DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: Thursday, March 9, 2023

Time: After 8:30 a.m.*

Place: Los Angeles City Council Chamber, Room 340
200 North Spring Street
Los Angeles, CA 90012

Public Hearing: January 11, 2023

Appeal Status: Density Bonus Off-menu incentives and waivers are not further appealable. Density Bonus On-menu incentive is appealable to City Council by the applicant or abutting owners/occupants per LAMC Section 12.22-A,25(g)(2)(i)(f). Conditional Use is appealable to City Council

Expiration Date: March 9, 2023

Multiple Approval: Yes

Case No.:	CPC-2022-8780-DB-CU-HCA
CEQA No.:	ENV-2020-5509-CE
Incidental Cases:	N/A
Related Cases:	VTT-83082-CN-HCA
Council No.:	11-Park
Plan Area:	Palms-Mar Vista- Del Rey
Specific Plan:	Glencoe-Maxella
Certified NC:	Del Rey
Zone:	CM(GM)-2D-CA
Applicant:	Michael Librush, 13481 Beach Avenue, LLC
Representative:	Brian Silveira, Brian Silveira & Associates

PROJECT LOCATION: **13481-13485 West Beach Avenue**

PROPOSED PROJECT: The project involves the demolition of an existing single-family home and triplex and the construction, use, and maintenance of a new 23,345 square-foot seven-story residential development consisting of 27 apartment units (with seven units reserved for Very Low Income Households) and approximately 800 square feet of ground-floor commercial. A total of 17 parking spaces would be provided in one level surface parking level and one level subterranean parking.

REQUESTED ACTIONS:

1) Pursuant to CEQA Guidelines, Section 15332, Class 32 an Exemption from CEQA and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24-U,26, a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22-A,25; and

3) Pursuant to LAMC Section 12.22-A,25, a Density Bonus to permit a housing development project consisting of 27 dwelling units, of which seven (7) will be set aside for Very Low

Income households, requesting the following On- and Off-Menu Incentives and Waivers of Development Standards:

a. An On-Menu incentive to permit the base density to be calculated using pre-dedicated lot area pursuant to LAMC Section 12.22 A.25;

b. An Off-Menu Incentive to permit a 19-foot 4-inch increase in building height to allow a maximum height of 74 feet four (4) inches with a step back at 63 feet and nine inches height in lieu of the 55-foot height with a step back at 45 feet allowed pursuant to the Glencoe-Maxella Specific Plan;

c. An Off-Menu Incentive to permit a 68 percent increase in Floor Area Ratio (FAR) to allow an FAR of 2.94:1 in lieu of the maximum 1.75:1 FAR to allow 23,345 square feet of floor area in lieu of the maximum permitted 13,879 square feet;

d. A Waiver of Development Standard to permit a 60 percent reduction in required easterly side yard setback to allow a four-foot side yard in lieu of the required 10 feet side yard setback pursuant to LAMC 12.11 C.3;

e. A Waiver of Development Standard to permit a 21 percent reduction in required rear yard setback to allow a 15-foot rear yard setback in lieu of the required 19-foot rear yard setback pursuant to LAMC 12.11 C.3; and

f. A Waiver of Development Standard to permit 15 unbundled residential parking spaces and two (2) commercial parking spaces (11 compact and six standard parking spaces) in lieu of the 28 required standard residential parking spaces and four (4) required commercial parking spaces pursuant to LAMC 12.21.A.4; and

g. A Waiver of Development Standard to permit a 12% decrease from an open space requirement pursuant to LAMC 12.22.A.25.

RECOMMENDED ACTIONS:

1) **Find,** Pursuant to CEQA Guidelines, Section 15332, Class 32 an Exemption from CEQA and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2) **Approve** a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22-A,25;

3) **Approve** a Density Bonus Compliance Review to permit a housing development project consisting of 27 dwelling units, of which seven (7) will be set aside for Very Low Income households and with the following Incentives and Waivers of Development Standards:

   a. An On-Menu incentive to permit the base density to be calculated using pre-dedicated lot area pursuant to LAMC Section 12.22 A.25;

   b. An Off-Menu Incentive to permit a 19-foot four-inch increase in height to allow a maximum height of 74 feet four (4) inches with a step back at 63 feet nine inches height in lieu of the 55-foot height with step back at 45 feet allowed pursuant to the Glencoe-Maxella Specific Plan;

c. An Off-Menu Incentive to permit a 68 percent increase in Floor Area Ratio (FAR) from 1.75:1 to 2.94:1 to allow 23,345square feet of floor area in lieu of the maximum 13,879 square feet;

d. A Waiver of Development Standard to permit a 60 percent reduction in required easterly side yard setback to allow four (4) foot side yard in lieu of the required 10 feet side yard setback pursuant to LAMC 12.11 C.3;

e. A Waiver of Development Standard to permit a 21 percent reduction in required rear yard setback to allow a 15-foot rear yard setback in lieu of the required 19-foot rear yard setback pursuant to LAMC 12.11 C.3; and

f. A Waiver of Development Standard to permit 15 unbundled residential parking spaces and two (2) commercial parking spaces (11 compact and six standard parking spaces) in lieu of the 28 required standard residential parking spaces and four (4) required commercial parking spaces pursuant to LAMC 12.21.A.4;

g. A Waiver of Development Standard to permit a 12% reduction in required open space pursuant to LAMC 12.22.A.25.

4) **Adopt** the attached Conditions of Approval;

5) **Adopt** the attached Findings;

6) **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

VINCENT P. BERTONI, AICP
Director of Planning

Christina Toy Lee
Associate Zoning Administrator

Renata Ooms
City Planner

Stephanie Escobar

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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 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

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PROJECT ANALYSIS

PROJECT SUMMARY

The project involves the demolition of an existing triplex and single-family home and the construction, use, and maintenance of a new seven-story, 74 foot and four inches high residential building consisting of 27 dwelling units, of which seven (7) units (70% of the base density) will be set aside for Very Low Income households. The project will provide 17 automobile parking spaces within one subterranean parking level and one at-grade parking level.

Figure 1. Rendering of proposed project

The proposed building (seen in Figure 1) totals 23,345 square feet of floor area, for a maximum floor area ratio (FAR) of 2.94:1. The ground floor, as shown in Figure 2 below, includes a lobby and approximately 800 square feet of retail space on the corner of West Beach Avenue and Del Rey Avenue. The ground floor also includes a parking garage parking spaces, a bicycle room for long-term bicycle parking, as well as a fully enclosed mechanical room and trash/recycling room. The ground floor parking area and utility uses are fully screened from view with a concrete wall. Floors two through seven contain the 27 residential units. The majority of the residences, 22 units are one (1) bedroom, while four (4) units are studios and one (1) unit is a two (2)-bedroom.

The project will also provide approximately 2,421 square feet of open space, including a 1,071 square-foot common roof deck, 1,350 square feet of private open space. All of the outdoor open space areas will be landscaped with planters, shrubs, and a minimum of eight (8) trees total. A raised planter system is featured as part of the ground floor plan.

The project will provide a total of 17 automobile parking spaces within one subterranean parking level and an at-grade parking level. Vehicular access is provided via a two-way driveway connected to Del Rey Avenue. The project will also provide eight short-term and 45 long-term bicycle parking spaces. Bicycle parking will be provided on the ground floor of the project.

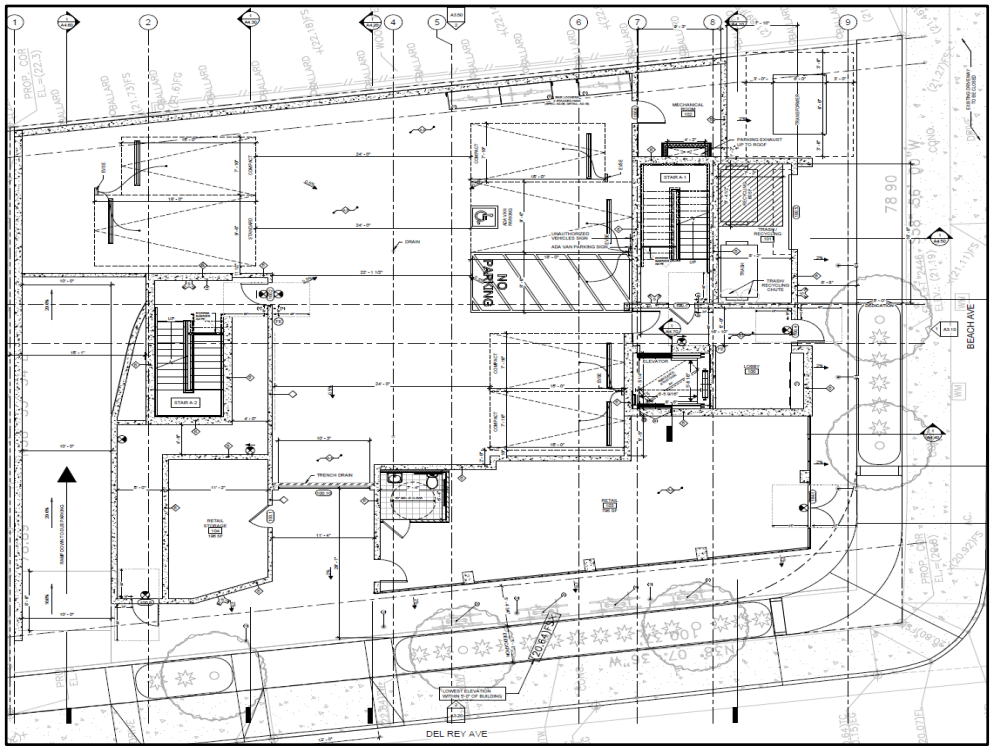

Figure 2. First Floor Plan

PROJECT BACKGROUND

Project Site

The subject property (Figure 3) is located in the West Los Angeles neighborhood, approximately 200 feet southeast of the intersection of Washington Boulevard and Lincoln Boulevard. The site is located on the northeast corner of West Beach Boulevard and Del Rey Avenue, with a street frontage of 78 feet along West Beach Avenue and 100 feet along Del Rey Avenue. The project site is currently developed with a vacant residential triplex and vacant single-family home.

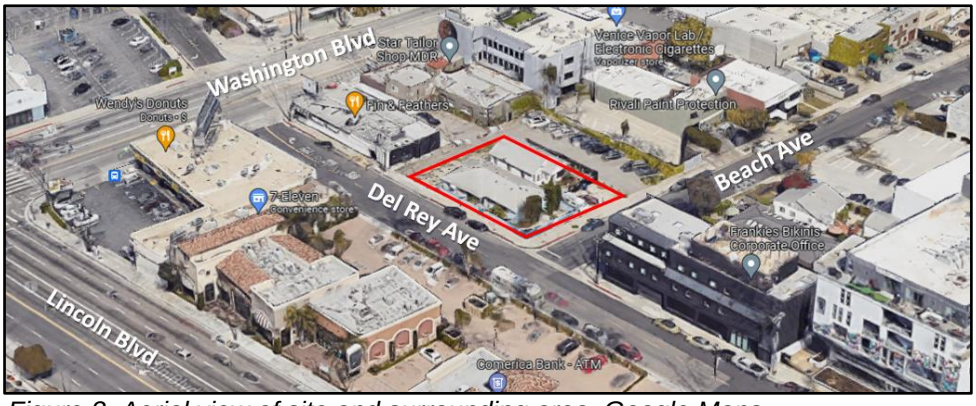

Figure 3. Aerial view of site and surrounding area. Google Maps.

Figure 4. ZIMAS zoning map of subject property

General Plan Land Use Designation and Zoning

The project site is located within the Palms-Mar Vista-Del Rey Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for Commercial Manufacturing land uses corresponding to the CM Zone. The project site is zoned CM(GM)-2D-CA and is thus consistent with the existing land use designation, as shown in the following zoning map of the property. The subject property is located within the Glencoe-Maxella Specific Plan, established under Ordinance No.171,946 and effective on April 26, 1998, which limits the site's density to one unit per 800 square feet of lot area. The Glencoe-Maxella Specific Plan also limits the height of projects that contain residential dwelling units to 55 feet in height, provided that for each additional increment of height above 45 feet, the building, or any portion of the building above 45 feet, shall be set back an equal distance from all required front, rear, or side yards.

Requested Entitlements

The applicant is requesting a Density Bonus to permit a housing development project consisting of 27 dwelling units, of which seven (7) will be set aside for Very Low Income households and with the following Incentives and Waivers of Development Standards:

a. An On-Menu incentive to permit the base density to be calculated using pre-dedicated lot area pursuant to LAMC Section 12.22 A.25;

b. An Off-Menu Incentive to permit a 19-foot four-inch increase in height to allow a maximum height of 74 feet four inches with a step back at 63 feet nine inches height in lieu of the 55-foot height with step back at 45 feet allowed pursuant to the Glencoe-Maxella Specific Plan;

c. An Off-Menu Incentive to permit a 68 percent increase in Floor Area Ratio (FAR) from 1.75:1 to 2.94:1 to allow 23,345 square feet of floor area in lieu of the maximum 13,879 square feet;

d. A Waiver of Development Standard to permit a 60 percent reduction in required easterly side yard setback to allow four (4) foot side yard in lieu of the required 10 feet side yard setback pursuant to LAMC 12.11 C.3;

e. A Waiver of Development Standard to permit a 21 percent reduction in required rear yard setback to allow a 15-foot rear yard setback in lieu of the required 19-foot rear yard setback pursuant to LAMC 12.11 C.3; and

f. A Waiver of Development Standard to permit 15 unbundled residential parking spaces and two (2) commercial parking spaces (11 compact and six standard parking spaces) in lieu of the 28 required standard residential parking spaces and four (4) required commercial parking spaces pursuant to LAMC 12.21.A.4; and

g. A Waiver of Development Standard to permit a 12% reduction in required open space pursuant to LAMC 12.22.A.25.

The applicant is also requesting a Conditional Use for a Density Bonus project to allow a Density Bonus for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22-A,25.

Previously Approved Entitlement

The applicant filed a previous density bonus with a conditional use for the subject property that was approved by the City Planning Commission at its meeting of June 10, 2021 (Case No. CPC-2020-5508-DB-CU-HCA). This previous approval was for a project with the same density and a similar scale to the currently proposed project. The previous approval was for the demolition of an existing single-family home and triplex and the construction, use, and maintenance of a new 22,063 square-foot seven-story residential development consisting of 27 condominium units (with seven units reserved for Very Low-Income Households) and 15 parking spaces with one at-grade parking level and one level of subterranean parking.

