ASTM, 2013).

- A ***de minimis condition*** is defined as "a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* conditions are not recognized environmental conditions nor controlled recognized environmental conditions" (ASTM, 2013).

In order to identify environmental conditions at the site, the Phase I ESA includes a site inspection, interviews with parties familiar with the property, historical research into the past uses of the property, and an environmental records search with regard to the subject property, adjoining and immediately surrounding properties, and the surrounding area. In addition, EFI Global, Inc. provides an opinion regarding the potential for asbestos containing materials, lead-based paints, mold, radon, oil and gas exploration, and methane as they relate to the subject property. Reviewing those documents that are publicly available, reasonably ascertainable, and practically reviewable controls the completeness of this assessment. The inability to review documents which do not exist or are not publicly available, reasonably ascertainable, or practically reviewable may result in a data gap.

1.1 Significant Assumptions

While this report provides an overview of potential environmental concerns, both past and present, the environmental assessment is limited by the availability of information at the time of the assessment. It is possible that unreported disposal of waste or illegal activities impairing the environmental status of the property may have occurred which could not be identified. The conclusions and recommendations regarding environmental conditions that are presented in this report are based on a scope of work authorized by the Client. Note, however, that virtually no scope of work, no matter how exhaustive, can identify all contaminants or all conditions above and below ground.

1.2 Limitations and Exceptions

This report has been prepared in accordance with generally accepted environmental methodologies referred to in ASTM 1527-2013, and contains all of the limitations inherent in these methodologies. No other warranties, expressed or implied, are made as to the professional services provided under the terms of our contract and included in this report. The conclusions of this report are based in part, on the information provided by others. The possibility remains that unexpected environmental conditions may be encountered at the site in locations not specifically investigated. The services performed and outlined in this report were based, in part, upon visual observations of the site and attendant structures. Our opinion cannot be extended to portions of the site that were unavailable for direct observation, reasonably beyond the control of EFI Global, Inc. The objective of this report was to assess environmental conditions at the site, within the context of our contract and existing environmental regulations within the applicable jurisdiction. Evaluating compliance of past or future owners with applicable local, provincial, and federal government laws and regulations was not included in our contract for services. Our observations relating to the condition of environmental media at the site are described in this report. It should be noted that compounds or materials other than those described could be present in the site environment.

1.3 Reliance

This report has been prepared for the sole use of Gonzales Law Group. The contents should not be relied upon by any other parties without the express written consent of Gonzales Law Group and EFI Global, Inc.

1.4 User Responsibilities

The United States Environmental Protection Agency (USEPA) All Appropriate Inquiry (AAI) and ASTM E 1527-13 Phase I Standards require that the User conduct independent research and consider certain information before purchasing a property:

- Obtain a recent (less than 180 days old) title report prepared for the subject property. The report should be reviewed to obtain information regarding environmental clean-up liens or activity and use limitations (AULs) with regard to the subject property. If environmental cleanup liens or AULs encumbering the subject property or in connection with the subject property are identified, the User should provide that information to the Environmental Professional (EFI Global, Inc.). If the User has actual knowledge of environmental cleanup liens or AULs encumbering the subject property or in connection with the subject property, the User should provide that information to the Environmental Professional (EFI Global, Inc.).
- The User should provide the Environmental Professional (EFI Global, Inc.) with any specialized knowledge the User has with regard to recognized environmental conditions in connection with the property.
- If the User is aware of any commonly known information in the community about the subject property with respect to recognized environmental conditions, the User should provide the information to the Environmental Professional (EFI Global, Inc.).
- If this Phase I ESA was prepared as due diligence for a property transaction, it is the responsibility of the User to consider the relationship of the purchase price to the fair market value of the property. If the purchase price is significantly lower than the fair market value, the User should identify the alternate reason for the low purchase price if the lower purchase price is not related to the property being affected by hazardous substances or petroleum products.

2.0 SITE DESCRIPTION

EFI Global, Inc. has performed a Phase I for a commercial property located at 2137-2211 South Western Avenue, in Los Angeles County and the City of Los Angeles, California. The subject property is located on the west side of South Western Avenue approximately 430 feet north of West 24th Street, in the City of Los Angeles. The subject property is approximately 0.53 acres in size and is developed with two single-story commercial structures, which are approximately 3,744 square feet in total size. The buildings are currently occupied by Frank's Auto Center (automotive repair facility), A&S Auto Body & Repair (automotive body facility), San Miguel Tires (tire facility), Smog Check Station, and Cars in Town Dealership. The remaining portions of the property consist of asphalt-paved parking areas and access ways on the eastern portion. The surrounding area is used for commercial and residential purposes.

Natural gas is provided to the subject property by Southern California Gas Company. Electrical and potable water are provided by the Los Angeles Department of Water and Power. Sewer services are provided by the Los Angeles Bureau of Sanitation.

2.1 Current and Historical Addresses

According to our research, the following addresses have been found to be associated with the subject property: 2137, 2139, 2201, and 2211 South Western Avenue and 2 and 4 Berkeley Square, Los Angeles, California.

2.2 Legal Description

According to the Los Angeles County Assessor's Office, the subject property is located in the City of Los Angeles, and is described by the Assessor's Parcel Numbers: 5058-009-043 and 5058-009-046.

2.3 Physical Setting

The elevation of the subject property is approximately 205 feet above sea level (United States Geological Survey Hollywood, California 7.5 minute topographic quadrangle). Based on our review of the GeoCheck Section of the Environmental Data Resources, Inc. (EDR) Radius report, the subject property is not situated within a 100-year Federal Environmental Management Agency (FEMA) Flood Zone. No wetlands were identified at the property or adjoining/immediately surrounding properties. Based on our review of groundwater data presented in the State Water Resources Control Board (SWRCB) GeoTracker website, groundwater was detected at a leaking underground storage tank site (2602 South Western Avenue) approximately 1,210 feet south of the subject property at approximately 40 feet below ground surface. However, perched and semi-perched aquifers may be present beneath the site. Based on regional groundwater data, regional groundwater flow direction is estimated to be towards the south-southwest; however, local groundwater flow direction may vary.

3.0 SITE RECONNAISSANCE/INTERVIEWS

3.1 Site Reconnaissance

On June 22, 2018, Mr. Kevin Ballesteros and Ms. Heather Nilson of EFI Global Inc. conducted a site reconnaissance of the subject property. The site inspection was conducted to attempt to identify current site use(s), current hazardous materials storage, and evidence of past site uses and hazardous material storage and to identify evidence of other recognized environmental conditions. The following table summarizes our Site Reconnaissance observations:

Yes	No	Observed Feature(s)
✓		Hazardous Substances and Petroleum Products Containers
✓		Underground and/or Aboveground Storage Tanks
✓		Drains/Sumps/Sewer Interceptors/Septic Systems
	✓	Stained or Corroded Surfaces/Stained Soil or Stressed Vegetation
	✓	Pits/Ponds/Lagoons/Wetlands
✓		Electrical Equipment with the Potential to contain Fluids
	✓	Production or Monitoring Wells
	✓	Evidence of Solid Waste Disposal/Dumping/Fill Areas

3.1.1 Exterior Observations

The exterior portions of the site consist of asphalt-paved parking areas and access ways on the eastern portion and limited landscaped areas. All paved surfaces appeared to be in moderate to poor conditions with evidence of major cracking and minor staining typical of regular vehicular traffic. The staining from regular vehicular use is not expected to represent an environmental concern. One storm drain and one trash container were observed in the eastern portion of the property. No evidence of hazardous material storage was observed within the vicinity of the drain and trash container. Metal framing and asphalt patching was also observed in the eastern portion of the property. According to Mr. Frank (last name withheld), owner of Frank's Auto Center, the metal framing was added in order to cover the holes on the surface and provide additional support to the driveway. The metal framework and asphalt patching is not expected to represent an environmental concern. In addition, one cellular tower with one small associated radio communications structure (AT&T Mobility-10/Western) was observed in the southwestern portion of the property, which all appeared to be in good condition. No pole- or pad-mounted transformers or polychlorinated biphenyl (PCB)-containing equipment were observed on-site.

No recognized environmental conditions were observed in the exterior portions of the subject property.

3.1.2 Interior Observations

The subject property is developed with two single-story commercial structures in the western and central portions. The western structure is of wood construction, with slab-on-grade concrete foundation and wood truss roof, and is occupied from north to south by A&S Auto Body & Repair (automotive body facility), Frank's Auto Center (automotive repair facility), and Cars in Town Dealership. The central structure is of steel frame construction, with slab-on-grade concrete foundation and wood truss roofs, and is occupied from west to east by San Miguel Tires (tire facility)

and Smog Check Station. Building materials observed included wood and drywall partitions, drywall ceiling, and ceramic tile, vinyl tile, and bare concrete flooring.