Following the 2021 approval of the previous project, the applicant was made aware of site constraints imposed by an existing powerline adjacent to the site. LADWP clearance requirements necessitated additional deviations from the zoning code requirements which were not captured in the approved Density Bonus incentives and waivers. Additionally, the applicant is proposing to add approximately 800 square feet of floor area to accommodate a newly proposed commercial ground floor space not contemplated in the original project. Because some of the modifications pertain to the density bonus incentives and waivers of development standards, the applicant was required to file a new density bonus case with a conditional use.

The entitlements approved in 2021 in associate with Case No. CPC-2020-5508-DB-CU-HCA for the subject site included the following:

- a Class 32 (Urban Infill) Exemption from CEQA;

- a Density Bonus to permit 27 dwelling units (seven Very Low Income) with the following three Incentives and three Waivers of Development Standards:

    - On-Menu incentive to permit the base density to be calculated using pre-dedicated lot area pursuant to LAMC Section 12.22 A.25;

- Off-Menu Incentive to permit a 30-foot six-inch increase in height to allow a maximum height of 85 feet six inches with a step back at 67 feet six inches in lieu of the 45-foot height limit pursuant to the Glencoe-Maxella Specific Plan;
- Off-Menu Incentive to permit a 59 percent increase in FAR to allow an FAR of 2.78:1 in lieu of the maximum 1.75:1 FAR;
- Waiver of Development Standards to permit a 36 percent reduction in the required easterly side yard setback to allow six feet and five inches in lieu of the required 10-foot side yard setback;
- Waiver of Development Standards to permit a 21 percent reduction in the required rear yard setback to allow a 15-foot rear yard setback in lieu of the required 19-foot rear yard setback; and
- Waiver of Development Standards to permit 14 parking spaces in lieu of the 28 required parking spaces, where six of the 14 parking spaces are compact;

- a Conditional Use Permit to allow a density increase is greater than the maximum 35 percent otherwise permitted by Density Bonus (LAMC Section 12.22-A,25).

Surrounding Properties

The surrounding area consists of multiple residential, light manufacturing, and commercial zones and are generally developed with a combination of commercial, residential, office, and manufacturing uses.

Properties to the north are zoned CM(GM)-2D-CA with a land use designation of General Commercial and are developed with one- and three-story commercial uses including a one-story sports bar and grill directly adjoining the project. Properties to the east are zoned CM(GM)-2D-CA with a land use designation of Commercial Manufacturing and are developed with two-story commercial uses. Properties to the south are zoned [Q]M1-1-CDO with a land use designation of Limited Manufacturing and are developed with one- to five-story residential buildings. Properties to the west (shown in Figure 5) are zoned [Q]C2-1-CDO and [Q]M1-1-CDO with a land use designation of Limited Manufacturing and are developed with a one-story commercial shopping center with restaurants, a bank and a surface parking lot. The project site is located approximately 0.5 miles from Venice High School, 1.6 miles from Marina Del Rey Middle School, and 0.9 miles from Short Avenue Elementary School.

Figure 5. View of Del Rey Avenue facing west from the property

Streets

Beach Avenue adjoining the subject property to the south, is a Local Street-Standard with a dedicated right-of-way width of 60 feet and improved with curb, gutter, and sidewalk.

Del Rey Avenue, adjoining the subject property to the west, is a local Street-Standard with a dedicated right-of-way width of 60 feet and improved with curb, gutter, and sidewalk.

Relevant Cases

Subject Property:

Case No. VTT-83082-CN-HCA – On April 20, 2021, the Deputy Advisory Agency approved a Vesting Tentative Tract Map to allow the merger of two (2) existing lots and the construction of a new 27-unit condominium development with an at-grade parking garage and one (1) level of subterranean parking. There were no appeals filed.

Case No. CPC-2020-5508-DB-CU-HCA – On June 10, 2021, the City Planning Commission approved the demolition of an existing single-family home and triplex and the construction, use, and maintenance of a new 22,063 square-foot seven-story residential development consisting of 27 condominium units (with seven units reserved for Very Low-Income Households). A total of 14 parking spaces would be provided in one surface parking level and one level of subterranean parking. There were no appeals filed.

Surrounding Properties:

The following relevant cases were identified to be within a 1,000-foot radius of the project site and filed within the past 10 years:

Case No.CPC-2015-3276-CU-DB-SPR: On June 10, 2016, the City Planning Commission approved a new mixed-use project with 250 residential condominiums and 2,000 square feet of commercial space within a seven (7)-story, 85 feet in height building with a total floor area of 233,337 square feet located at 4040 South Del Rey Avenue.

Case No.DIR-2014-2162-DB: On October 29, 2014, the Director of Planning approved a Density Bonus project for a new four (4)-story, 21-unit apartment building, with 20 restricted affordable units, and one non-restricted unit located at 13366-13380 West Beach Avenue.

Density Bonus / Affordable Housing Incentive Program

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

Density

The subject property is zoned CM(GM)-2D-CA, which limits density to one (1) dwelling unit per 800 square feet of lot area. The subject property has a total lot area of 7,931 square feet, and as

such, the permitted base density on the subject property is nine (9) units.[1] In exchange for reserving a portion of the units for affordable housing, the applicant is entitled to a maximum 35 percent density bonus by-right. The applicant is seeking an additional 127.5 percent density bonus (or a total of a 162.5 percent density bonus) through a Conditional Use to allow for the proposed 27 dwelling units to be built on the site.

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. While these provisions are limited to 35 percent, Government Code Section 65915(f) states that "the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds the percentage established." As such, in instances where a project is seeking a density bonus increase that is more than 35 percent, the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. Therefore, it is appropriate that any project that requests a density bonus increase beyond 35 percent would extend the existing set-aside charts located in Section 12.22-A,25 of the LAMC. LAMC Section 12.24-U,26, which implements this provision of State law, states, as a Conditional Use, a project may be granted additional density increases beyond the 35 percent maximum by providing additional affordable housing units. Consistent with this Section, Table 1 below illustrates how the maximum allowable Density Bonus increases for every unit set aside for Very Low Income Households (2.5 percent density increase for every additional one [1] percent of Very Low Income units provided), based on the base density and the chart prescribed in LAMC Section 12.22-A,25.

Table 1: Density Bonus Percentages

Very Low Income Units (Percentage of Base Density)	**Maximum Density Bonus Permitted (Based on Base Density)**
*5 %**	*20 %**
*6 %**	*22.5 %**
*7 %**	*25 %**
*8 %**	*27.5 %**
*9 %**	*30 %**
*10 %**	*32.5 %**
*11 %**	*35 %**
56 %	147.5 %
57 %	150 %
58 %	152.5 %
59 %	155 %
60 %	157.5 %
61 %	160 %
62 %	162.5 %

**Existing set-aside chart as listed in Section 12.22-A,25 of the LAMC*

For the subject property, a 35 percent by-right density bonus would allow for 14 units (equal to an increase of four [4] units beyond the ten-unit base density) to be constructed on the project site. As illustrated in Table 2 above, in order to qualify for the 35 percent by-right density bonus, the project would be required to set aside 11 percent of the base density, or five units, for Very Low Income Households. The applicant is seeking an additional 127.5 percent density bonus (for a

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

total of a 162.5% density bonus from the base density) through a Conditional Use to allow for a total of 27 dwelling units, representing an increase of 13 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the additional requested 127.5 percent density bonus, as shown in Table 2, the project must set aside at least 62 percent of the base density, equal to 6.2 units. The project will provide seven (7) units, for Very Low Income households in exchange for the requested Density Bonus. As such, the Density Bonus request results in five affordable units and the Conditional Use request results in an additional two units for a total of seven affordable units.

Incentives

Pursuant to the LAMC and Government Code Section 65915, the applicant is entitled to three Incentives, in exchange for reserving at least 62 percent of the base density for affordable households. The proposed project will set aside seven (7) units, equal to 70 percent of the base number of units, for affordable households. Accordingly, the applicant has requested three (3) Incentives:

1. **Pre-Dedicated Lot Area (On-Menu) -** The subject property is zoned CM(GM)-2D-CA. The property's residential zoning permits one dwelling unit per every 800 square feet of lot area. The property has a dedicated lot area of 6,923 square feet which allows for a base density of nine units (8.65 rounded up to 9). Pursuant to LAMC Section 12.22-A,25, the project is requesting to use the property's pre-dedicated lot area of 7,858 square feet which allows a base density of 10 units (9.8 rounded up to 10).

2. **Increased Height (Off-Menu) -** The subject property is zoned CM(GM)-2D-CA, within the Glencoe Maxella Specific plan which limits the building height to a maximum of 55 feet. Per LAMC Section 12.22-A,25(f) an additional 11 feet or one story is allowed as an on-menu incentive. The applicant is requesting an off-menu incentive to permit a 19-foot 4-inch increase in building height for a maximum height of 74 feet with a building step back at 63 feet and 9 inches in lieu of the 55-foot height limit with step back at 45 feet allowed pursuant to the Glencoe-Maxella Specific Plan; and

3. **Increased Floor Area Ratio (Off-Menu) -** The subject property is zoned CM(GM)-2D-CA. The property's zoning and designation of Height District 2D permit a maximum FAR of 1.75:1, equal to a maximum of 13,879 square feet of total building area. Per LAMC Section 12.22-A,25(f), a 35 percent increase in FAR is allowed as an on-menu Incentive. The project requests more than is permitted though the menu of incentives and requests an off-menu Incentive for floor area for a total of 23,345 square feet of building area, for an FAR of 2.94 to 1 (equivalent to a 68 percent increase in FAR).

Waiver of Development Standards

Per California Government Code Section 65915(e)(1) and Section 12.25-A,25(g) of the LAMC, a Housing Development Project may also request other "waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria…at the densities or with the concessions or incentives permitted under [State Density Bonus Law]". In addition to the On- and Off-Menu Incentives, the project has requested three (3) Waivers of Development Standards, as follows:

1. **Reduced Side Yard -** A waiver of development standard to permit a 60% reduction in the required easterly side yard setback to allow a four (4) foot side yard in lieu of the required 10' side yard setback pursuant to LAMC 12.11-C,3.

2. **Reduced Rear Yard -** A waiver of development standard to permit a 21% reduction in required rear yard setback to allow a 15-foot rear yard setback in lieu of the required 19-foot rear yard setback pursuant to LAMC 12.11-C,3.

3. **Reduction in Parking -** A waiver of development standard to permit 15 unbundled residential parking spaces and two (2) commercial parking spaces (11 compact and six standard parking spaces) in lieu of the 28 required standard residential parking spaces and four (4) required commercial parking spaces pursuant to LAMC 12.21.A.4. Additionally, LAMC Section 12.22-A,25(d) allows for the reduction of required residential parking for a Housing Development Project by complying with "whichever of the following options requires the least amount of parking: applicable parking provisions of Section 12.21-A,4 or Parking Option 1 or Parking Option 2…" In this case, Parking Option 1 would require 28 parking spaces. The LAMC also requires one (1) standard parking space per dwelling unit for a total of 27 standard parking spaces for the proposed project.

4. **Reduction in Open Space -** A waiver of development standard to permit a 12% decrease from open space requirement pursuant to LAMC 12.22.A.25, which will allow 2,421 square feet of open space in lieu of the otherwise required 2,725 square feet.

Housing Replacement

Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require applicants of density bonus projects filed as of January 1, 2015, to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

On September 28, 2016, Governor Brown signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, 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 vacant "Protected Units" unless the proposed housing development project replaces those units.

Pursuant to the Determination made by the Los Angeles Housing Department (LAHD) dated June 12, 2020, four (4) units are subject to replacement. The project will comply with all applicable requirements to the satisfaction of LAHD, including any updates to the June 12, 2020 determination that are needed in order to comply with SB 8.

PUBLIC HEARING

A public hearing on this matter was held with the Hearing Officer virtually via zoom meeting on Wednesday, January 11, 2023. Comments from the public hearing are documented in Public Hearing and Communications, Page P-1.

A previous public hearing was held on January 20, 2021 for the original project under Case No. CPC-2020-5508-DB-CU-HCA and consisted of support from the Chair of the Del Rey Neighborhood Council Planning Land Use Committee, Doug Barish and no written testimony was submitted. Additionally, the project went as a consent item to the City Planning Commission meeting of June 10, 2021 where it was approved.

PROFESSIONAL VOLUNTEER PROGRAM

The massing, design and level of architectural detail of the proposed project are similar to the original project that was approved for this site in 2021. The primary difference between the 2021 project and the currently proposed project is the introduction of proposed commercial ground floor use. The 2021 project was originally reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on December 15, 2020. The PVP's comments included: a poorly defined building entrance; unclear programming for the rooftop open space and ground floor recreational room/lobby; a recommendation to include more trees along Beach Avenue and to select a tree species that provides shade. PVP also complimented the overall design of the project for following Citywide Design Guidelines in their 360 design approach.

At the it's meeting of June 10, 2021 the City Planning Commission appreciated the design of the original project. Subsequently, the project made modifications to the original design that targeted PVP's comments. The addition of retail space at the ground level will add emphasis to ground level and will add clear entrances. The proposed project will add five (5) Western Red Bud tree species street trees, which are visually appealing. The project is also conditioned to provide outdoor benches and bicycle parking at the street level.

CONCLUSION

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project is categorically exempt from CEQA. Staff also recommends that the City Planning Commission approve the Density Bonus incentives and waivers of development standards and the Conditional Use for an additional 127.5 percent density bonus (for a total of 162.5% density bonus from the base density), thereby approving the project as proposed. The approval of the density bonus and conditional use will allow the addition of seven Very Low Income Households, 20 market rate units, and new retail uses in a neighborhood that is characterized as walkable and rich in job opportunities which aligns with the City's housing and economic development goals and objectives.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A,25 and 12.24-U,26 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

A. Development Conditions

Density Bonus

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans date 02/27/2023, submitted by the Applicant, stamped "Exhibit A," and /attached to the subject case file.

2. **Residential Density**. The project shall be limited to a maximum density of 27 dwelling units.

3. **Affordable Units.**

   a. A minimum of seven (7) units, that is at least 62 percent of the base dwelling units permitted in the CM(GM)-2D-CA Zone, shall be reserved as Very Low Income Households, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2).

   b. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,25.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make at least 62 percent of the site's base density units (10 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. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22-A,25, to the satisfaction of LAHD, and in consideration of the project's SB 330 Determination, dated June 12, 2020 (or any subsequent update to that letter as deemed necessary by LAHD in order to comply with SB 8). Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination for more information.

5. **Housing Replacement.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD), and in compliance with LAHD's June 12, 2020 SB 330 Determination Letter (or any subsequent update to that letter as deemed necessary by LAHD in order to comply with SB 8), to make four (4) units, 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 with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination for more information.

On-site Restricted Affordable Units may be used to satisfy the Housing Replacement units required pursuant to SB 8 provided such units meet the income levels, to the satisfaction of LAHD.

6. **Incentives.**

   a. **Pre-Dedicated Lot Area.** Pursuant to LAMC Section 12.22-A,25, The project shall be permitted to use the property's pre-dedicated lot area of 7,858 square feet which allows a base density of 10 units (9.8 rounded up to 10) in lieu of using the dedicated lot area of 6,923 square feet which allows for a base density of nine (9) units (8.65 rounded up to nine (9).

   b. **Floor Area**. A maximum Floor Area Ratio (FAR) of 2.94 to 1 shall be permitted in lieu of the 1.75 to 1 maximum FAR otherwise permitted by the CM(GM)-2D-CA Zone.

   c. **Height**. The project shall be permitted a maximum height of 74 feet four inches with a building step back at 63 feet nine (9) inches in lieu of the 55-foot height limit with step back at 45 feet allowed pursuant to the Glencoe-Maxella Specific Plan. The measured height of the building may exclude roof structures and equipment, pursuant to LAMC Section 12.21.1, and to the satisfaction of the Los Angeles Department of Building and Safety.

7. **Waivers of Development Standards.**

   a. **Parking**. The project shall be permitted to provide a total of 15 unbundled parking residential parking spaces and two (2) commercial parking spaces (11 compact and 6 standard parking spaces) in lieu of the 28 required standard residential parking spaces and four (4) required commercial parking spaces pursuant to LAMC 12.21.A.4.

   b. **Side Yards**. The project shall be permitted to observe four (5) foot easterly side yard in lieu of the 10 feet otherwise required by the Glencoe-Maxella Specific Plan.

   c. **Rear Yard.** The project shall be permitted to observe a 15-foot rear yard in lieu of the 19 feet otherwise required by the LAMC Section 12.11-C,3.

   d. **Open Space.** The project shall be permitted to provide 2,421 square feet of open space in lieu of the otherwise required 2,725 square feet of open space pursuant to LAMC Section 12.22.A.25. Should the open space requirement need to be recalculated, the project shall be permitted a reduction in required open space of up to 12%.

8. **Parking**.

   a. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by LAHD.

   b. **Bicycle Parking**. Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16.

9. **Street Trees:** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC

Article Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units). Per Exhibit A and 12.21.G.3, five (5) Street trees shall be provided.

10. Landscaping:

a. All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.

b. The landscaping shall be sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O".

c. **Tree Wells.**

i. The minimum depth of tree wells on the rooftop or any other location where planters are used shall be as follows:

(1) Minimum depth for trees shall be 42 inches.

(2) Minimum depth for shrubs shall be 30 inches.

(3) Minimum depth for herbaceous plantings and ground cover shall be 18 inches.

(4) Minimum depth for an extensive green roof shall be 3 inches.

ii. The minimum amount of soil volume for tree wells on the rooftop or any other location where planters are used shall be based on the size of the tree at maturity:

(1) 600 cubic feet for a small tree (less than 25 feet tall at maturity).

(2) 900 cubic feet for a medium tree (25-40 feet tall at maturity).

(3) 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).

11. Circulation. The applicant shall submit a parking and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval.

12. Solar. The project shall provide for the installation of a photovoltaic system, in substantial conformance with the plans stamped "Exhibit A", and comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

13. 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.

14. Construction Generators. The project construction contractor shall use on-site electrical sources and solar generators to power equipment rather than diesel generators, where feasible.

15. Materials. A variety of high quality exterior building materials, consistent with Exhibit A, shall be used. The variety of materials used shall include at least the following: dark metal

panel, fiber-reinforced cementitious panels, large format slim porcelain, aluminum sliding door, metal framed storefront, aluminum windows, glass glazing, smooth plaster, and perforated decorative metal panel. Substitutes of an equal quality shall be permitted, to the satisfaction of the Department of City Planning.

16. **Streetscape**. Bicycle parking and outdoor benches shall be provided along Del Rey Avenue and Beach Avenue at the street level of the building as shown in the renderings in Exhibit A, subject to review and approval by BOE.

17. **Vehicle Access**. The project shall be limited to a maximum of one driveway, located along Del Rey Avenue as shown in Exhibit A. The curb cut dimension shall be no more than 10 feet or as narrow as permitted by LADOT.

18. **Mechanical Equipment**. All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in the front yard, shall be screened with landscaping and/or materials consistent with the building façade on all exposed sides (those not adjacent to a building wall).

19. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.

20. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

21. **Trash.** Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.

B. <u>Administrative Conditions</u>

21. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff “Final Plans”. A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

22. **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 attached herein as a cover sheet, and shall include any modifications or notations required herein.

23. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

24. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission’s or Director’s opinion,

such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

25. **Approvals, Verification and Submittals**. Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

26. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

27. **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.

28. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

29. **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.

30. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

31. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

32. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

33. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

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

b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Density Bonus/Affordable Housing Incentives Compliance Findings

1. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, the decision-maker 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 to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

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

Based on the set-aside of 62 percent of the base density for Very Low Income Households, the applicant is entitled to three (3) incentives under both Government Code Section 65915 and the LAMC. The request for height increase, FAR increase, and the use of pre-dedicated lot area qualify as requested Incentives. The remaining requests to allow for reduction in side and rear yard setbacks, reduced open space, and reduced parking are waivers of development.

Pre-Dedication Lot Area

The subject property is zoned CM(GM)-2D-CA. The property's zoning permits one dwelling unit per every 800 square feet of lot area. The property has a dedicated lot area of 6,923 square feet which allows for a base density of nine units (8.65 rounded up to nine). Pursuant to LAMC Section 12.22-A,25, the project is requesting to use the property's pre-dedicated lot area of 7,858 square feet which allows a base density of 10 units (9.8 rounded up to 10).

The requested use of pre-dedicated lot area to calculate the project's base density will allow for a greater base density. Granting the incentive would result in a building design that encompasses a greater quantity of units while allowing for the construction of additional affordable units. This Incentives supports the applicant's decision to set aside a minimum of seven (7) dwelling units for Very Low Income Households for 55 years.

Floor Area Ratio

The subject property is zoned CM(GM)-2D-CA. The property's zoning and designation of Height District 2D permit a maximum FAR of 1.75 to 1, equal to a maximum of 13,879 square feet of total building area. The applicant is requesting an off-menu incentive for a 68 percent increase in FAR for a maximum FAR of 2.94 to 1 to allow 23,345 square feet of floor area.

The requested increase in FAR will allow for the construction of affordable units in addition to larger-sized dwelling units and retail space at the ground level. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentives supports the applicant's decision to set aside a minimum of seven (7) dwelling units for Very Low Income Households for 55 years.

Height

The subject property's CM(GM)-2D-CA Zone and Height District permits a maximum height of 55 feet for a project containing residential dwelling units. The project has requested an Off-Menu Incentive to allow a maximum height of 74 feet four inches in lieu of the 55 feet allowed pursuant to the Glencoe-Maxella Specific Plan.The request also includes allowing for a building step back at 63 feet and nine inches in height in lieu of the otherwise required step back at 45 feet in height pursuant to the Glencoe-Maxella Specific Plan; and

As proposed, the height increase will allow an additional 19 feet in building height and will accommodate the construction of affordable units in addition to larger-sized dwelling units. Granting of the Off-Menu Incentive would result in a building design and construction efficiencies that provide for affordable housing costs given the limited size of the lot; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentives supports the applicant's decision to set aside a minimum of seven (7) dwelling units for Very Low Income Households for 55 years.

b. ***The waiver[s] or reduction[s] of development standards will not 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)***

A project that provides at least 5 percent of its base density for Very Low Income Households 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)).

Side Yard Setback

The Glencoe-Maxella Specific Plan requires corner residential projects with a frontage along Beach Avenue to have a side yard of at least five feet, plus one foot for each story above the second story. The proposed seven-story residential building is required to provide a 10-foot side yard setback. The applicant has requested a waiver to allow for a four (4) foot easterly side yard setback, a reduction of six (6) feet (a 60 percent reduction in the required side yard).

As proposed, the reduced side yards will allow for six feet in additional building width. Given the limited size of the lot, this waiver will allow for the requested floor area and to be constructed which will allow for the inclusion of seven affordable residential units. Adherence to the 10-foot side yard requirement would physically preclude construction of the requested floor area. This waiver will allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential units is increased.

Rear Yard Setback

The Glencoe-Maxella Specific Plan requires a 15-foot rear yard for residential projects and pursuant to LAMC 12.11-C,3 buildings more than three (3) stories in height shall add one-foot to the depth of the rear yard for each additional story above the third story, not exceed 20 feet. The proposed seven-story residential building has a 19 foot required rear yard setback. The project has requested to reduce the rear yard by four feet (21 percent) to allow for a 15-foot rear yard setback. This additional four feet of building depth allows the project to accommodate the requested density of 27 units (7 Very Low Income) and the requested floor area. Adherence to the 19-foot rear yard setback would physically preclude the construction of the project as proposed with the floor area granted in the incentives. This waiver supports the applicant's decision to provide seven (7) units as affordable housing units reserved for Very Low Income Households.

Parking

Pursuant to LAMC Section 12.22-A,25(d), Parking Option 1, the proposed project would be required 28 parking spaces. Furthermore, pursuant to LAMC Section 12.21-A,4(a), one (1) parking space for each dwelling unit of less than three habitable rooms and one and one-half parking spaces for each dwelling unit of three habitable rooms, or for the project 28 parking spaces for the 27 dwelling units (one unit being 2-3 bedroom). In lieu of these requirements, given the limited size of the property, the applicant has requested a total of 15 unbundled residential parking spaces (11 compact and six standard parking spaces) in lieu of the 28 standard required parking spaces pursuant to LAMC 12.21.A.4, as well as two (2) commercial parking spaces in lieu of the four (4) required commercial parking spaces pursuant to LAMC 12.21.A.4.C.5. The minimum requirement of 28 parking spaces alone would limit the ability to construct the residential dwelling units and the Restricted Affordable Units of a sufficient size. Application of these four (4) development standards would have the effect of physically precluding construction of the proposed development providing 27 dwelling units with the requested incentives, of which a minimum of seven (7) units will be set aside for Very Low Income Households. The waiver for a reduction in parking spaces enables the project to increase the overall space dedicated to residential use, thereby allowing for the provision of affordable residential units.

Open Space

Pursuant to LAMC Section 12.21.G.2, the proposed project would be required to provide 2,725 square feet of open space. The entire envelope of the proposed building consists of residential dwelling units with 50 square foot private balconies, as well as, 800 square feet of retail space at the ground floor and a 1,071 square foot roof deck. The applicant is requesting a waiver of development standard to permit an 12% decrease from open space requirement pursuant to LAMC 12.22.A.25, which will allow 2,421 square feet of open space in lieu of the otherwise required 2,725 square feet.

As proposed, there is no additional roof top area to accommodate the additional 304 square feet of open space. The only ways to reduce the open space requirement would be to reduce the number of units or reduce the number of habitable rooms in some of the units. Thus, the open space requirement is physically precluding the construction of the 27 unit building with proposed unit mix.

Conclusion

Application of these the Development Standards regarding parking, side and rear yards, and open space would have the effect of physically precluding construction of the proposed development providing 27 dwelling units with the requested incentives. These waivers support the applicant's decision to provide seven (7) units as affordable housing units reserved for Very Low Income Households.

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

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

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The 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 the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

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

None of the incentives are contrary to state or federal law.

Conditional Use Findings

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

The property is located on the southwest corner of West Beach Boulevard and Del Rey Avenue. The subject property is comprised of two (2) lots with approximately 7,931 square feet of lot area with a street frontage of 78 feet with 11 inches along West Beach Avenue and

100 feet with four (4) inches along Del Rey Avenue. The project site is currently developed with vacant residential uses including a triplex and single-family home.

The project involves the demolition of an existing triplex and single-family home and the construction, use, and maintenance of a new seven-story, 74-foot residential building with ground floor retail use and consisting of 27 dwelling units, of which seven (7) will be set aside for Very Low Income households while the remaining 20 units will be rented at market rate. The dwelling units will comprise of a mix of studios, one-, and two- bedroom units. The project will provide 15 automobile parking spaces in one subterranean parking level and at grade parking level.

The project will perform a function by replacing four (4) existing units including a triplex and single-family home with a new 27-unit development thereby adding to the city's housing stock. The existing triplex and single-family home are vacant and do not utilize the site's full potential in providing much needed housing.

The additional 127.5 percent density bonus (beyond the 35 percent permitted through a by-right density bonus) approved herein results in an additional 13 units, for a total of 27 units. In exchange, the project will set aside at least 62 percent (seven units) of the base density for Very Low Income Households for a minimum of 55 years.

Therefore, the proposed 27-unit development, including the seven (7) units set aside for Very Low Income Households, the project AB will provide new market rate and affordable housing, thus performing a function that is essential and beneficial to the city and the region.

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

The proposed project consists of the construction of a new seven-story 27 dwelling unit residential development. The project site is currently developed with a vacant triplex and vacant single-family home which will be demolished as part of the proposed development.

The property is located within the Palms-Mar Vista-Del Rey Community Plan, a densely populated portion of the City of Los Angeles. The project site is located in an urbanized area surrounded by residential, light manufacturing, and commercial zones and are generally developed with a combination of commercial, residential, office, and manufacturing uses. The subject property is not adjacent to any single-family zoned properties. Rather, it is surrounded by properties zoned for Commercial Manufacturing uses. Therefore, construction of the housing development with a retail component will serve to benefit the neighborhood rather than degrade it. The façades are well-articulated and feature a prominent ground design that distinguishes it from the upper levels. The residential lobby and retail component at the ground level engage pedestrians along Beach Avenue and Del Rey Avenue. Well-designed landscaping will create a pleasing transition from the pedestrian realm of the sidewalk to the façade of the building. Therefore, the project is compatible with the surrounding neighborhood and will not adversely affect nor degrade adjacent properties, surrounding neighborhood, or the public health, safety, or welfare.