The A&S Auto Body & Repair unit consists of four automotive service bays. One service bay was used as an office and the other three service bays were used for minor automotive body work. One particular service bay was utilized as a minor spray paint booth area which contained two small fans on one of the walls. Only small sized (1-gallon or less) various types of paint containers and paint thinners were observed inside the garage. Additionally, no subsurface conduits were observed inside this unit. According to the manager of A&S Auto Body & Repair (name withheld), only minor paint jobs are performed on-site. Furthermore, this facility is not listed on any regulatory databases. Based on lack of evidence of a documented release, operation during a period of stringent regulatory oversight, small quantities of hazardous materials observed, lack of any documented solvent use, lack of subsurface conduits observed, and lack of surface staining, the minor spray paint booth area and aforementioned chemicals are not expected to represent a significant environmental concern for the subject property.

The Frank's Auto Center unit consists of an office room, waiting room, a restroom, a storage room, and an automotive garage. The storage room contained cases of new motor oil, tools, and automotive equipment. The automotive garage was installed with three above-ground electric lifts, one below-grade hydraulic hoist, and waste interceptor with sample box. No hazardous material storage was observed within the vicinity of below-grade hoists. Based on this information, lack of any documented chlorinated solvent usage, and the small scale nature of the automotive repair facility, the below-grade hoists is not expected to represent a significant environmental concern for the subject property. However, EFI Global recommends proper removal and abandonment of the below-grade hoist per applicable Los Angeles Fire Department (LAFD) rules, regulations and guidelines once the current operation onsite cease. The sample box of the waste interceptor appeared to be dry at the time of the site reconnaissance. The remainder of the waste interceptor was inaccessible due to the aboveground lift installed in the service bay. One circular feature which appeared to be a sewer clean-out was also observed near the waste interceptor. According to Mr. Frank, the waste interceptor has not been used during his occupancy in 1996. For further discussion about the waste interceptor, refer to Section 6.2. One approximately 500-gallon aboveground storage tank (AST) and one approximately 250-gallon waste oil AST were observed inside Frank's Auto Center. According to Mr. Frank, the waste oil from the ASTs are collected and disposed of approximately every two to three months by a third party. No surface staining or odors were observed within the vicinity of the ASTs. Based on this information, the two waste oil ASTs are not expected to represent a significant environmental concern for the subject property. For further discussion about this occupant, refer to Section 6.0.

The Cars in Town Dealership unit consist of an office. For further discussion, refer to the Reconnaissance Limitations Section below.

The San Miguel Tires unit consists of a storage room, a mezzanine, and garage. The storage room contained tires and tools. In addition, one below-grade hydraulic hoist was observed inside the storage room. No hazardous material storage was observed within the vicinity of this unit. Based on this information, lack of any documented chlorinated solvent usage, and the small scale nature of the tire facility, the below-grade hoist is not expected to represent a significant environmental concern for the subject property. However, EFI Global recommends proper removal and abandonment of the below-grade hoist per LAFD guidelines once the current operation onsite cease.

The Smog Check Station unit consists of an office room and an automotive garage. One floor dynamometer machine and one air compressor were observed in the garage. No hazardous material storage was observed within the vicinity of the smog check station. Based on this information, this occupant is not expected to represent a significant environmental concern for the subject property.

No recognized environmental conditions were observed in the interior portions of the subject property.

3.1.3 Reconnaissance Limitations

EFI Global was unable to gain access inside the Cars in Town Dealership unit. However, this unit was utilized as an office. Furthermore, no hazardous material storage was observed outside the unit. Based on the use of this unit for office purposes only, this occupant is not expected to represent a significant environmental concern for the subject property.

Additionally, multiple vehicles were observed to be parked throughout the exterior asphalt-paved area of the property as well with equipment and vehicles observed inside the commercial units; hence EFI Global was not able to observe the surface conditions throughout the entire exterior and interior areas. However, based on the lack of evidence of any hazardous material usage within the areas, this limitation is not expected to represent a significant environmental concern.

3.2 Adjoining and Immediately Surrounding Properties

The adjoining and immediately surrounding properties (within 100-feet of the subject property boundary) were visually and physically observed from public right-of ways and the subject property in an attempt to identify recognized environmental conditions. Our observations are summarized in the following table:

Location	Address(es)	Uses/Observations
North	N/A	Interstate 10 Freeway off-ramp
East	2208 South Western Avenue	Multi-family residential
South	2231 South Western Avenue	Parking lot
West	2231 South Western Avenue	Parking lot

- The adjoining/immediately surrounding properties to the east and south were listed on the regulatory database report and are further discussed in Section 5.2 below.

3.3 Surrounding Area Observations

3.3.1 Surrounding Property Uses

The surrounding area is developed with commercial and residential structures.

3.3.2 Surrounding Geography

The surrounding area is mostly flat with a slight topographic slope to the south-southwest. No nearby hills or bedrock outcroppings were observed in the area of the site. No lakes, ponds, rivers or streams were observed in the surrounding area.

3.4 Interviews

3.4.1 Property Owner

During the course of the site reconnaissance of the site conducted on June 22, 2018, the owner of

the property was unavailable for an interview.

3.4.2 Key Site Manager

During the course of the site reconnaissance of the site conducted on June 22, 2018, the key site manager was unavailable for an interview.

3.4.3 Property Occupants

Mr. Frank (last name withheld), owner of Frank's Auto Center, and the manager of A&S Auto Body & Repair (name withheld) provided access and were interviewed during the site reconnaissance conducted on June 22, 2018. For further discussion, refer to Sections 3.1.1 and 3.1.2.

3.4.4 Past Owners, Operators and Occupants

Past owners, operators and occupants were not able to be identified for an interview for this report.

3.4.5 Neighboring Property Owners/Tenants

Per ASTM, an attempt to interview neighboring property owners/tenants should be conducted when the subject property is vacant and unsecured land.

- As the subject property is currently developed and utilized for commercial purposes, no neighboring property owners/tenants were interviewed during this assessment.

3.5 User Provided Information

The United States Environmental Protection Agency (USEPA) All Appropriate Inquiry (AAI) and ASTM 1527-13 Phase I Standards require that the Report User conduct independent research and consider certain information before purchasing a property. EFI Global, Inc. recommends that the User documents completion of the following items:

3.5.1 Lien Search

The User is required to obtain a recent (less than 180 days old) title report prepared for the subject property. The report should be reviewed to obtain information regarding environmental clean-up liens or activity and use limitations with regard to the subject property. If environmental cleanup liens or activity and use limitations encumbering the subject property or in connection with the subject property are identified, the User should provide that information to the Environmental Professional (EFI Global, Inc.). If the User has actual knowledge of environmental cleanup liens or activity and use limitations encumbering the subject property or in connection with the subject property, the User should provide that information to the Environmental Professional (EFI Global, Inc.).

- An Environmental Lien Search, performed by NETR dated June 13, 2018, performed on the subject property at 2137-2211 South Western Avenue found no environmental liens or activity and use limitations related to the property. A copy of the Environmental Lien Report is included in the appendices of this report.

3.5.2 Specialized Knowledge

The User should provide the Environmental Professional (EFI Global, Inc.) with any specialized knowledge the User has with regard to recognized environmental conditions in connection with the property.

- The User has no specialized knowledge with respect to recognized environmental conditions in connection with the property.

3.5.3 Commonly Known or Reasonably Ascertainable Information

If the User is aware of any commonly known information in the community about the subject property with respect to recognized environmental conditions, the User should provide the information to the Environmental Professional (EFI Global, Inc.).

- The User is not aware of any commonly known information in the community about the subject property with respect to recognized environmental conditions.

3.6 User Provided Documents

No documents were provided to EFI Global, Inc. by the report User.

4.0 HISTORICAL LAND USE

A review of historical data derived from standard historical resources is provided in this section. The objective of consulting historical sources is to develop a history of the previous uses of the property and surrounding area, in order to help identify the likelihood of past uses having led to recognized environmental conditions in connection with the property. During our historical review, acute attention is paid to the subject property. Data relating to the adjoining and immediately surrounding properties (within 100-feet of the subject property boundary) and the surrounding area is reviewed to the extent that it is revealed in the course of researching the property itself.

4.1 Aerial Photography Review

Aerial Photography of many portions of the United States dates back to the 1920's. Items searched for in each photograph included, but were not limited to: evidence of tanks, gas stations, industrial site usage, water drainage pathways, areas which show evidence of drums or excessive debris, discolored or stained soils, areas of distressed vegetation, et cetera.

Aerial Photograph Coverage was available from EDR for the years: 1928, 1938, 1948, 1952, 1954, 1964, 1977, 1979, 1981, 1989, 1994, 2002, 2005, 2009, 2010, and 2012. A summary of our observations is presented in the following table.

Year	Subject Property	Notable Adjoining Property Observations	Notable Observations of the Surrounding Area
1928	The subject property appears to be developed with a private road (Berkeley Square) in the northern portion and part of a residential property in the southern portion.	North: Residential East: Residential and West 22nd Street South: Residential West: Berkeley Square and residential	The surrounding area appears to be developed with residential structures.
1938	The subject property appears to be developed with a private road (Berkeley Square) in the northern portion and part of a residential property in the southern portion.	North: Residential East: Gasoline station, residential and West 22nd Street South: Residential West: Berkeley Square and residential	The surrounding area appears to be developed with residential and commercial structures.
1948, 1952, and 1954	The subject property appears to be developed with a private road (Berkeley Square) in the northern portion and part of a residential property in the southern portion.	North: Residential East: Gasoline station, commercial, residential, and West 22nd Street South: Residential West: Berkeley Square and residential	The surrounding area appears to be developed with residential and commercial structures.

Year	Subject Property	Notable Adjoining Property Observations	Notable Observations of the Surrounding Area
1964	The subject property appears to be developed with a private road (Berkeley Square) in the northern portion and part of a residential property in the southern portion.	North: 10 Freeway exit ramp East: 10 Freeway entrance ramp, gasoline station, and West 22nd Street South: Residential West: Berkeley Square and residential	The surrounding area appears to be developed with residential and commercial structures.
1977, 1979, and 1981	The subject property appears to be developed with a gasoline service station and canopy in the western and eastern portions.	North: 10 Freeway exit ramp East: 10 Freeway entrance ramp, gasoline station, and West 22nd Street South: Parking lot West: Parking lot	The surrounding area appears to be developed with residential and commercial structures.
1989 and 1994	The subject property appears to be developed with additions to the two existing commercial structures in the western and eastern portions.	North: 10 Freeway exit ramp East: 10 Freeway entrance ramp, gasoline station, and West 22nd Street South: Parking lot West: Parking lot	The surrounding area appears to be developed with residential and commercial structures.
2002, 2005, 2009, 2010, and 2012	The subject property appears to be developed with the two existing commercial structures in the western and eastern portions.	North: 10 Freeway exit ramp East: 10 Freeway entrance ramp, residential, and West 22nd Street South: Parking lot West: Parking lot	The surrounding area appears to be developed with residential and commercial structures.

- Aerial photographs indicate that the subject property was developed with a gasoline service station from 1977 to 1981. For further discussion refer to Section 4.6.1.
- Aerial photographs indicate that the east adjacent properties were developed with gasoline stations from 1938 to 1994. For further discussion refer to Section 5.2.

4.2 Building Department Records Review

The addresses identified as current and historical addresses for the subject property were researched at the City of Los Angeles Department of Building and Safety. Items considered in the course of the building permit review are previous site usage, previous ownership, and the construction or demolition of any structures that may have had a negative environmental impact on the property. The following table summarizes relevant building permits obtained and reviewed:

2137 South Western Avenue		
Date	Owner/Occupant	Purpose
09/13/1968	Mobil Oil Corporation	Application for constructing a gasoline service station canopy.
09/13/1968	Mobil Oil Corporation	Application for constructing a gasoline service station.
10/14/1968	Mobil Oil Corporation	Application for grading of land.
11/01/1968	Mobil Oil Corporation	Application for installing four wall signs.
11/01/1968	Mobil Oil Corporation	Application for installing wall signs.
03/04/1969	Mobil Oil Corporation	Application for altering gasoline service station and automotive repair layout.
09/02/1969	Mobil Oil Corporation	Certificate of Occupancy for a single-story gasoline service station canopy.
10/01/1969	Mobil Oil Corporation	Certificate of Occupancy for a single-story gasoline service station structure.
07/23/1970	Mobil Oil Corporation	Application for installing pole sign.
06/09/1977	Mobil Oil Corporation	Application for installing pole sign.
03/18/1980	Ki Baek Choi	Application for converting existing gasoline service station to another service station, automotive repair facility, and towing service facility.
12/15/1987	Goodyear Tire & Rubber	Application for changing cabinet pylon sign.
10/03/1988	John Lee	Application for enclosing canopy to be used as an automotive repair facility.
03/16/1995	John Lee	Certificate of Occupancy for an single-story automotive repair structure with office.
10/02/1998	John Lee	Permit for removing one 10,000-gallon, one 8,000-gallon, and one 6,000-gallon gasoline USTs and perform backfill.
07/26/2012	John Lee	Permit for altering exiting automotive repair garage.
08/27/2013	John Lee	Permit for removing nine existing antennas and installing twelve new antennas on existing AT&T monopole.
08/27/2013	John Lee	Permit for installing one GPS antenna.

2137 South Western Avenue		
Date	Owner/Occupant	Purpose
11/04/2014	U Haul Real Estate Co.	Permit for removing and replacing equipment in wireless telecommunication facility monopole.

2139 South Western Avenue		
Date	Owner/Occupant	Purpose
10/28/1993	Los Angeles Cellular Telephone	Application for constructing a telephone repeater station in the southern portion of the property.
02/05/1998	Los Angeles Cellular Telephone	Certificate of Occupancy for an unmanned single-story telephone station.

2211 South Western Avenue		
Date	Owner/Occupant	Purpose
05/15/1970	Jackson Creary Kaatz	Application for constructing a parking lot.
10/01/1973	John Lee	Permit for constructing a block wall for trash enclosure.
09/12/2007	John Lee	Permit for using land for used automotive sales facility.
12/18/2007	John Lee	Certificate of Occupancy for using land for used automotive sales facility.

- Building permits indicate that the subject property at 2137 South Western Avenue was developed with a gasoline service station from 1969 to 1980 and an automotive repair facility from 1987 to 2014. For further discussion refer to Section 4.6.1.
- Building permits indicate that the subject property at 2137 South Western Avenue was removed of one 10,000-gallon, one 8,000-gallon, and one 6,000-gallon gasoline USTs in 1998. For further discussion refer to Section 6.0.

4.3 City Directory Review

City directories have been published since the 1800's and provide detailed occupant information for the property and its surrounding area at five-year intervals. The purpose of the City Directory research is to attempt to determine the businesses that historically occupied the subject property. Historical City Directories provided by EDR and reviewed by EFI Global, Inc. are listed below.

2137 South Western Avenue	
Date	Listing
1971	Ed & Lee's Service (gasoline station)
1976	Mobil Service Center (gasoline station)
1981	Choi's Service Center (gasoline station and automotive repair facility)

2137 South Western Avenue	
Date	Listing
1986	DY Automotive; Hana Auto Sales
1990	Golden Auto Center
2000	Frank's Auto Center Repair; King Transmission; New Gold Automotive; Western Auto Wholesalers Inc.
2006	Frank's Auto Center Repair; J&D Auto Sales; La Executive Towing Service
2010	All Radiator Outlet; LA Executive Towing Service; Frank's Auto Center Repair; Green Auto House; King Transmission; United One Automotive
2014	United One Automotive

- No city directory listings were found for the subject property at 2139, 2201, and 2211 South Western Avenue. The remaining Historical Land Use data in our opinion is sufficient to accurately ascertain the historical site use.
- City directories indicate that the subject property at 2137 South Western Avenue was developed with a gasoline service station from 1971 to 1981 and an automotive repair facility from 1986 to 2014. For further discussion refer to Section 4.6.1.
- City directories indicate that the east adjacent properties at 2140 and 2202 South Western Avenue were developed with gasoline service stations from 1933 to 1958 and in 1942, respectively. For further discussion refer to Section 5.2.

4.4 Sanborn Map Review

Originally compiled by the Sanborn Map Company of Pelham, New York for fire insurance companies to assess fire risks related to building materials and hazardous materials storage, today Sanborn Maps are an invaluable tool for Environmental Professionals in determining historical site use and the potential for environmental conditions. Sanborn Map Coverage is available from as early as 1867 in some cities. Although Sanborn maps were created for approximately twelve thousand cities and towns in the United States, Canada, and Mexico, Sanborn Map Coverage is not available in newer and more rural communities. Sanborn Map Coverage was available from EDR for the years: 1907, 1921, 1950, 1954, 1955, 1956, 1960, 1966, 1968, 1969, and 1970. A summary of our observations is presented in the following table.

Year	Subject Property	Notable Adjoining Property Observations	Notable Observations of the Surrounding Area
1907	The subject property is depicted with a private road (Berkeley Square) in the northern portion and undeveloped land in the southern portion.	North: Undeveloped land East: Residential and West 22nd Street South: Undeveloped land West: Berkeley Square and undeveloped land	The surrounding area is depicted with residential structures and undeveloped land.