With the exception of the requests herein, the proposed project is otherwise entirely consistent with the requirements of the underlying zone. The project's significant features, including the proposed building's use, density, height, and FAR, are permitted by the underlying zone and the provisions of Density Bonus law. The project has been thoughtfully designed to include landscaping and underground on-site parking.

Given the proposed project's location within the Palms-Mar Vista-Del Rey Community Plan area, along with the existing development in the immediate vicinity of the subject property and its proximity to commercial thoroughfares, 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.

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

The project site is located within the Palms-Mar Vista-Del Rey Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for Commercial Manufacturing land uses corresponding to the CM Zone. The project site is zoned CM(GM)-2D-CA and is thus consistent with the existing land use designation. The subject property is not located within the boundaries of and is not subject to any specific plan or community design overlay.

The proposed project conforms to the following goals, objectives and policies of the Community Plan:

Goal 1: A safe, secure, and high quality residential environment for all community residents.

Objective 1.1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1.1.2: Protect the quality of residential environment and the appearance of communities with attention to site and building design.

Objective 1.4: To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.

Policy 1.4.1: Promote greater individual choice in type, quality, price and location of housing.

The project is a residential development with seven (7) units restricted for families or persons of Very Low Income and maximizes the property's development potential. The project's Very Low Income and market rate units satisfy both the needs of affordable housing as well as the City's need for more housing overall. The project will result in the net addition of seven (7) covenanted affordable dwelling units in a community in-need of more affordable housing.

The project is further consistent with other elements of the General Plan, including the Framework Element, the Housing Element, and the Mobility Element. The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The project supports the following goal and objective of the Framework Element:

Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

The project enhances the quality of life for the City's existing residents by providing a modern and upgraded residential structure in an area that needs new housing supply. The increased density is compatible with the nearby surrounding area. The project is located near the intersection of Washington Boulevard and Lincoln Boulevard, a major cross-street with multiple transit options. Residents will be able to utilize transit and are within walking distance to grocery stores, department stores, and various restaurants.

The Housing Element of the General Plan will be implemented by the recommended action herein. 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. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1: Housing Production and Preservation.

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 1.2.2: Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City stock of decent, safe, healthy or affordable housing.

Goal 2: Safe, Livable, and Sustainable Neighborhoods.

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

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

Policy 2.5.2: Foster the development of new affordable housing units citywide and within each community plan area.

The project provides 27 total units, including seven (7) units affordable for Very Low Income Households or individuals. In doing so, the project promotes the objectives of the Housing Element by adding to the City's housing stock and contributing to the need for mixed-income housing. The project site is currently developed with a vacant triplex and single-family home. The project will expand affordable rental housing while utilizing the property to its full potential, resulting in a net gain of 23 units to the City's housing stock. It is within close proximity to

various major employment and retail centers, along with several major transportation lines, thereby connecting residents to jobs, amenities, services, and transit.

The Mobility Element of the General Plan, also known as Mobility Plan 2035, provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

> Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.
>
> Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.
>
> Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The project proposes a residential development that will provide 20 market-rate units and seven (7) units reserved for Very Low Income Households. Accordingly, the project fulfills the Community Plan, Framework Element, and Housing Element goals and objectives of providing quality housing for all persons in the community, including those who otherwise might not be housed. The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City. Additionally, the project is a Density Bonus development located near the intersection of Washington Boulevard and Lincoln Boulevard, two (2) roadways that are well-served by transit. Thus, the project will contribute towards the creation of sustainable neighborhoods and a reduction in vehicle trips and VMT.

In addition, the project has been conditioned to comply with the electric vehicle requires of state law. The project has also been conditioned to provide solar infrastructure. Together, these conditions further support applicable policies in the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting infrastructure. These conditions also support good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents, workers, and visitors.

The project contributes to and furthers several applicable goals, objectives, and policies of the plans that govern land use and development in the City. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan and the West Los Angeles Community Plan.

In addition to the above findings set forth in Section 12.24-E of the LAMC, the City Planning Commission shall find that:

5. 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 2013-2021 was adopted by City Council on December 3, 2013. The Housing Element of the General Plan will be implemented by the recommended action herein. 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 discussed in Finding No. 4, the project, including 20 market-rate units and seven (7) units reserved for Very Low Income Households, is consistent with many of the goals and objectives of the Housing Element of the General Plan.

6. 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:

a. For every additional 1% set aside of Very-Low Income Units, the project is granted an additional 2.5% density increase; or

b. For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or

c. For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or

d. 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 subject property is zoned CM(GM)-2D-CA, which limits density to one (1) dwelling unit per 800 square feet of lot area. The subject property has a total lot area of 7,858 square feet, and as such, the permitted base density on the subject property is 10 units.[2] In exchange for reserving a portion of the units for affordable housing, the applicant is entitled to a maximum 35 percent density bonus by-right. The applicant is seeking an additional 127.5 percent density bonus (or a total of a 162.5 percent density bonus) through a Conditional Use to allow for the proposed 27 dwelling units to be built on the site.

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. While these provisions are limited to 35 percent, Government Code Section 65915(f) states that “the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds percentage established.” As such, in instances where a project is seeking a density bonus increase that is more than 35 percent, the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. Therefore, it is appropriate that any project that requests a density bonus increase beyond 35 percent would extend the

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

existing set-aside charts located in Section 12.22-A,25 of the LAMC. LAMC Section 12.24-U,26, which implements this provision of State law, states, as a Conditional Use, a project may be granted additional density increases beyond the 35 percent maximum by providing additional affordable housing units. Consistent with this Section, the table below illustrates how the maximum allowable Density Bonus increases for every unit set aside for Very Low Income Households (2.5 percent density increase for every additional one (1) percent of Very Low Income units provided), based on the base density and the chart prescribed in Section 12.22-A,25 of the LAMC.

Density Bonus Percentages

Very Low Income Units (Percentage of Base Density)	Maximum Density Bonus Permitted (Based on Base Density)
*5 %**	*20 %**
*6 %**	*22.5 %**
*7 %**	*25 %**
*8 %**	*27.5 %**
*9 %**	*30 %**
*10 %**	*32.5 %**
*11 %**	*35 %**
56 %	147.5 %
57 %	150 %
58 %	152.5 %
59 %	155 %
60 %	157.5 %
61 %	160 %
62 %	162.5 %

For the subject property, a 35 percent by-right density bonus would allow for 14 units (equal to an increase of four [4] units beyond the 10-unit base density) to be constructed on the project site. As illustrated in Table above, in order to qualify for the 35 percent by-right density bonus, the project would be required to set aside 11 percent of the base density, or one (1) unit, for Very Low Income Households. The applicant is seeking an additional 127.5 percent density bonus (for a total of 162.5% density bonus from the base density) through a Conditional Use to allow for a total of 27 dwelling units, representing an increase of 13 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the additional requested 127.5 percent density bonus, as shown in the table above, the project must set aside at least 62 percent of the base density, equal to seven (7) units, for Very Low Income Households. The project proposes to set aside seven (7) units for Very Low Income Households in exchange for the requested Density Bonus.

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

The project proposes the demolition of an existing vacant triplex and single-family home. Per the SB 330 Determination Letter dated June 12, 2020, four (4) units need to be replaced with equivalent type, including, at minimum. The project's seven (7) proposed Very Low Income units will fulfill the replacement housing requirements of this determination. Therefore, the project will meet the applicable dwelling unit replacement requirements of the California Government Code Section 65915(c)(3).

8. 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 Department, and subject to fees as set forth in Section 19.14 of the LAMC.

The proposed project has been conditioned to record a covenant for affordability restriction of a period of 55 years from the issuance of the Certificate of Occupancy, to the satisfaction of the Los Angeles Housing Department, and subject to fees as set forth in Section 19.14 of the LAMC.

9. 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 (under Case No. CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by the City Council 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. The Guidelines prescribe that the design and location of affordable units be comparable to the market rate units, the equal distribution of amenities, LAHD monitoring requirements, affordability levels, and procedures for obtaining LAHD sign-offs for building permits.

The project will result in 27 new dwelling units, of which seven (7) will be reserved for Very Low Income Household occupancy and the remainder will be offered as market rate units. In order to ensure that there is equal distribution of amenities, the project has been conditioned to provide the private balconies in accordance with the requirements of the LAMC. All residents of the proposed project will have access to all common open space amenities within the building and each unit will have adequate private open space. The restricted units will comply with affordability requirements in the Guidelines set forth by LAHD in conformance with US Department of Housing and Urban Development (HUD). Additionally, as part of the building permit process, the applicant will execute a covenant to the satisfaction of LAHD who will ensure compliance with the Guidelines. Therefore, the project will address the policies and standards contained in the Guidelines.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing for Case No. CPC-2022-8780-DB-CU-HCA was held by the Hearing Officer via teleconference on January 11, 2023, at approximately 1:00 p.m.

1. Attendees

The hearing was attended by approximately seven (7) people, including representatives of the applicant, LA City Planning staff, and a representative from the Del Rey Neighborhood Council.

2. Testimony

a. Mr. Brian Silveira and Joshua Harris, the applicant's representatives presented the project and highlighted the project design and project features. They also highlighted key changes between the original proposal and new proposal.

b. The Land Use Officer of the Del Rey Neighborhood Council Planning Land Use Committee, Pooja Bhagat, gave testimony in support of the project with consideration of imposed conditions. She referenced previous meetings the project team had with the Del Rey Neighborhood Council where project concerns were addressed, notably their request for reduced setbacks and commercial ground floor space. She stated that the project should be subject to a condition requiring the commercial space to be operated by an affordable retail vendor and a condition to activate the pedestrian level.

c. The applicant's team responded by stating that they will continue doing research on affordable retail and that they will continue collaborating with the Del Rey Neighborhood Council.

d. Planning Staff and Hearing Officer, Stephanie Escobar, asked for clarification regarding the quantity of existing and proposed trees, as well as proposed parking. The Hearing Officer also requested on the record that the applicant revise the architectural plans to be consistent with the 22,689 square footage of the proposed project.

Written Testimony

Planning staff received written testimony from the Del Rey Residents Association, included in this report as Exhibit F.

Exhibit A – Plans

B E A C H A V E

PROJECT INFORMATION

PROJECT SUMMARY:	NEW 7 STORY RESIDENTIAL BUILDING WITH 27 CONDOMINIUM UNITS (20 MARKET RATE, 7 VERY LOW INCOME) + 1 FLOOR SUBTERRANEAN PARKING
PROJECT ADDRESS:	13481 BEACH AVE., MARINA DEL REY CA, 90292
LOT:	22 & 23
TRACT:	CRIBB & SINCLAIR'S / VENICE ANNEX
BLOCK:	NONE
CENSUS TRACT:	2754.00
MAP REFERENCE:	M B 7-179
DISTRICT MAP:	
ASSESSOR'S PARCEL #:	4230003063
ZONE:	CM(GM)-2D-CA
SPECIFIC PLAN AREA:	GLENCOE-MAXELLA
USE:	RESIDENTIAL
HEIGHT LIMIT:	65'-0"
LOT AREA:	7,931.3 SF
LOT SIZE:	3,965.6 SF & 3,965.7 SF
BUILDING FOOTPRINT:	4,723 SF
BUILDING SQUARE FOOTAGE:	22,204 SF (PER BUILDING CODE)
BUILDING HEIGHT:	74' - 4"
TYPE OF CONSTRUCTION:	5 STORIES TYPE IIIA OVER 2 STORIES TYPE IA
OCCUPANCY GROUP:	R2 & S-2
OCCUPANT LOAD:	
NUMBER OF STORY:	7 + 1 FLOOR SUBTERRANEAN
PARKING REQUIREMENT:	28 PARKING SPACES
PARKING PROVIDED:	15 PARKING SPACES
SPRINKLER:	NFPA-13
FIRE ALRAM:	MANUAL FIRE ALARM SYSTEM

F.A.R. PROVIDED VS. REQUIRED

PROVIDED		ALLOWED	
RESIDENTIAL FLOOR AREA:	23,345 SF	TOTAL LOT AREA	7,931.3 SF
F.A.R. PROVIDED:	2.94:1	F.A.R. ALLOWED:	1.75:1
((F.A.R.) 7,931.3 = 23,345 SF)		(1.75) 7,931.3 =	13,879 SF
TOTAL PROVIDED:	23,345 SF	TOTAL ALLOWED:	13,879 SF

RESIDENTIAL DENSITY PROVIDED VS. REQUIRED

PROVIDED		ALLOWED	
DWELLING UNITS:	27 DWELLING UNITS	TOTAL LOT AREA:	7,931.3 SF
MARKET RATE:	20	(TOTAL LOT AREA) / 800 : (BASE DENSITY)	9.91 ≈ 10
AFFORDABLE: (VERY LOW INCOME)	7	70% AFFORDABLE SET-ASIDE PROVIDED @ VLI	
		35% BONUS PER LAMC 12.21A25	
		TOTAL BONUS = 162.5% → 26.25 ≈ 27	
TOTAL PROVIDED:	27 DWELLING UNITS	TOTAL ALLOWED:	27 DWELLING UNITS

ACTIONS REQUESTED

THE REQUEST CONFORMS TO THE FOLLOWING REQUIREMENTS AS FOLLOWS:
1. CODE SECTION AUTHORIZING ACTIONS: 12.24.U.26
A CONDITIONAL USE PERMIT PURSUANT TO LAMC 12.24.U.26 TO PERMIT A DENSITY BONUS FOR A PROJECT FOR WHICH THE DENSITY INCREASE IS GREATER THAN THE MAXIMUM 35% PERMITTED IN LAMC SECTION 12.22.A.25; IN CONJUNCTION WITH THE CONSTRUCTION, USE, AND MAINTENANCE OF 27 FOR-RENT DWELLING UNITS IN LIEU OF THE 14 DWELLING UNITS OTHERWISE PERMITTED BY LAMC 12.22.A.25; REPRESENTING A DENSITY BONUS OF 162.5% WITH 7 DWELLING UNITS RESERVED FOR VERY LOW INCOME HOUSEHOLDS; AND PURSUANT TO LAMC SECTION 12.24.F.