Year	Subject Property	Notable Adjoining Property Observations	Notable Observations of the Surrounding Area
1921	The subject property is depicted with a private road (Berkeley Square) in the northern portion and part of a residential property (2 and 4 Berkeley Square) in the southern portion.	North: Residential East: Residential and West 22nd Street South: Residential West: Berkeley Square and residential	The surrounding area is depicted with residential structures.
1950, 1954, 1955, 1956, and 1960	The subject property is depicted with a private road (Berkeley Square) in the northern portion and part of a residential property (2 and 4 Berkeley Square) in the southern portion.	North: Residential East: Gasoline station (2140 South Western Avenue), commercial, residential, and West 22nd Street South: Residential West: Berkeley Square and residential	The surrounding area is depicted with residential and commercial structures.
1966, 1968, 1969, and 1970	The subject property is depicted with private road (Berkeley Square) in the northern portion and part of a residential property (2 and 4 Berkeley Square) in the southern portion. However, building permits indicate that the subject property was actually developed with a gasoline service station structure and canopy by 1969.	North: Residential, however, aerial coverage revealed that the north property was actually developed with the Interstate 10 Freeway exit ramp by 1964 East: Interstate 10 Freeway entrance ramp, gasoline station (2202 South Western Avenue), and West 22nd Street South: Residential West: Berkeley Square and residential	The surrounding area is depicted with residential and commercial structures and the Interstate 10 freeway.

- Sanborn maps indicate the following historical street addresses associated with the subject property: 2 and 4 Berkeley Square. These addresses were researched during the completion of this report.
- Sanborn maps indicate that the east adjacent properties at 2140 and 2202 South Western Avenue were developed with gasoline stations from 1950 to 1970. For further discussion refer to Section 5.2.

4.5 Historical Summary

4.5.1 Subject Property

According to EFI Global, Inc.'s interpretation of the historical research data, the subject property was developed with a private road (Berkeley Square) in the northern portion and undeveloped land in the southern portion from sometime prior to 1907. By 1921 to at least 1964, the subject property was part of a residential property (2 and 4 Berkeley Square) in the southern portion. Between 1968 and 1969, the subject property was developed with a gasoline service station and canopy (2137 South Western Avenue) in the western and eastern portions. By at least 1986, the gasoline service station structure was converted into an automotive repair facility, and in 1988, the canopy structure was converted into another automotive repair facility. By at least 1989, additions were constructed to the west existing commercial structure which extended towards the northern and southern portions of the subject property.. By 2013, the subject property was developed with the existing AT&T Telecommunications monopole cell tower and equipment shelter structure (2139 South Western Avenue) in the southwestern portion. The subject property has remained in this configuration to the present.

Occupants of the subject structures have included: Ed & Lee's Service (gasoline station, 1971 to 1974), Mobil Service Center (gasoline station, 1968 to 1978), Choi's Service Center (gasoline station and automotive repair facility, 1980 to 1981), DY Automotive (automotive repair facility, 1986), Hana Auto Sales (car dealership, 1986), Golden Auto Center (automotive repair and tire facility, 1987 to 1997), Frank's Auto Center (automotive repair facility, 1996 to present), King Transmission (automotive repair facility, 1995 to 2012), New Gold Automotive (automotive repair facility, 2000 to 2003), Western Auto Wholesalers Inc. (car dealership, 2000), Ardon Carberetor (automotive repair facility, 2001 to 2008), J&D Auto Sales (car dealership, 2006), La Executive Towing Service (2006), Sale Tires (tire facility, 2008 to 2011), All Radiator Outlet (automotive repair facility, 2010), Green Auto House (automotive repair facility and car dealership, 2008 to 2011), United One Automotive (automotive repair facility, 2010 to 2014), JB Auto Transmissions (automotive repair facility, 2011), A&S Auto Body and Repair (automotive repair facility, 2012 to present), San Miguel Tires (tire facility, 2012 to present), Smog Check Station (2012 to present), and Cars in Town (car dealership, 2014 to present).

- Historical research indicated that the subject property at 2137 South Western Avenue was occupied by a gasoline service station from 1968/1969 to at least 1981, and an automotive repair facility since 1986 to the present. For further discussion, refer to Section 5.1.

4.6 Historical Data Gaps

The earliest historical resource obtained during this investigation was a Sanborn Map from 1907 which indicated development of the subject property with a paved road (Berkeley Square) in the northern portion. The lack of historical data sources for the subject property dating back to first developed uses represents historical data source failure. However, it is assumed that prior to 1907, the northern portion of the subject property would have been developed with a road, if not undeveloped. Based on this notion, this limitation is not expected to significantly alter the findings of this investigation and is not considered a significant data gap.

5.0 REGULATORY DATABASE REPORT

A radial database search was conducted in accordance with the specifications defined in ASTM E 1527-13 which sets the radial search distances for each regulatory database. The radial database search was conducted by EDR on June 21, 2018. A copy of the database report is presented in Appendix II of this report. The following table summarizes required databases reviewed, the approximate search distances, and indicates if the subject site, adjoining/immediately surrounding properties or surrounding sites are listed on the respective database.

Following the table are summaries of the information found in the relevant database listings and our opinion regarding the potential for the subject property to be impacted. Our opinion is based on the information found in the database listings, through other historical and regulatory resources, “Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions” (ASTM E2600-15), and assumed groundwater flow direction. As discussed in Section 2.3, groundwater is estimated to be approximately 40 feet below ground surface in the area of the site and is assumed to flow towards the south-southwest.

DATABASE	Search Distance (Miles)	Subject Site (Yes/No)	Adjacent Site (Yes/No)	Total Listings (#)
Federal National Priorities List (NPL)	1.0	No	No	0
Federal De-listed NPL	1.0	No	No	0
Federal CERCLIS	0.5	No	No	0
Federal CERCLIS NFRAP	0.5	No	No	1
Federal RCRA CORRACTS	1.0	No	No	0
Federal RCRA non-CORRACTS TSD	0.5	No	No	0
Federal RCRA Generators	0.25	No	Yes	9
Federal Institutional/Engineering Controls	0.5	No	No	0
Federal ERNS	Property	No	No	0
State/Tribal Equivalent NPL	1.0	No	No	0
State/Tribal Equivalent CERCLIS	1.0	No	No	6
State/Tribal Landfill	0.5	No	No	1
State/Tribal Underground Storage Tank (UST)	0.25	Yes	Yes	36
State/Tribal Leaking Underground Storage Tank (LUST/SLIC)	0.5	No	No	6
State/Tribal Institutional/Engineering Controls	0.5	No	No	0
State/Tribal Voluntary Clean-up Sites	0.5	No	No	0
State/Tribal Brownfield Sites	0.5	No	No	0

5.1 Subject Property

Golden Auto Center / King Transmission / Frank’s Auto Center / AT&T Mobility-10/Western (2137 South Western Avenue) – The subject property is listed on the EDR Exclusive Historic Gas Stations (EDR Hist Auto), Facility and Manifest Data (HAZNET), Statewide Environmental Evaluation and Planning System Underground Storage Tank (SWEEPS UST), Facility Index System/Facility Registry System (FINDS), and Facility Inventory Database (CA FID UST) databases. According to the EDR Hist Auto listing

and historical research, the site operated as gasoline service station from 1968/1969 to at least 1981, and as several automotive repair facilities since 1986 to the present. According to the HAZNET listing, King Transmission generated approximately 0.42-ton of tank bottom waste in 1998 which was disposed via treatment. No further information was provided in the database listings. According to the UST listings, Golden Auto Center maintained at least one UST on-site. The content of concern, capacity, and installation date of the UST was unspecified. No further information was provided. Local regulatory research was conducted with the appropriate regulatory agencies with regard to the aforementioned listings. The results of those inquiries are summarized in Section 6.0.

5.2 Adjoining and Immediately Surrounding Properties

Miller J.E. (2202 South Western Avenue) – The adjoining property located approximately 80 feet east of the subject property (hydrologically cross-gradient) beyond Western Avenue is listed on the EDR Exclusive Historic Gas Stations (EDR Hist Auto) database. According to the listing and historical research, Miller J.E. operated as a gasoline station from at least 1942 to at least 1994. However, aerial coverage determined that the site was not developed with a gasoline service station until 1964. Thus, the site operated as a gasoline station from 1964 to at least 1994. No further information is provided. Based on the lack of evidence of a documented release, subsequent redevelopment of the site with a residential structure by 2002, and relative distance from the subject property (across South Western Avenue and in excess of 80 feet), this former gasoline station operation is not expected to represent a significant environmental concern for the subject property.

Williams R.B. (2140 South Western Avenue) – The adjoining property located approximately 80 feet east of the subject property (hydrologically cross-gradient) beyond Western Avenue is listed on the EDR Hist Auto database. According to the listing and historical research, Williams R.B. operated as a gasoline station from at least 1938 to at least 1960. No further information is provided. Based on the lack of evidence of a documented release, subsequent redevelopment of the site with the Interstate 10 Freeway entrance ramp, and relative distance from the subject property (across South Western Avenue and in excess of 80 feet), this former gasoline station operation is not expected to represent a significant environmental concern for the subject property.

Dreiske Jerry (2257 South Western Avenue) – The adjacent property located approximately 300 feet south of the subject property (hydrologically down-gradient) is listed on the EDR Hist Auto database. According to the listing, Dreiske Jerry operated as a gasoline station in at least 1937. No further information is provided. Based on the lack of evidence of a documented release, subsequent redevelopment of the site with a commercial structure, and relative distance from the subject property (in excess of 300 feet), this former gasoline station operation is not expected to represent a significant environmental concern for the subject property.

Los Angeles Metropolitan Medical Center (2231 South Western Avenue) – The adjacent property located approximately 200 feet south of the subject property (hydrologically down-gradient) is listed on the Resource Conservation and Recovery Act-Small Quantity Generators (RCRA-SQG), SWEEPS UST, Hazardous Substance Storage Container Database (HIST UST), CA FID UST, FINDS, Enforcement and Compliance History Information (ECHO), and Emissions Inventory Data (EMI) databases. According to the RCRA-SQG listing, this facility registered as small quantity generator of hazardous wastes on April 22, 1986. No violations were identified. According to the UST listings, a 500-gallon tank containing diesel was installed on site in 1988. No additional details were provided. According to the EMI listing, the site reported producing zero tons of pollution, gases, particulate matter, or emissions in 1990. Based on the lack of

evidence of a documented release, operation during a period of stringent regulatory oversight, and relative distance from the subject property (in excess of 200 feet), these listings are not expected to represent a significant environmental concern for the subject property.

No other adjoining/immediately surrounding properties (within 100-feet) were listed on any of the regulatory databases researched or the listings were not associated with the storage or disposal of hazardous wastes including aboveground or underground storage tanks, did not indicate a known chemical release, and did not indicate a property use where the use of hazardous chemicals would be expected.

5.3 Surrounding Area

In our opinion, none of the other sites listed on the regulatory database report pose a significant threat to the subject property as there is no indication of a release at the respective sites, a release has occurred but groundwater has not been impacted, a release has occurred but the case is closed, or the sites are located cross or down gradient of the subject property and in excess of 1/10 mile from the subject property.

5.4 Orphan Sites

Orphan sites are unmappable sites which appear in a list form in the Radius Map Report rather than on the standard Radius Map. One-thousand and fifty-seven orphan sites were identified in the Radius Map Report prepared for this site. The sites were manually mapped to determine the location of the site relative to the subject property and groundwater gradient. The following conclusions were made:

In our opinion, none of the orphan sites listed pose a significant threat to the subject property as there is no indication of a release at the respective sites, a release has occurred but groundwater has not been impacted, a release has occurred but the case is closed, or the sites are located cross or down gradient of the subject property and in excess of 1/10 mile from the subject property.

6.0 AGENCY FILE REVIEWS

6.1 State Agencies

The Los Angeles Regional Water Quality Control Board (LARWQCB), Department of Toxic Substances Control (DTSC), and South Coast Air Quality Management District (SCAQMD) were contacted regarding permits and site investigation files for the subject property. Additionally, the State Water Resources Control Board's (SWRCB) GeoTracker, DTSC's Hazardous Waste Tracking System (HWTS) and EnviroStor, and SCAQMD's Facility Information Detail (FIND) databases were reviewed for information pertaining to the subject property.

- According to responses to our requests from LARWQCB and DTSC, there are no files for the subject property. Furthermore, a review of the GeoTracker and EnviroStor databases found no files for the subject property.
- Available files provided by SCAQMD and review of the FIND database indicated that Golden Auto Center was listed on the Facility Equipment List Report (EQL). According to the EQL, the former occupant applied to operate a spray paint booth on March 29, 1988. However, the application was cancelled. Additionally, available HWTS information indicated that Golden Auto Center was entered into the database on November 14, 1989. Hazardous waste manifests were not listed for Golden Auto Center. Based on the lack of hazardous waste generated and the cancelled application for a spray paint booth, this listing is not expected to represent a significant environmental concern for the subject property. For further discussion about this former occupant, refer to Section 6.2. below.
- Available HWTS information indicated that former occupant King Transmission was entered into the HWTS database on September 29, 1998 with hazardous waste manifests. King Transmission generated approximately 0.42-ton of tank bottom waste in 1998. This is likely associated with the USTs removals. For further discussion about this former occupant, refer to Section 6.2. below.
- Available HWTS information indicated that current occupant Frank's Auto Center was entered into the database on May 29, 2002 and March 22, 2013. Hazardous waste manifests were not listed for Frank's Auto Center. Based on the lack of hazardous waste generated, this listing is not expected to represent a significant environmental concern for the subject property. For further discussion about this current occupant, refer to Section 6.2. below.

The Division of Oil, Gas, and Geothermal Resources (DOGGR) Online Mapping System was reviewed for information pertaining to oil and gas exploration on or nearby the subject property.

- No oil wells were identified within 500 feet of the subject property.

6.2 City/County Agencies

The Los Angeles County Fire Department, Health Hazardous Materials Division (LACFD HHMD), Los Angeles Fire Department Underground Storage Tank Unit (LAFD UST), Los Angeles Fire Department Hazardous Materials Division (LAFD HazMat), Los Angeles Fire Department Arson Division (LAFD AD), and the City of Los Angeles Bureau of Sanitation (LABS) were contacted regarding hazardous materials, underground storage tank, and industrial waste discharge records for the subject property. Additionally, the LAFD Certified Unified Program Agency (CUPA) online Active and Inactive CUPA Regulated Facilities and Underground Storage Tank databases which include active and inactive Aboveground Storage Tanks (AST), Inactive and Active Underground Storage Tanks, Inactive and Active Hazardous Materials Inventory, Underground Storage Tank Historical Files databases, and the LACFD HHMD Active CUPA

Program Records, Inactive CUPA Program Records, Site Mitigation Unit (SMU) Case Records, and California Accidental Release Program (CalARP) databases were reviewed for information pertaining to the subject property.

- A review of the CUPA Active and Inactive Hazardous Materials (HazMat), UST and AST Inventory, and the LACFD HHMD Active CUPA Program Records, Inactive CUPA Program Records, SMU Case Records, and CalARP databases, found no files for the subject property.
- Inspection reports provided by LACFD HHMD indicated that New Gold Automotive, King Transmission, and Frank's Auto Center addressed as 2137 South Western Avenue were issued minor violations between 1998 and 2012, which included storing hazardous waste over the accumulation time, failing to properly label containers, failing to properly close the containers, and not keeping copies of waste disposal manifests onsite. The types of hazardous waste generated included waste oil, waste oil filters, and waste antifreeze. According to the records, the occupants reached compliance within the same year as the issued violations. Furthermore, LAFD Hazmat files indicated that Golden Auto Center and King Transmission were permitted to store hazardous materials on-site as of July 1, 2004. According to the permit, the businesses stored 138-cubic feet of acetylene, 125-cubic feet of helium, 480-gallons of motor oil, 125-cubic feet of oxygen, 240-gallons of Safety Kleen solvent (parts cleaner), 100-gallons of transmission fluid, and 100-gallons of waste transmission fluid. Additionally, Frank's Auto Center was permitted to store hazardous materials on-site as of July 1, 2008. According to the permit, the site stored 55-gallons of coolant, 55-gallons of unspecified solvents, and 500-gallons of waste oil. Based on the lack of evidence of a documented release, operation during a period of stringent regulatory oversight, and the small quantities of hazardous materials generated, the former and current automotive repair facilities are not expected to represent a significant environmental concern for the subject property.
- Records on file with the LAFD Hazmat indicated that AT&T Mobility Cell Tower - 10/Western at 2137 South Western Avenue was permitted to store hazardous materials on-site as of July 1, 2004. According to the permit, the site stored up to 3,365-pounds of lead-acid batteries. This type of lead-acid battery is listed as corrosive and water reactive. No violations were issued during routine inspections in 2004 and 2011. Based on the use of the batteries in association with the cell tower, the lack of evidence of a documented release, and good house-keeping practices observed during the site reconnaissance, the lead-acid batteries associated with the cell tower are not expected to represent an environmental concern for the subject property.
- Records on file with the LABS indicated that the subject property at 2137 South Western Avenue was formerly occupied by a Mobil Oil Corporation gasoline service station. Additionally, files indicated that a waste interceptor was installed in approximately 1968. This former occupant applied for a permit to generate wastewater discharge which consisted of soap, oil, grease, dirt, and water from floor wash down and occasional car washing in September 1968 and April 1979. For further discussion about the waste interceptor, refer below.
- According to the records on file with the LAFD UST office, files indicated that Mobil Oil Corporation was permitted to install three underground storage tanks (USTs) on October 29, 1968 and to alter piping for vapor recovery system on December 24, 1976. Records also revealed that Mobil Oil Corporation applied for a fire permit on September 14, 1978, as well with Sam's Service Center on January 25, 1977 and Charles Service Center on December 12, 1977. No other information was provided for these permits.
- According to *the Underground Storage Tanks Removal and Closure Report* prepared by Soil Pacific