ON-MENU INCENTIVES

- PERMIT THE BASE DENSITY TO BE CALCULATED USING PRE-DEDICATED LOT AREA PURSUANT TO LAMC 12.22.A.25

OFF-MENU INCENTIVES

- PERMIT A 19'4" INCREASE IN HEIGHT TO ALLOW A MAXIMUM HEIGHT OF 74 FEET AND FOUR (4) INCHES WITH A STEP BACK AT 63 FEET NINE (9) INCHES HEIGHT IN LIEU OF THE 55-FOOT HEIGHT WITH STEP BACK AT 45 FEET ALLOWED PURSUANT TO THE GLENCOE-MAXELLA SPECIFIC PLAN
- PERMIT A 68% INCREASE IN FLOOR AREA RATIO FROM 1.75:1 TO 2.94:1 TO ALLOW 23,345 SQUARE FEET OF FLOOR AREA IN LIEU OF THE MAXIMUM 13,879 SQUARE FEET

WAIVERS OF DEVELOPMENT STANDARDS

- PERMIT A 60% REDUCTION IN REQUIRED EASTERLY SIDE YARD SETBACK TO ALLOW A 4' SIDE YARD IN LIEU OF THE REQUIRED 10' SIDE YARD SETBACK PURSUANT TO LAMC 12.11.C.3
- PERMIT A 21% REDUCTION IN REQUIRED REAR YARD SETBACK TO ALLOW A 15-FOOT REAR YARD SETBACK IN LIEU OF THE REQUIRED 19-FOOT SIDE YARD SETBACK PURSUANT TO LAMC 12.11.C.3
- PERMIT 15 UNBUNDLED RESIDENTIAL PARKING SPACES (11 COMPACT AND 6 STANDARD PARKING SPACES) IN LIEU OF THE 28 REQUIRED STANDARD RESIDENTIAL PARKING SPACES PURSUANT TO LAMC 12.21.A.4 AND 2 COMMERCIAL PARKING SPACES IN LIEU OF THE 4 REQUIRED COMMERCIAL PARKING SPACES PURSUANT TO LAMC 12.21.A.4.C.5
- PERMIT TO 11.1% DECREASE FROM AN OPEN SPACE REQUIREMENT PURSUANT TO LAMC 12.22.A.25

PARKING PROVIDED VS. REQUIRED

PROVIDED		REQUIRED	
RESIDENTIAL PARKING:	13 SPACES	RESIDENTIAL PARKING: (OPTION 1 OF LAMC 12.22 A 25)	
		0-1 BED UNIT = 1 SPACE REQ. (26 UNITS)	26 SPACES
COMMERCIAL PARKING:	2 SPACES	2-3 BED UNIT = 2 SPACE REQ. (1 UNIT)	2 SPACES
		BICYLE ORD. (PARKING REDUCTION: 28 (.15) = 4.2)	28 - 4 = 24 SPACES
		COMMERCIAL PARKING:	
		1,000 SF = 4 SPACE REQ. (800 SF)	4 SPACES
TOTAL PROVIDED:	**15 SPACES**	**TOTAL:**	**28 SPACES**

BICYCLE PARKING PROVIDED VS. REQUIRED

PROVIDED		REQUIRED	
LONG TERM BICYCLE PARKING		**LONG TERM BICYCLE PARKING**	
RESIDENTIAL:	27 SPACES	RESIDENTIAL: 1 / UNIT	27 SPACES
COMMERCIAL:	2 SPACES	COMMERCIAL: 1 / 2,000 SF (2 MIN.)	2 SPACES
SHORT TERM BICYCLE PARKING		**SHORT TERM BICYCLE PARKING**	
RESIDENTIAL:	6 SPACES	RESIDENTIAL: 1 / 10 UNITS	3 SPACES
COMMERCIAL:	2 SPACES	COMMERCIAL: 1 / 2,000 SF (2 MIN.)	2 SPACES
BICYLE ORD: 4 CAR PARKING SPACES REPLACED WITH LONG TERM BICYCLE SPACES	16 SPACES	BICYLE ORD: 4 CAR PARKING SPACES REPLACED WITH 16 LONG TERM BICYCLE SPACES	16 SPACES
TOTAL LONG TERM PROVIDED:	45 SPACES	TOTAL LONG TERM REQUIRED:	45 SPACES
TOTAL SHORT TERM PROVIDED:	8 SPACES	TOTAL SHORT TERM REQUIRED:	5 SPACES

OPEN SPACE PROVIDED VS. REQUIRED

(SEE PAGE A0.29 FOR CALCULATION / ANALYSIS)

PROVIDED		REQUIRED	
COMMON OPEN SPACE:	1,071 SF	26 @ < 3 HABITABLE ROOMS (100 SF) (26 UNITS) (100 SF) =	2,600 SF
PRIVATE OPEN SPACE TOWARDS CALCULATION BASED ON ZONING CODE 12.21 G:	1,350 SF	1 @ 3 HABITABLE ROOMS (125 SF) (1 UNITS) (125 SF) =	125 SF
		0 @ > 3 HABITABLE ROOMS (175 SF) (0 UNITS) (175 SF) =	0 SF
TOTAL OPEN SPACE PROVIDED:	2,421 SF	TOTAL OPEN SPACE REQUIRED:	2,725 SF

SETBACKS PROVIDED VS. REQUIRED

PROVIDED		REQUIRED	
FRONT YARD	5'-0"	FRONT YARD	5'-0"
REAR YARD	15'-1"	REAR YARD	19'-0"
EAST SIDE YARD	4'-0"	EAST SIDE YARD	10'-0"
WEST SIDEYARD	5'-0"	WEST SIDEYARD	5'-0"

SHEET INDEX

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A0.01	GENERAL NOTES
A0.01.A	GENERAL NOTES
A0.02	APPROVAL LETTERS
A0.03	GREEN FORMS
A0.04	SPECS / RESEARCH REPORTS
A0.05	SPECS / RESEARCH REPORTS
A0.06	SPECS / RESEARCH REPORTS
A0.07	SPECS / RESEARCH REPORTS
A0.08	DOOR SCHEDULE
A0.09	DOOR SCHEDULE
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A0.11	DOOR DETAILS
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A0.13	WALL & FLOOR TYPES
A0.13.1	WALL & FLOOR TYPES
A0.14	GENERAL DETAILS
A0.15	GENERAL DETAILS
A0.16	GENERAL DETAILS
A0.17	ACCESSIBILITY NOTES & DETAILS
A0.18	ACCESSIBILITY NOTES & DETAILS
A0.19	ACCESSIBILITY NOTES & DETAILS
A0.20	FIRE LIFE SAFETY
A0.21	FIRE LIFE SAFETY
A0.23	EXISTING SITE SURVEY
A0.26	SQUARE FOOTAGE BREAKDOWNS
A0.27	SQUARE FOOTAGE BREAKDOWNS
A0.28	SQUARE FOOTAGE BREAKDOWNS
A0.29	OPEN SPACE AREA CALCULATIONS
A0.30	F.A.R. CALCULATIONS
A0.31	AFFORDABLE HOUSING REFERRAL FORM
A1.00	SITE PLAN
A2.00	PROPOSED PLANS
A2.10	PROPOSED PLANS
A2.20	PROPOSED PLANS
A2.30	PROPOSED PLANS
A2.40	PROPOSED PLANS
A2.50	PROPOSED PLANS
A2.60	PROPOSED PLANS
A2.70	PROPOSED PLANS
A2.80	PROPOSED PLANS
A2.81	PROPOSED PLANS
A2.82	PROPOSED PLANS
A3.10	ELEVATIONS
A3.20	ELEVATIONS
A3.30	ELEVATIONS
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A3.50	ELEVATION OPENING ANALYSIS
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A4.50	PROPOSED SECTIONS
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A7.00	REFLECTED CEILING PLAN
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A7.10	REFLECTED CEILING PLAN
A7.11	LIGHTING SCHEDULE - FIRST FLOOR
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A7.21	LIGHTING SCHEDULE - SECOND FLOOR
A7.30	REFLECTED CEILING PLAN
A7.31	LIGHTING SCHEDULE - THIRD FLOOR
A7.40	REFLECTED CEILING PLAN
A7.41	LIGHTING SCHEDULE - FOURTH FLOOR
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A7.51	LIGHTING SCHEDULE - FIFTH FLOOR
A7.60	REFLECTED CEILING PLAN
A7.61	LIGHTING SCHEDULE - SIXTH FLOOR
A7.70	REFLECTED CEILING PLAN
A7.71	LIGHTING SCHEDULE - SEVENTH FLOOR
A7.80	REFLECTED CEILING PLAN
A7.81	LIGHTING SCHEDULE - ROOF
A7.90	LIGHTING SPECS
A8.10	VERTICAL CIRCULATION
A8.20	VERTICAL CIRCULATION
A8.30	VERTICAL CIRCULATION
A8.40	VERTICAL CIRCULATION
A8.50	STAIR DETAILS
DEMO 1	DEMO PLAN_13481 BEACH AVE
DEMO 2	DEMO PLAN_13485 BEACH AVE
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L1.11	LANDSCAPE PLAN
L1.12	LANDSCAPE PLAN
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T24.2	TITLE 24

VICINITY MAP

CODE

BUILDING CODE:	2020 LABC, (TITLE 24, PART 2.5)
	BASED ON THE 2018 IRC (INCLUDES ACCESSIBILITY)
STRUCTURAL:	2020 LABC, VOL 2 (TITLE 24, PART 2, VOL 2)
	BASED ON THE 2018 IBC WITH ASCE 7-16
MECHANICAL CODE:	2019 CA MECHANICAL CODE, (TITLE 24, PART 4)
	BASED ON THE 2018 UNIFORM MECHANICAL CODE
PLUMBING CODE:	2019 CA PLUMBING CODE (TITLE 24, PART 5)
	BASED ON THE 2018 UNIFORM PLUMBING CODE
ELECTRICAL CODE:	2019 CA ELECTRICAL CODE (TITLE 24, PART 3)
	BASED ON THE 2017 NATIONAL ELECTRIC CODE
ENERGY CODE:	2019 CA ENERGY CODE (TITLE 24, PART 6)
	2020 CITY OF LOS ANGELES GREEN BUILDING CODE

RESIDENTIAL UNITS

UNIT #	OCCUPANCY	S.F.	TYPE
2A	1 BD / 1 BTH	780 SF	MARKET RATE
2B	1 BD / 1 BTH	687 SF	AFFORDABLE (VLI)
2C	1 BD / 1 BTH	726 SF	MARKET RATE
2D	1 BD / 1 BTH	577 SF	MARKET RATE
2E	1 BD / 1 BTH	441 SF	AFFORDABLE (VLI)
3A	1 BD / 1 BTH	780 SF	MARKET RATE
3B	/ 1 BTH	687 SF	MARKET RATE
3C	1 BD / 1 BTH	772 SF	MARKET RATE
3D	2 BD / 1 BTH	702 SF	AFFORDABLE (VLI)
3E	1 BD / 1 BTH	441 SF	MARKET RATE
4A	1 BD / 1 BTH	780 SF	MARKET RATE
4B	/ 1 BTH	687 SF	AFFORDABLE (VLI)
4C	1 BD / 1 BTH	850 SF	MARKET RATE
4D	1 BD / 1 BTH	621 SF	MARKET RATE
4E	1 BD / 1 BTH	441 SF	AFFORDABLE (VLI)
5A	1 BD / 1 BTH	780 SF	MARKET RATE
5B	/ 1 BTH	687 SF	AFFORDABLE (VLI)
5C	1 BD / 1 BTH	850 SF	MARKET RATE
5D	1 BD / 1 BTH	621 SF	AFFORDABLE (VLI)
5E	1 BD / 1 BTH	441 SF	MARKET RATE
6A	1 BD / 1 BTH	780 SF	MARKET RATE
6B	/ 1 BTH	687 SF	MARKET RATE
6C	1 BD / 1 BTH	850 SF	MARKET RATE
6D	1 BD / 1 BTH	621 SF	MARKET RATE
6E	1 BD / 1 BTH	441 SF	MARKET RATE
7A	1 BD / 1 BTH	880 SF	MARKET RATE
7B	1 BD / 1 BTH	760 SF	MARKET RATE

PROJECT DIRECTORY

OWNER
NAME:
ADDRESS:

ARCHITECT
NAME: BREAKFORM DESIGN
ADDRESS: 127 ARENA STREET, EL SEGUNDO, CA 90245
PHONE NO.: 310-322-3700

STRUCTURAL ENGINEER
NAME: JOHN LABIB & ASSOCIATES
ADDRESS: 319 MAIN ST. EL SEGUNDO, CA 90245
PHONE NO.: 213-239-9700

LAND SURVEYOR
NAME: PACIFIC LAND CONSULTANTS, INC.
ADDRESS: 28441 HIGHRIDGE RD #230 ROLLING HILLS ESTATES, CA 90274
PHONE NO.: 310-544-8689

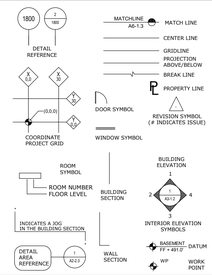
TITLE 24
NAME: A&N DESIGN GROUP INC.
ADDRESS: 19126 HAYNES ST. #2 RESEDA CA, 91335
PHONE NO.: 818-288-3461