Inc. (SPI) on November 22, 1998, one 10,000-gallon gasoline, one 6,000-gallon gasoline, and one 4,000-gallon gasoline USTs (installed in 1968) were properly removed under the oversight of the LAFD from the subject property on October 22, 1998. No visual indication of a fuel release was observed in the excavation during the removal of the USTs. Following the removal of the USTs, eight soil samples were collected from two feet beneath the invert of the USTs and soil stockpile. The soil samples were analyzed for total petroleum hydrocarbons (TPH) by Environmental Protection Agency (EPA) Method 8015M, total recoverable petroleum hydrocarbons (TRPH) by EPA Method 418.1, and benzene, toluene, ethylbenzene, xylene (BTEX), and methyl tertiary butyl ether (MTBE) by EPA Method 8020. The analytical data indicated that the soil samples collected from beneath the inverts of the USTs were non detect for the constituents analyzed with the exception of some slight detection of waste oil [up to 48 micrograms per kilogram ($\mu\text{g}/\text{kg}$)] near the northern portion of the tank excavation. The laboratory analysis of soil samples of the stockpile soil revealed 22 $\mu\text{g}/\text{kg}$ of toluene, 28 $\mu\text{g}/\text{kg}$ of ethylbenzene, 320 $\mu\text{g}/\text{kg}$ of xylene, 70 $\mu\text{g}/\text{kg}$ of MTBE, 2.9 $\mu\text{g}/\text{kg}$ of TPH as gasoline, and 40 $\mu\text{g}/\text{kg}$ of TPH as waste oil. On October 31, 1998, confirmation soil samples were collected at depths of 5 and 7 feet below the former tank area, the north wall of the excavation in the vicinity of the former 10,000-gallon UST, area of the product piping and fuel dispensers. The laboratory analysis of the supplemental samples were non detect for the constituents analyzed (below laboratory detection limits). SPI indicated that approximately 100 cubic yards of stockpiled soil had been removed from the property. SPI recommended no further subsurface investigation for the subject property. The Los Angeles City Fire Department concurred with the findings of the SPI UST *Closure Report* and issued a No Further Action letter on March 22, 1999 for the abandonment of the three gasoline USTs. Based on the proper removal of the three USTs, subsurface sampling results, minor remedial cleanup, and regulatory case closure, the former USTs located at the subject property and associated minor release case represents a *historical recognized environmental condition (HREC)*. According to a site map provided by LAFD UST, one 280-gallon waste oil UST was installed on the northern portion of the subject property in 1970. No other information was provided. However, EFI Global believes that this waste oil UST was removed from site sometime prior to the construction of the additional commercial unit what is currently A&S Auto Body & Repair. Based on the foregoing and the lack of evidence of a UST observed during the site reconnaissance, the former waste UST is not expected to represent a significant environmental concern for the subject property.

- Records on file with the LABS also indicated that former occupant Golden Auto Center, a tire and auto repair facility, applied for a permit to generate wastewater discharge which consisted of water and oil from floor wash down in 1987 and August 1993, and a change of ownership in May 1994. LABS records for the former occupant, New Gold Automotive and King Transmission, maintained one waste interceptor with sample box on June 10, 1994 and September 3, 1999, respectively. The waste interceptor was observed inside what is currently Frank's Auto Center during the site reconnaissance performed on June 22, 2018. The sample box for the waste interceptor appeared to be dry at the time of the EFI Global site reconnaissance and according to Frank (last name withheld), the owner of Frank's Auto Center, the waste interceptor has not been used during his occupancy since 1996. Based on this information, lack of any documented chlorinated solvent usage, and the small scale nature of the auto repair facility, the waste interceptor is not expected to represent a significant environmental concern for the subject property. However, EFI Global recommends proper removal and abandonment of the waste interceptor per applicable LAFD rules, regulations and guidelines to eliminate the potential for it to act as a conduit to the subsurface for hazardous substances to enter.
- Utility substructure maps, provided by the City of Los Angeles Department of Public Works NavigateLA

online mapping system, were reviewed for evidence of substructure features on or near the subject property. Based on our review of the maps, no underground storage tanks or other significant environmental concerns were identified.

6.3 Agency File Review Limitations

At the time this report was issued, no response has been received from the LAFD AD. Based on the commercial and warehouse use of the subject property and the quality of information obtained from other sources, this limitation is not expected to alter the conclusions of this report. Nonetheless, should relevant information be obtained from this agency subsequent to issuing this report, an addendum will be prepared and provided to the Client.

7.0 NON-SCOPE ENVIRONMENTAL RISKS

ASTM Standard E1527-13 identifies additional conditions which, should they exist at the subject property, may create a human health risk to the occupants of the site. These risks may also create additional costs to the property owner in the form of identification, operations & maintenance, and cleanup or remediation.

7.1 Asbestos Containing Building Materials

Asbestos is a group of naturally occurring minerals used in many products, including building materials vehicle brakes, insulation and other products that require resistance to heat and corrosion. Asbestos includes: chrysotile, amosite, crocidolite, tremolite asbestos, anthophyllite asbestos, actinolite asbestos, and any of these materials that have been chemically treated and/or altered.

The inhalation of asbestos fibers by workers can cause cancer and other serious diseases of the lungs and other organs that may not appear until years after the exposure has occurred. For instance, asbestosis can cause a buildup of scar-like tissue in the lungs and result in loss of lung function. Asbestos fibers associated with these health risks are too small to be seen with the naked eye, and smokers are at higher risk of developing some asbestos-related diseases.

Asbestos-containing materials (ACM) do not always pose a hazard to occupants and workers in buildings that contain these materials. Intact, undisturbed ACMs generally do not pose a health risk. ACMs may become hazardous and pose an inhalation risk when they are damaged, disturbed in some manner, or deteriorate over time and asbestos fibers are released into building air.

ACM can be found in a multitude of building products which include decorative and acoustical plaster texture, fire-proofing (Monokote), joint compound, attic and wall insulation, resilient floor covering, mastic, recessed lighting fixtures, wiring, elevator brakes, fire doors, pipe insulation, pipe gaskets, duct insulation, duct tape, siding and roofing materials (tar/shingles), textured paint, stucco, concrete, asphalt underlayment (Petromat) and plaster.

Local jurisdictions have specific laws and regulations regarding asbestos and actions including building renovations and building demolition.

- Based on the age of the onsite structures (1969), there is a potential for asbestos containing building materials (ACM) at the site, however, no testing was completed as part of this report. Suspect ACM observed during the site reconnaissance includes drywall and vinyl flooring, which appeared to be in moderate condition. An asbestos survey is recommended in the event the onsite structure is demolished or significantly renovated.

7.2 Lead-Based Paint

Although the use of lead-based paint in residential structures has been prohibited since 1978, it may still be used in commercial and industrial buildings. It is approximated that 80 percent of buildings built prior to 1978 contain lead paint. Even at low levels, lead poisoning can cause IQ deficiencies, reading and learning disabilities, impaired hearing, reduced attention spans, hyperactivity and other behavior problems with children under 6 years old being most at risk.

Lead is a highly toxic metal that was used for many years in products found in and around our homes and commercial buildings. Lead can be found in dust from friction surfaces of windows and doors that are painted with lead-based paint and from building components coated with lead-based paint that has begun

peeling, flaking and chalking. There is also the potential for soil to have elevated lead levels due to leaching from lead based paint on nearby structures and deposition of airborne lead when leaded fuel was in use prior to the 1976 ban and phase out.

Since the 1980's, lead has been phased out in gasoline, reduced in drinking water, reduced in industrial air pollution, and banned or has been limited in use in consumer products.

Between the local, State and Federal agencies, including the Environmental Protection Agency (EPA), Department of Housing and Urban Development (HUD), Occupational Safety & Health Administration (OSHA) and the California Department of Public Health (CDPH), each state has various action limits that have been enacted with the intent to prevent human exposure and contamination of the surrounding environment.

- Based on the age of the onsite structures (1969), there is a potential for lead based paint at the site. Painted surfaces observed appeared to be in good to moderate condition, with no chipping or peeling observed. A lead based paint survey is recommended in the event that the onsite structure is demolished or significantly renovated.

7.3 Radon

Radon is a radioactive gas that has been found in structures all over the United States. Radon is produced from the natural breakdown of uranium in soil, rock, and water. Radon typically moves up through the ground and into structures through cracks and other holes in the foundation. Movement of radon through the earth is strongly influenced by moisture content and permeability of soil, porosity, and degree of fracturing in rocks, as well as surface meteorological conditions. High levels of radon have been discovered in every state.