TRACT MAP
NAME: FINE LINE SYSTEMS
ADDRESS: 1443 WEST BEVERLY BLVD. MONTEBELLO, CA 90640
PHONE NO.: 323-726-3388

ABREVIATIONS & SYMBOLS

&	And	BLKG	Blocking	C.W.	Cold Water	E.W.	Each Way	FUT	Future	INT	Interior	M.O.	Masonry Opening	PLMG	Plumbing
<	Angle	BM	Beam			E.W.C.	Electric Water Cooler					M.R.	Moisture Resistant	PLAM	Plastic Laminate
@	At	BOT	Bottom	D	Deep, Depth	EXIST	Existing	GA	Gauge	JAN	Janitor	MTD	Mounted	PLAS	Plaster
℄	Centerline	BR	Bedroom	DBL	Double	EXP	Expansion	GALV	Galvanized	JST	Joist	MUL	Mullion	PLYWD	Plywood
⌀	Diameter or Round	BSMT	Basement	DET	Detail	EXPO	Exposed	G.B.	Grab Bar	JT	Joint			PR	Pair
⊥	Perpendicular	B.U.R.	Built Up Roofing	D.F.	Drinking Fountain	EXT	Exterior	G.I.	Galvanized Iron			N	North	PT	Paint
#	Number			DIA	Diameter			GL	Glass, Glazing	KIT	Kitchen	N.I.C.	Not in Contract	P.T.D.	Paper Towel Dispenser
(E)	Existing	CAB	Cabinet	DIM	Dimension	F.A.	Fire Alarm	GND	Ground			NO	Number	PTN	Partition
		CARP	Carpet	DISP	Dispenser	F.D.	Floor Drain	GR	Grade	LAM	Laminate	NOM	Nominal		
AB	Anchor Bolt	C.B.	Catch Basin	DN	Down	FDN	Foundation	GYP	Gypsum	LAV	Lavatory	N.S.	No Scale	Q.T.	Quarry Tile
A/C	Air Conditioning	CEM	Cement	D.O.	Door Opening	F.E.	Fire Extinguisher			L.F.	Lineal Foot	N.T.S.	Not to Scale		
A.C.	Asphaltic Concrete	CER	Ceramic	DR	Door	F.E.C.	Fire Extinguisher Cab	H	High	L.H.	Left Hand			R	Riser
ACT	Acoustical Tile	C.I.	Cast Iron	DS	Downspout	F.G.	Finish Grade	H.B.	Hose Bib	LKR	Locker	O/	Over	RAD	Radius
ACOUS	Acoustical	CLG	Ceiling	D.S.P.	Dry Standpipe	F.H.C.	Fire Hose Cabinet	H.C.	Hollow Core	L.R.	Living Room	OA	Overall	R.D.	Roof Drain
ADJ	Adjustable	CLO	Closet	DWG	Drawing	FIN	Finish	HCP	Handicapped	LT	Light	OBSC	Obscure	REF	Reference
A.F.F.	Above Finish Floor	CLR	Clear	DWR	Drawer	FLASH	Flashing	HDWR	Hardware	LVR	Louver	O.C.	On Center	REFR	Refrigerator
ALT	Alter or Alternate	CMU	Concrete Masonry Unit			FLR	Floor	HDWD	Hardwood			O.D.	Outside Diameter	REINF	Reinforced / Reinforcing
ALUM	Aluminum	CNTR	Counter	E	East	FLUOR	Fluorescent	H.M.	Hollow Metal	MATL	Material	O.F.D.	Overflow Drain	REQ	Required
ANOD	Anodized	COL	Column	EA	Each	F.O.C.	Face of Concrete	HORIZ	Horizontal	MAX	Maximum	OFF	Office	RESIL	Resilient
A.P.	Access Panel	CONC	Concrete	EJ	Expansion Joint	F.O.F.	Face of Finish	HR	Hour	M.B.	Machine Ball	O.H.	Overhang	REV	Revised
APPROX	Approximate	CONN	Connection	EL	Elevation	F.O.M.	Face of Masonry	HT	Height	MECH	Mechanical	OVHD	Overhead	RFG	Roofing
ARCH	Architectural	CONST	Construction	ELEC	Electrical	F.O.S.	Face of Stud	HVAC	Heating, Ventilation and Air Conditioning	MEMB	Membrane	OPNG	Opening	R.H.	Right Hand
ASPH	Asphalt	CONT	Continuous	ELEV	Elevation	FPRF	Fireproof			MET	Metal	OPP	Opposite	RM	Room
		CONTR	Contractor	EMER	Emergency	FR	Frame	H.W.	Hot Water	MFR	Manufacture			R.O.	Rough Opening
BD	Board	CORR	Corridor	ENCL	Enclosure	FS	Full Size			MH	Manhole	PC	Piece	RWD	Redwood
BITUM	Bituminous	C.T.	Ceramic Tile	E.O.S.	Edge of Slab	FT	Foot, Feet	I.D.	Inside Diameter	MIN	Minimum	P.D.	Planter Drain		
BLDG	Building	CTR	Center	EQ	Equal	FTG	Footing	INCL	Including	MIR	Mirror	PL	Plate	S	South
BLK	Block	CTSK	Countersunk	EQUIP	Equipment	FURR	Furring, Furred	INSUL	Insulation	MISC	Miscellaneous	P.L.	Property Line	S.C.	Solid Core

SCHED	Schedule	TER	Terrazzo	WPM	Waterproof Membrane
SECT	Section	THK	Thick, Thickness	WSCT	Wainscot
SEP	Separation, Separate	THR	Threshold	W.S.P.	Wet Standpipe
SH	Shelf	TOIL	Toilet	WT	Weight
SHR	Shower	T.O.P.	Top of Pavement		
SHT	Sheet	T.O.S.	Top of Slab		
SIM	Similar	T.P.D.	Toilet Paper Dispenser		
SLDG	Siding	T.S.	Top of Steel		
SPEC	Specification	TV	Television		
SQ	Square	T.O.W.	Top of Wall		
S.S.	Stainless Steel	TYP	Typical		
SSK	Service Sink				
STD	Standard	UNF	Unfinished		
STL	Steel	U.O.N.	Unless Otherwise Noted		
STOR	Storage	UR	Urinal		
STRC	Structrual				
SUSP	Suspended	VERT	Vertical		
SW	Switch	VEST	Vestibule		
SYM	Symmetrical	V.I.F.	Verifiy in Field		
SYS	System	VOL	Volume		
T	Tread	W	West		
T.B.	Towel Bar	W/	With		
T&G	Tongue and Groove	W.H.	Water Heater		
T.O.C.	Top of Curb	W/O	Without		
T.O.D.	Top of Drain	W.C.	Water Closet		
TEL	Telephone	WD	Wood		
TEMP	Tempered, Temperature	WP	Waterproof		



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127 arena street, el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

COVER

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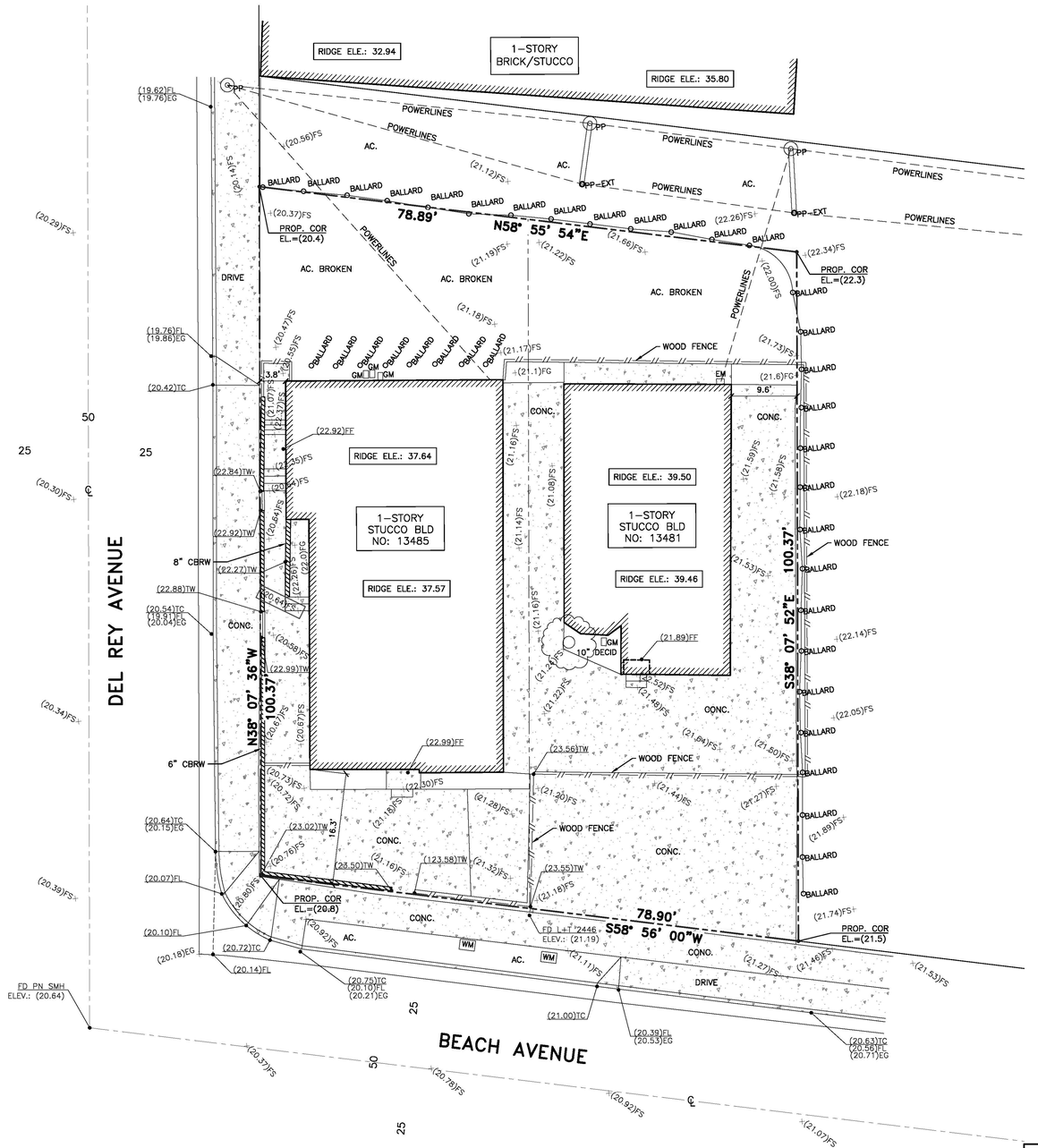
CHECKED PNK
DATE 2/27/2023 10:08:21 AM
SCALE
JOB # 22-A009

A0.00



LEGEND

A.C.	ASPHALT CONCRETE PAVEMENT
B.M.	BENCH MARK
C.B.W.	CONCRETE BLOCK WALL
C.B.R.W.	CONCRETE BLOCK RETAINING WALL
CONC.	CONCRETE
DWY.	CONC. DRIVEWAY APRON
E.P.	EDGE OF PAVEMENT
F.F.	FINISHED FLOOR
F.G.	FINISHED GRADE
F.H.	FIRE HYDRANT
F.S.	FINISHED SURFACE
F.L.	FLOW LINE
INV.	DRAIN INVERT
I.C.V.	IRRIGATION CONTROL VALVE
L.P.	LIGHT POLE
E.G.	EDGE OF GUTTER
E.M.	ELECTRIC METER
E.V.	ELECTRIC VALVE
G.M.	GAS METER
P.B.	PULL BOX
P.C.R.W.	POURED CONC. RETAINING WALL
P.P.	POWER POLE
R.R.W.	ROCK RETAINING WALL
S.S.M.H.	SEWER MANHOLE
S.D.M.H.	STORM DRAIN MANHOLE
T.C.	TOP OF CURB
T.G.	TOP OF DRAIN GRATE
T.W.	TOP OF WALL
W.M.H.	WATER MANHOLE
W.V.	WATER VALVE

POWERLINE

CONCRETE SURFACE

8" TREE AND TRUNK DIAMETER

WOOD WALL

TOPOGRAPHIC NOTES

1. *CONTOUR LINES SHOWN ON THIS TOPOGRAPHIC SURVEY WERE GENERATED FROM RANDOM SPOT ELEVATIONS. THE EXPECTED LEVEL OF ACCURACY IS ±1/2 OF THE CONTOUR INTERVAL. ISOLATED ELEVATIONS, AS PLACED ON THE PLAT WERE PHYSICALLY MEASURED AT APPROXIMATELY THE LOCATIONS SHOWN. THEIR EXPECTED LEVEL OF ACCURACY IS ± 0.10 FOOT.*
2. *IF SPECIFIC ELEVATIONS ARE REQUIRED, THE USER SHOULD CONTACT PACIFIC LAND CONSULTANTS, INC., TEL: (310)544-8689 FOR SAME. INTERPOLATIONS MADE FROM THIS TOPOGRAPHIC SURVEY SHOULD BE DONE IN ACCORDANCE WITH STANDARD SURVEYING PRACTICES, AND LIABILITY FOR INTERPOLATIONS IS NOT ASSUMED BY PACIFIC LAND CONSULTANTS, INC.*

SURVEY CERTIFICATION

I HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR OF THE STATE OF CALIFORNIA, THAT THIS PLAT CONSISTING OF ONE SHEET CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION IN JUN, 2017; THAT ALL MONUMENTS SHOWN HEREON ACTUALLY EXIST AND THEIR POSITIONS ARE CORRECTLY SHOWN. I HAVE REVIEWED THE TITLE REPORT, AND HAVE FOUND THERE ARE NO EASEMENTS THAT AFFECT THIS PROPERTY.

CHRISTOPHER W. VASSALLO P.L.S. 8418 *DATE*

REGISTRATION EXPIRES 12-31-2018

PROFESSIONAL LAND SURVEYOR CHRISTOPHER W. VASSALLO P.L.S. 8418 EXP. 12/31/2018 STATE OF CALIFORNIA

SCALE:

0 4 8 FEET 16

1/8" = 1'-0"

PLEASE NOTE

IF THIS DRAWING IS PROVIDED IN AN ELECTRONIC FORMAT (VIA EMAIL OR ON COMPUTER DISC) AS A COURTESY TO OUR CLIENT, THE DELIVERY OF THE ELECTRONIC FILE DOES NOT CONSTITUTE THE DELIVERY OF OUR PROFESSIONAL WORK PRODUCT. IN THE EVENT THE ELECTRONIC FILE IS ALTERED, THE PRINT MUST BE REFERRED TO FOR THE ORIGINAL AND CORRECT SURVEY INFORMATION. PACIFIC LAND CONSULTANTS, INC. SHALL NOT BE RESPONSIBLE FOR ANY MODIFICATIONS MADE TO THE ELECTRONIC FILE OR FOR ANY PRODUCTS DERIVED FROM THE ELECTRONIC FILE WHICH ARE NOT REVIEWED, SIGNED AND SEALED BY PACIFIC LAND CONSULTANTS, INC.