Radon cannot be seen, smelled, or tasted. Breathing air-containing radon may increase the risk of getting lung cancer. The Surgeon General of the United States has warned that radon is the second leading cause of lung cancer in the United States today after smoking.

Testing for the presence of radon is fairly inexpensive, simple and is the only way to be certain of the on-site concentrations. Various types of sampling methods exist to determine the concentration. On-site radon sampling was not performed during the completion of this assessment.

- Based on our research at the United States Environmental Protection Agency (USEPA), the average radon concentrations for Los Angeles County are between 2.0 picocuries per liter (pCi/L) and 4.0 pCi/L, below the 4.0 pCi/L action level set by the USEPA. However, according to the California Geological Survey *Radon Potential Radon Zone Map for Southern California*, dated January 2005, shows no concentrations of radon in the vicinity of the subject property. Site specific radon levels vary greatly within the EPA radon zones and on-site radon measurements would need to be collected in order to determine the radon levels at the subject property.

7.4 Wetlands

According to the Clean Water Act, a wetland is “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.” Wetland areas have been identified as ecologically diverse and sensitive areas and are generally subject to more stringent development, re-development, and building regulations.

- The U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory was reviewed to determine if the subject property is situated within an identified wetland. According to the USFWS, the subject property is not located within a wetland area.

7.5 Mold

Mold and mildew are simple, microscopic organisms in the Fungi kingdom that can grow virtually anywhere if they have adequate moisture, nutrients, air and appropriate temperatures. Depending on the particular mold or fungus, growing colonies can be almost any color. Most household molds and fungi (mildews) are white, black, grey, or brown colored. Spores of dozens of kinds of mold and fungus (mildew) are present at all times in indoor and outdoor air. These spores can settle, germinate and grow wherever good growth conditions are found. They can grow on soil, plants, dead plant materials, foods, fabrics, paper, wood and many other materials found within buildings. Many molds are not harmful and actually have a beneficial role in the environment and in living systems. In soil, molds play a crucial part in decomposition of organic matter and in making nutrients available to plants.

When mold and fungi (mildews) growth occurs in buildings, it can be very destructive to the materials on which they grow and cause high levels of airborne mold spores and volatile organic compounds associated with the characteristic musty / moldy odor. They cause staining, decomposition (rotting of materials) and objectionable, musty odors. Where colonies are extensive they can also produce enough spores, and by-products to be harmful to health. Many of the by-products of mold and fungus (mildew) are irritating to skin, eyes and respiratory tracts. Some molds produce true allergic sensitization and allergic reactions in susceptible people. Some molds produce toxic by-products that could be harmful to skin, and poisonous if ingested or inhaled in quantity. Persons with compromised immune systems may even experience systemic fungal infections of the respiratory tract.

EFI Global, Inc. observed a limited amount of interior areas of the subject buildings in order to identify the significant, visible presence of mold. This activity was not intended to discover all areas which may be affected by mold growth at the subject property. Potential areas of mold not observed as part of this limited assessment, include but are not limited to, pipe chases, HVAC systems and within enclosed wall and ceiling cavities that may be present in the subject property. A complete mold assessment, which may include various types of sampling, would be required to determine if mold levels within the subject buildings are at levels acceptable by industry standards.

- EFI Global, Inc. did not observe visible or olfactory indications of the presence of mold, nor did EFI Global, Inc. observe obvious indications of significant water damage. No sampling was conducted as part of this assessment.

7.6 Methane Gas

In response to growing concern regarding methane intrusion into buildings and to the potential for methane build-up underneath buildings, certain municipalities have established methane requirements for structures based on the proximity to oil wells and landfills. If a subject property is located in the proximity of active or abandoned oil wells or landfills, methane mitigation devices installed prior to construction activities at a subject property may be necessary.

- The City of Los Angeles Department of Building and Safety methane zone data was reviewed to determine if the subject property is located in a methane or methane buffer zone. According to the information reviewed, the subject property is located within a methane zone. Therefore, testing for the presence of methane and the installation of methane mitigation systems at the property prior to

construction activities may be necessary. (Division 71 of the Los Angeles Building Code).

8.0 FINDINGS

EFI Global, Inc. has performed a Phase I Environmental Site Assessment (Phase I) for Gonzales Law Group (Client) for a commercial property located at 2137-2211 South Western Avenue, in Los Angeles County, and the City of Los Angeles, California, Assessor's Parcel Numbers: 5058-009-043 and 5058-009-046. The research conducted for this study and the report prepared are in conformance with the United States Environmental Protection Agency (USEPA) All Appropriate Inquiry (AAI) standard and the American Society for Testing and Materials (ASTM) E 1527-13 scope of work.

8.1 CONCLUSIONS

EFI Global, Inc. has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice 1527-13, at 2137-2211 South Western Avenue, Los Angeles, California, the subject property. Any exceptions to or deletions from this practice are described in the individual sections of this report. This assessment has revealed no evidence of recognized environmental conditions or *de minimis* conditions in connection with the subject property, except for the following:

Recognized Environmental Condition (REC)

In our opinion, no RECs were identified during the course of this assessment.

Historical Recognized Environmental Condition (HREC)

Based on the proper removal of the three USTs, subsurface sampling results, minor remedial cleanup, and regulatory case closure, the three former gasoline USTs located at the subject property and associated minor release case represents a *HREC*.

Controlled Recognized Environmental Condition (CREC)

In our opinion, no CRECs were identified during the course of this assessment.

De Minimis Condition

In our opinion, no *de minimis* conditions were identified during the course of this assessment.

8.2 RECOMMENDATIONS

The subject property was developed as a gasoline service station and automotive repair for approximately 50 years that included the removal of the fueling system and a minor remedial cleanup which received agency closure. There is the potential for residual impacts in soil to be encountered in areas of the property not previously assessed. If impacted soil is encountered during future redevelopment activities, the impacted soil should be handled according to regulatory guidelines as part of a soils management plan.

Additionally, should the property be redeveloped for a use other than a gasoline station in the future, EFI Global recommends that proper removal and closure of the waste interceptor and hydraulic hoists under the applicable LAFD rules, regulations and guidelines.

Based on the foregoing, no additional investigation is recommended at this time.

9.0 SIGNATURES

I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Prepared By:

Date: July 10, 2018



Kevin Ballesteros
Project Manager

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in § 312.10 of 40 CFR 312. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Reviewed By:

Date: July 10, 2018



Nicole Rivera
Senior Project Manager

10.0 REFERENCES

ASTM, 2013. Subcommittee E50.2 Commercial Real Estate Transactions, “Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process”, Designation E1527-13, West Conshohocken, PA 35pp.

ASTM, 2015. Subcommittee E50.2 on Real Estate Assessment and Management, “Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions”, Designation E2600-15, West Conshohocken, PA 34pp.

Environmental Data Resources, Inc., 2018. The EDR – Radius Map with GeoCheck®, Inquiry No. 5340390.1s, Shelton CT, 287 pp.

Environmental Data Resources, Inc., 2018. The EDR – City Directory Abstract, Inquiry No. 5329320.5, Shelton CT, 35 pp.

Environmental Data Resources, Inc., 2018. Certified Sanborn® Map Report, Inquiry No. 5329320.3, Shelton CT 18 pp.

Environmental Data Resources, Inc., 2018. The EDR Aerial Photo Decade Package, Inquiry No. 5154879.12, Shelton CT, 18 pp.

California Department of Conservation, Division of Mines and Geology - <http://gmw.consrv.ca.gov>

California Department of Conservation, California Geologic Survey - <http://www.consrv.ca.gov/CGS>

California Department of Water Resources, Individual Basin Descriptions -<http://www.groundwater.water.ca.gov/bulletin118>

DTSC Hazardous Waste Tracking System (HWTS) Reports - http://hwts.dtsc.ca.gov/report_list.cfm

EnviroStor- <http://www.envirostor.dtsc.ca.gov/public/>

GeoTracker - <http://geotracker.waterboards.ca.gov/>

Google Earth - <http://earth.google.com/>

Los Angeles County Office of the Assessor - <http://maps.assessor.lacounty.gov/>

Navigate LA - <http://navigatela.lacity.org/>

RealQuest- <http://www.realquest.com/jsp/rq.jsp?action=switch&page=main>



T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
richard@lozeaudrury.com

Via Email

January 13, 2022

Michelle Singh, Senior Planner
Department of City Planning
City of Los Angeles
200 N. Spring St., Room 763
Los Angeles, CA 90012
michelle.singh@lacity.org

Vince Bertoni, AICP, Director
Department of City Planning
City of Los Angeles
200 N. Spring Street, Room 525
Los Angeles, CA 90012
vince.bertoni@lacity.org

Holly L. Wolcott, City Clerk
City of Los Angeles
200 N. Spring Street, Room 360
Los Angeles, CA 90012
cityclerk@lacity.org

Re: CEQA and Land Use Notice Request for 2211 S. Western Ave (CPC-2021-8442-CU-DB-SPR-HCA; ENV-2021-8443-EAF)

Dear Ms. Singh, Mr. Bertoni, and Ms. Wolcott:

I am writing on behalf of Supporters Alliance for Environmental Responsibility (“SAFER”) regarding the project known as 2211 S. Western Ave (CPC-2021-8442-CU-DB-SPR-HCA; ENV-2021-8443-EAF), including all actions related or referring to the proposed construction of an eight-story, 364 unit mixed use project with 70,220 square feet of retail floor area and 532 parking spaces, located at 2003-2029 24th Street and 2201-2231 S. Western Avenue in the City of Los Angeles (“Project”).