UNDERGROUND UTILITIES

ALL INFORMATION SHOWN HEREON REGARDING UNDERGROUND UTILITIES WAS TAKEN FROM VISIBLE SURFACE EVIDENCE OR SOURCES NOT CONNECTED WITH THIS COMPANY AND WHILE SAID INFORMATION IS BELIEVED CORRECT, NO LIABILITY IS ASSUMED FOR THE ACCURACY OR COMPLETENESS OF SAID DATA.

BENCHMARK

17-02669
USCGS DISC STAMPED "M1217;1971"
S CURB WASHINGTON BL; 33.4 W/O
BCR LINCOLN BL
EL: 15.794

LEGAL DESCRIPTION

LOTS 22 AND 23 OF CRIBB AND SINCLAIRS VENICE ANNEX, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 7, PAGE 179 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
EXCEPT THE NORTHERLY 16 FEET THEREOF.

AREA = 17,858.35 SQ.FT. *APN= 4230-003-063*

LOT & TOPOGRAPHIC SURVEY

PACIFIC LAND CONSULTANTS, INC.
28441 HIGHRIDGE RD. SUITE 230
ROLLING HILLS ESTATES, CA 90274
(310) 544-8689

DRAWN BY: A.P.

PROJECT SITE:
13481 BEACH AVENUE
MARINA DEL REY, CA

FILE NAME: 17090LS.DWG
DATE: 6-21-2017
SCALE: 1/8"=1'-0"
JOB NO. 17090
SHEET 1 OF 1

breakformdesign
127 arena st, el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT RAMSEY DAHAM No. C-34257 10/31/23 RENEWAL DATE STATE OF CALIFORNIA

13481 BEACH AVENUE
MARINA DEL REY, CA
90292

Revision Schedule

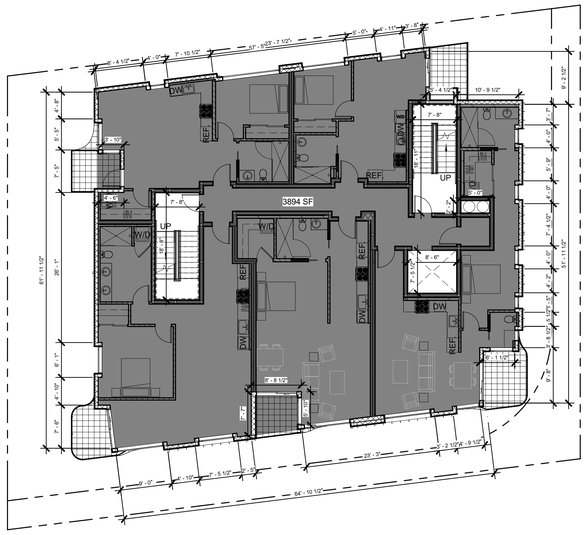
Revision Number	Revision Date

EXISTING SITE SURVEY

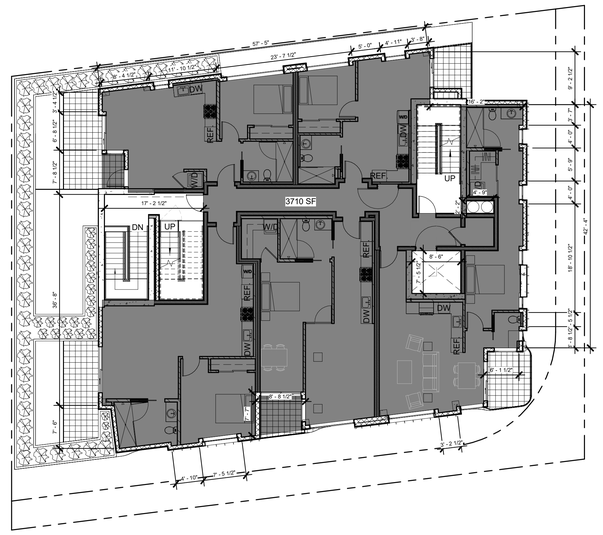
DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:52:24 AM
SCALE	
JOB #	22-A009

A0.23

ZONING CODE FLOOR AREA	
SUBTERRANEAN PARKING	N/A
GROUND FLOOR	1,116 SF
SECOND FLOOR	3,710 SF
THIRD FLOOR	3,894 SF
FOURTH FLOOR	3,894 SF
FIFTH FLOOR	3,894 SF
SIXTH FLOOR	3,894 SF
SEVENTH FLOOR	1,988 SF
TOTAL PROVIDED	**22,309 SF**



ZONING CODE - FIFTH FLOOR
3/32" = 1'-0"
6



ZONING CODE - SECOND FLOOR
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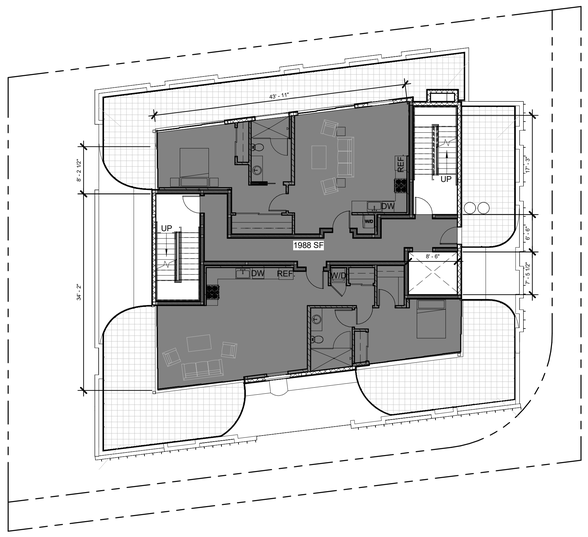
3



ZONING CODE - SEVENTH FLOOR
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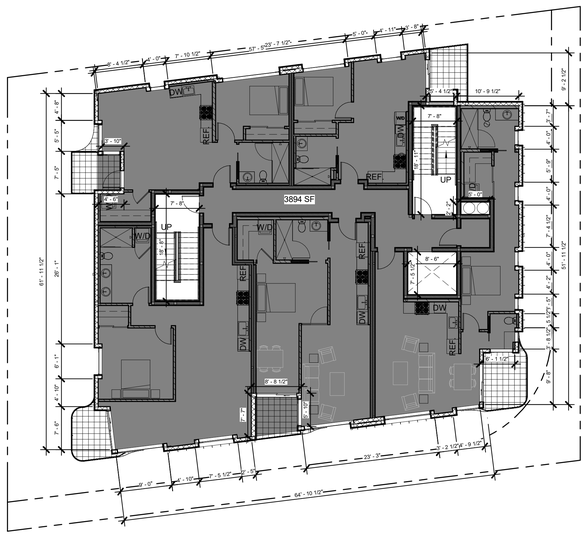
8



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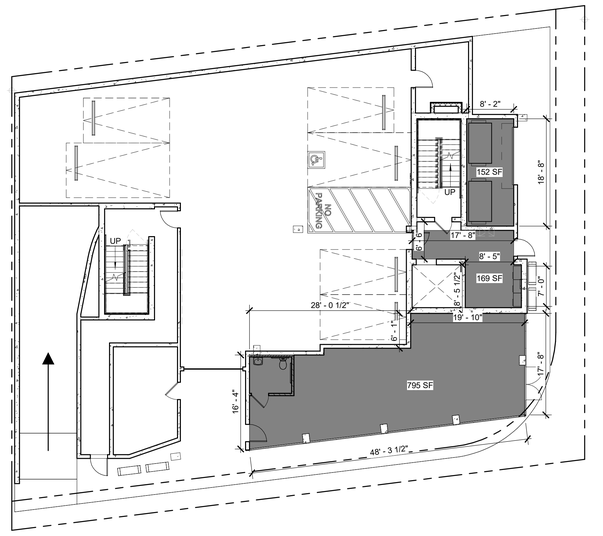
5



DEL REY AVE

ZONING CODE - GROUND FLOOR
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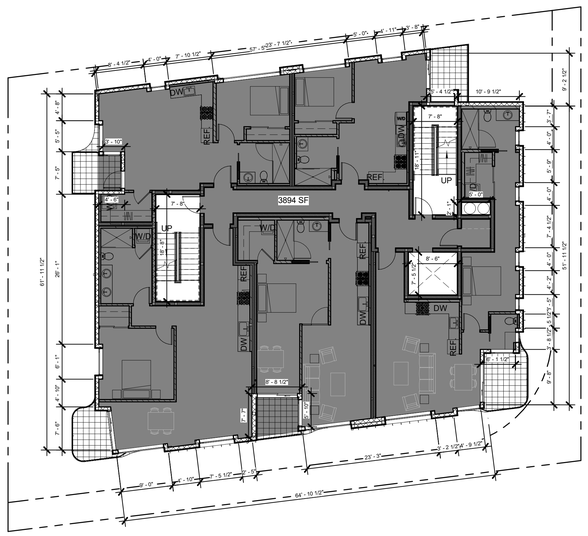
2

BEACH AVE



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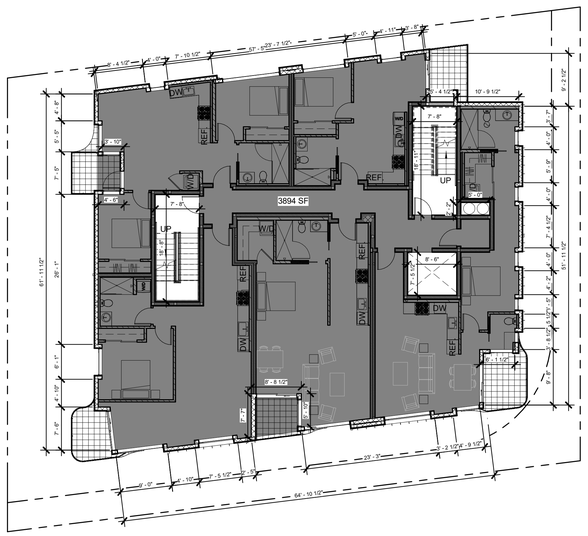
3/32" = 1'-0"
7



ZONING CODE - THIRD FLOOR
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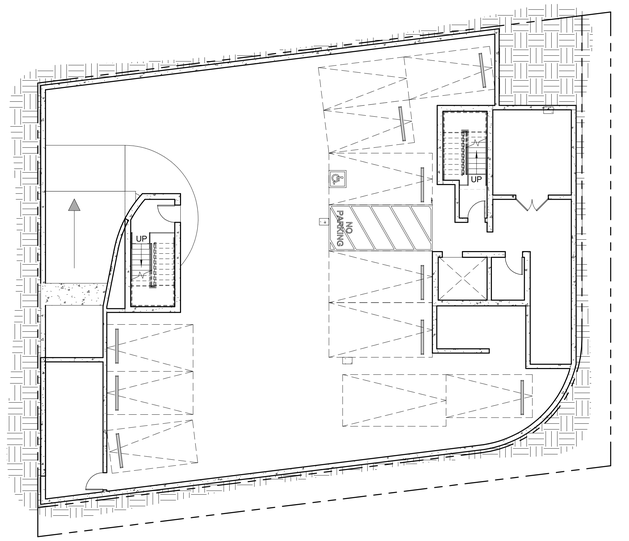
4



ZONING CODE - SUBTERRANEAN PARKING
3/32" = 1'-0"
1

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127 arena st. el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

SQUARE FOOTAGE BREAKDOWNS

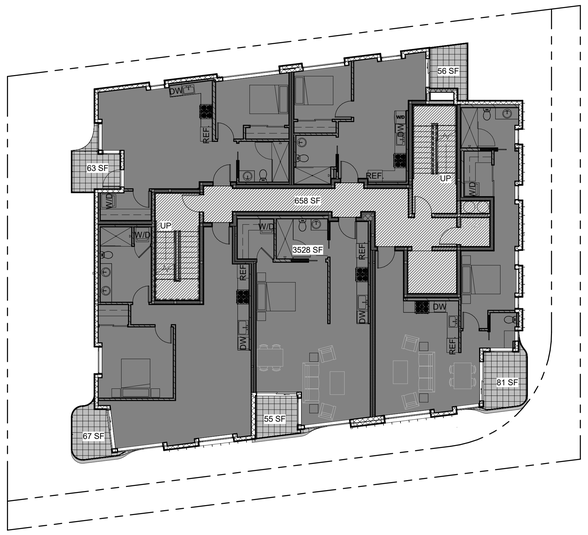
DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:52:48 AM
SCALE	As indicated
JOB #	22-A009

A0.26

BUILDING CODE FLOOR AREA

FLOOR	RESIDENTIAL	COMMON	COVERED	TOTAL
SUBTERRANEAN PARKING	0 SF	6,376 SF	0 SF	6,376 SF
GROUND FLOOR	0 SF	4,821 SF	298 SF	5,119 SF
SECOND FLOOR	3,348 SF	834 SF	321 SF	4,503 SF
THIRD FLOOR	3,528 SF	658 SF	321 SF	4,507 SF
FOURTH FLOOR	3,528 SF	658 SF	321 SF	4,507 SF
FIFTH FLOOR	3,528 SF	658 SF	321 SF	4,507 SF
SIXTH FLOOR	3,528 SF	658 SF	0 SF	4,186 SF
SEVENTH FLOOR	1,702 SF	610 SF	644 SF	2,956 SF
TOTAL				**36,661 SF**

* COMMON (STAIRS, ELEVATOR, PARKING, REC ROOM, ETC.)