We hereby request that the City of Los Angeles (“City”) send by electronic mail, if possible or U.S. mail to our firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared for the Project pursuant to the California Environmental Quality Act (“CEQA”), including, but not limited to:
 - Notices of any public hearing held pursuant to CEQA.
 - Notices of determination that an Environmental Impact Report (“EIR”) is required for the Project, prepared pursuant to Public Resources Code Section 21080.4.
 - Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.
 - Notices of preparation of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21092.

January 13, 2022

CEQA and Land Use Notice Request for 2211 S. Western Ave (CPC-2021-8442-CU-DB-SPR-HCA;
ENV-2021-8443-EAF)

Page 2 of 2

- Notices of availability of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
- Notices of approval and/or determination to carry out the Project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of any addenda prepared to a previously certified or approved EIR.
- Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of determination that the Project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
- Notice of any Final EIR prepared pursuant to CEQA.
- Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092**, which require local counties to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by electronic mail or U.S. Mail to:

Richard Drury
Stacey Osborne
Molly Greene
Lozeau Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
richard@lozeaudrury.com
stacey@lozeaudrury.com
molly@lozeaudrury.com

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,



Molly Greene
Lozeau | Drury LLP



T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
brian@lozeaudrury.com

Via Email

November 29, 2022

Helen Jadali, City Planning Associate
Department of City Planning
City of Los Angeles
200 N. Spring St., Room 720
Los Angeles, CA 90012
helen.jadali@lacity.org

**Re: 2211 S. Western Avenue Project (CPC-2021-8442-CU-DB-SPR-HCA;
ENV-2021-8443-EAF)
November 30, 2022 Hearing Officer Hearing Agenda Item 1**

Dear Ms. Jadali:

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the 2211 S. Western Ave Project (CPC-2021-8442-CU-DB-SPR-HCA; ENV-2021-8443-EAF), including all actions related or referring to the proposed construction of an eight-story, 364 unit mixed use project with 70,220 square feet of retail floor area and 532 parking spaces, located at 2003-2029 24th Street and 2201-2231 S. Western Avenue in the City of Los Angeles ("Project"), which is being heard by the Hearing Officer on November 30, 2022.

SAFER objects to the City's reliance on the South Los Angeles and Southeast Los Angeles Community Plans Environmental Impact Report, certified in 2017 (ENV-2008-1780-EIR) ("2017 EIR"), for the Project. The 2017 EIR is not a project-specific EIR, but rather a programmatic EIR. A project-specific EIR is required to analyze the Project and mitigate its potential impacts. Therefore, SAFER requests that the Project not be approved at this time and that instead, the City prepare an Environmental Impact Report ("EIR") for the Project, and circulate the Draft EIR for public review prior to any consideration of Project approvals.

Sincerely,

A handwritten signature in blue ink that reads "Brian B. Flynn".

Brian Flynn
Lozeau | Drury LLP

Los Angeles Unified School District

Office of Environmental Health and Safety

ALBERTO M. CARVALHO
Superintendent

CARLOS A. TORRES
Director, Environmental Health and Safety

JENNIFER FLORES
Deputy Director, Environmental Health and Safety

January 27, 2023

Helen Jadali
Los Angeles Department of City Planning
200 North Spring Street., Room 720
Los Angeles, CA, 90012

PROJECT LOCATION: 2201-2231 S Western Avenue and 2003-2029 24th Street
PROJECT: 364 dwelling-units and 65,719 sf of commercial space

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD) regarding the subject project located at 2201-2231 S Western Avenue and 2003-2029 24th Street. LAUSD is concerned about the potential negative impacts of the project on our students, staff, and parents traveling to and from 24th Street Elementary School due to the fact that the project site is adjacent to the school.

Based on the extent/location of the proposed development, it is our opinion that significant environmental impacts on the surrounding community (air quality, noise, traffic, pedestrian safety) may occur. Since the project may have an environmental impact on LAUSD schools, recommended conditions designed to help reduce or eliminate potential impacts are included in this response.

Air Quality

District students and school staff should be considered sensitive receptors to air pollution impacts. Construction activities for the proposed project would result in short term impacts on ambient air quality in the area resulting from equipment emissions and fugitive dust. To ensure that effective mitigation is applied to reduce construction air pollutant impacts on the schools, we ask that the following language be included as a mitigation measure for air quality impacts

- If the proposed mitigation measures do not reduce air quality impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related air emissions at the affected schools. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted.

Noise

Noise created by construction activities may affect the school in proximity to the proposed project site. These construction activities include grading, earth moving, hauling, and use of heavy equipment. The California Environmental Quality Act requires that such impacts be quantified and eliminated or reduced to a level of insignificance.

LAUSD established maximum allowable noise levels to protect students and staff from noise impacts. These standards were established based on regulations set forth by the California Department of Transportation and the City of Los Angeles. LAUSD's exterior noise standard is 67 dBA Leq and the interior noise standard is 45 dBA Leq. A noise level increase of 3 dBA or more over ambient noise levels is considered significant for existing schools and would require mitigation to achieve levels within 2 dBA of pre-project ambient level. To ensure that effective mitigations are employed to reduce construction related noise impacts on District sites, we ask that the following language be included in the mitigation measures for noise impacts:

333 South Beaudry Avenue, 21st Floor, Los Angeles, CA 90017 • Telephone (213) 241-3199 • Fax (213) 241-6816

*Our Mission: To ensure a safe and healthy environment for students to learn, teachers to teach, and employees to work.
Our Vision: To eliminate all environmental health and safety risks at schools.*

If the proposed mitigation measures do not reduce noise impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related noise at the affected schools. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted.

Traffic/Transportation

LAUSD's Transportation Branch **must be contacted** at (213) 580-2950 regarding the potential impact upon existing school bus routes. The Project Manager or designee will have to notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. To ensure that effective conditions are employed to reduce construction and operation related transportation impacts on District sites, including the net increase of 1000 or more daily vehicle trips, we ask that the following language be included in the recommended conditions for traffic impacts:

- School buses must have unrestricted access to schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
- During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.
- Parents dropping off their children must have access to the passenger loading areas.

Pedestrian Safety

Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective conditions are employed to reduce construction and operation related pedestrian safety impacts on District sites, we ask that the following language be included in the recommended conditions for pedestrian safety impacts:

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to all nearby schools. The District will provide School Pedestrian Route Maps upon your request.

- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes are not to pass by any school, except when school is not in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students attending 24th Street Elementary School, their teachers and the staff, as well as to assuage the concerns of the parents of these students.

Thank you for your attention to this matter. If you need additional information, please contact me at (323) 286-7377.

Regards,



Alex Campbell
CEQA Project Manager



Helen Jadali <helen.jadali@lacity.org>

CPC-2021-8442-CU-DB-SPR-HCA

2 messages

Isaias Benavides <isaias.benavides@lacity.org>
To: Helen Jadali <helen.jadali@lacity.org>

Fri, Jan 27, 2023 at 12:28 PM

Hello Helen,

I wanted to discuss the case listed in the subject line. Though the project is in CD10, its impact will be felt in CD8 which begins across the street on Western Ave. In particular, the project will require significant alterations to Western Ave by the Department of Transportation that will adversely impact residents in CD8. We asked the developer to obtain the input and support of property owners that would be impacted and they failed to do so. Our office strongly opposes this project as presented.

Thank you

--
Isaias Benavides
Senior Field Deputy
Councilmember Marqueece Harris-Dawson

City Hall Office | 213-473-7008 | 200 N. Spring St. Room 450, Los Angeles, CA 90012
Vermont Knolls Office | 213-485-7616 | 8475 S. Vermont Ave., Los Angeles, CA 90044

 www.mhdcd8.com

Helen Jadali <helen.jadali@lacity.org>
To: Michelle Singh <michelle.singh@lacity.org>, Sergio Ibarra <sergio.ibarra@lacity.org>

Fri, Jan 27, 2023 at 5:38 PM

[Quoted text hidden]



Helen Jadali, AICP
City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 720
Los Angeles, CA 90012

T: (213) 978-1339 | Planning4LA.org



Note: Regular Day Off Alternating Fridays