BUILDING CODE - FIFTH FLOOR 6
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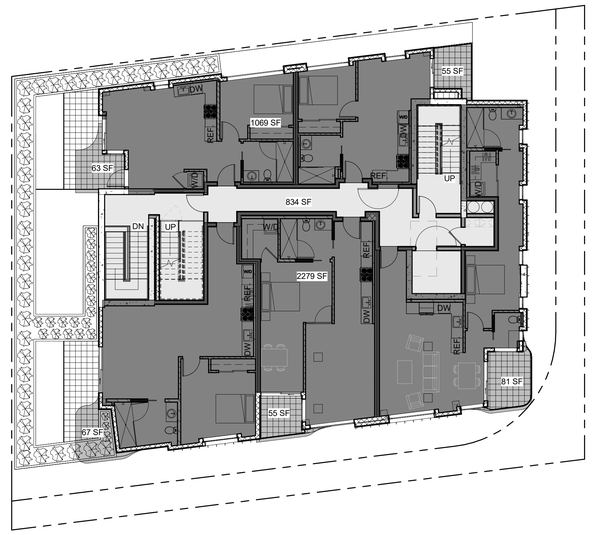

BUILDING CODE - SECOND FLOOR 3
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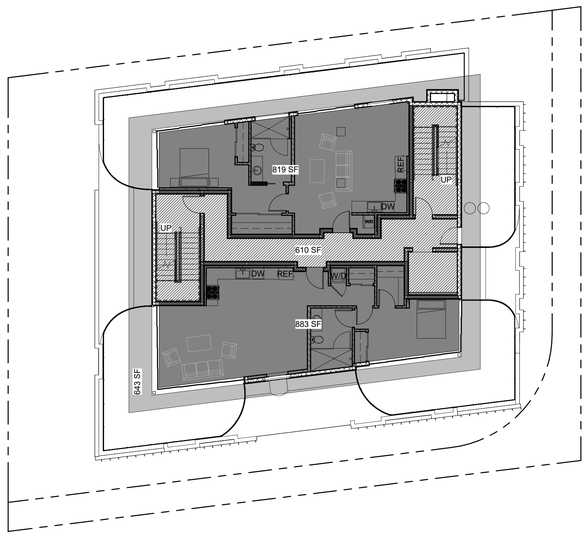

BUILDING CODE - SEVENTH FLOOR 8
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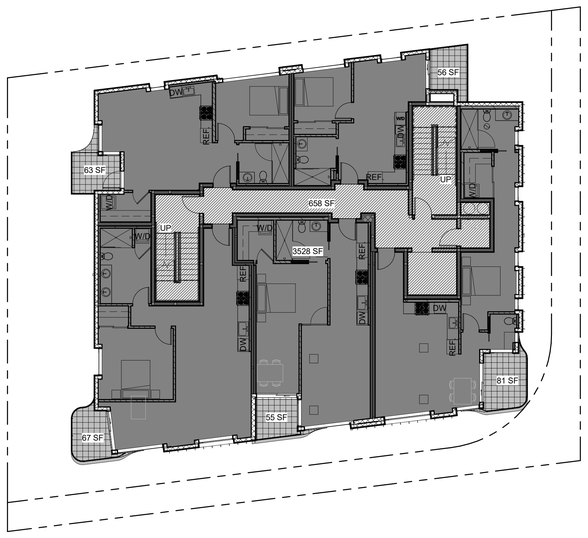

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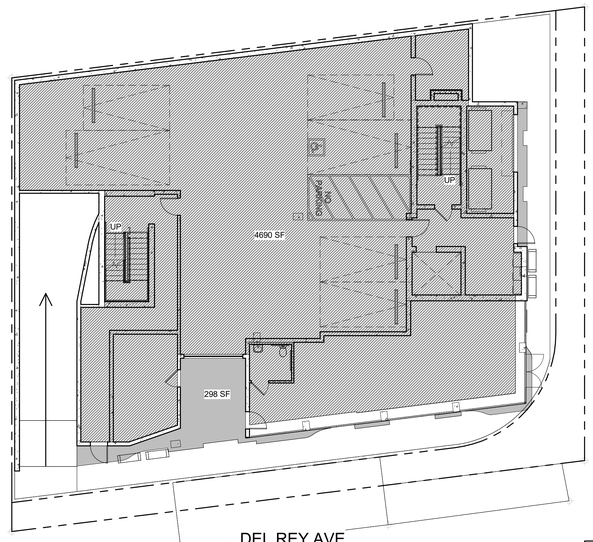
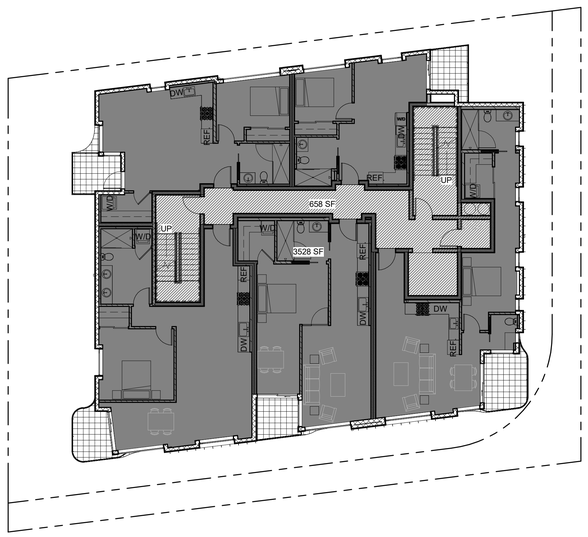


BUILDING CODE - GROUND FLOOR 2
3/32" = 1'-0"

BEACH AVE



BUILDING CODE - SIXTH FLOOR 7
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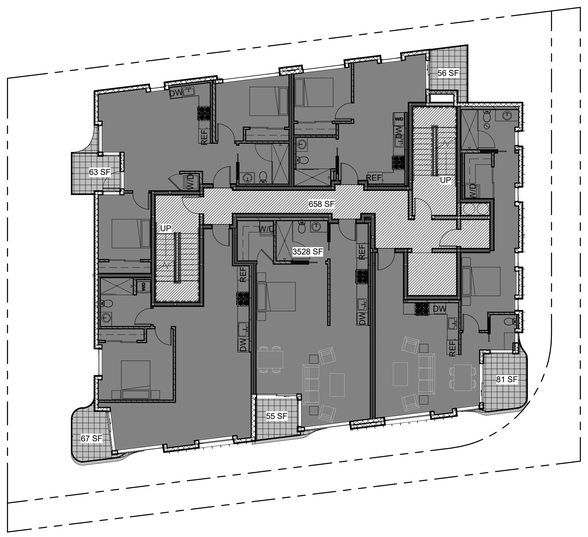
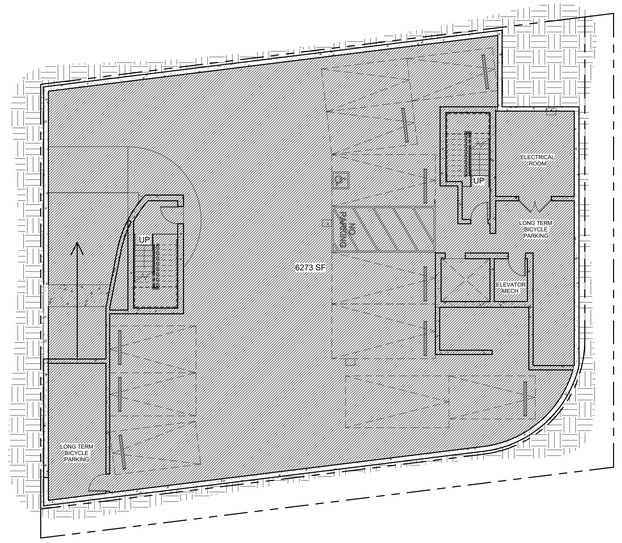


BUILDING CODE - THIRD FLOOR 4
3/32" = 1'-0"



BUILDING CODE - SUBTERRANEAN PARKING 1
3/32" = 1'-0"

breakformdesign
127 arena st. el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

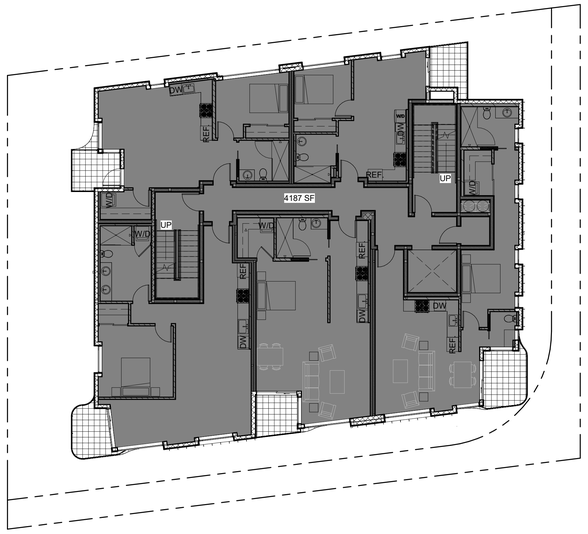
Revision Number	Revision Date

SQUARE FOOTAGE BREAKDOWNS

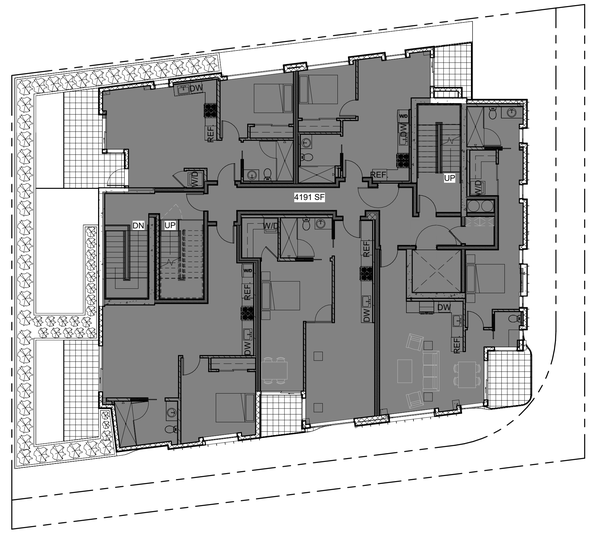
DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:53:18 AM
SCALE	As indicated
JOB #	22-A009

A0.27

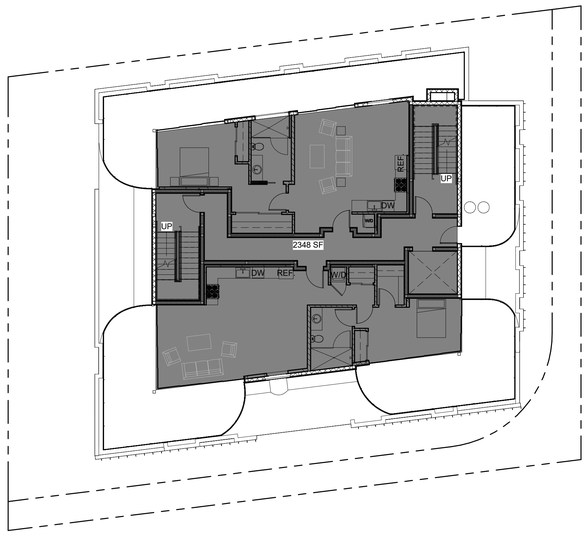
SCHOOL FEES FLOOR AREA	
SUBTERRANEAN PARKING	N/A
GROUND FLOOR	964 SF
SECOND FLOOR	4,191 SF
THIRD FLOOR	4,187 SF
FOURTH FLOOR	4,187 SF
FIFTH FLOOR	4,187 SF
SIXTH FLOOR	4,187 SF
SEVENTH FLOOR	2,348 SF
TOTAL PROVIDED	**24,251 SF**



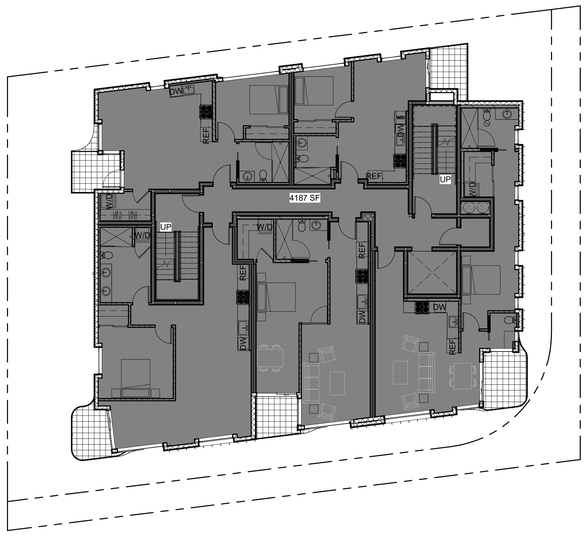
SCHOOL FEES - FIFTH FLOOR 6
3/32" = 1'-0"



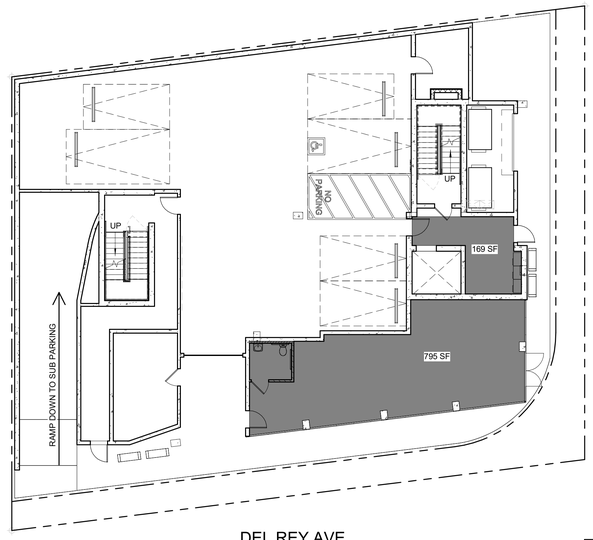
SCHOOL FEES - SECOND FLOOR 3
3/32" = 1'-0"



SCHOOL FEES - SEVENTH FLOOR 8
3/32" = 1'-0"



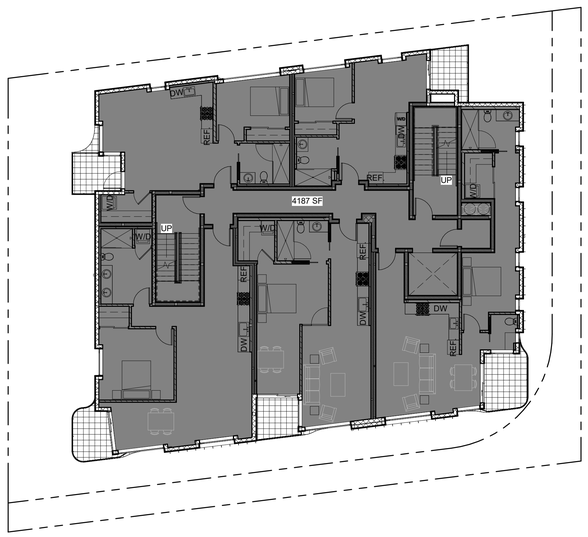
SCHOOL FEES - FOURTH FLOOR 5
3/32" = 1'-0"



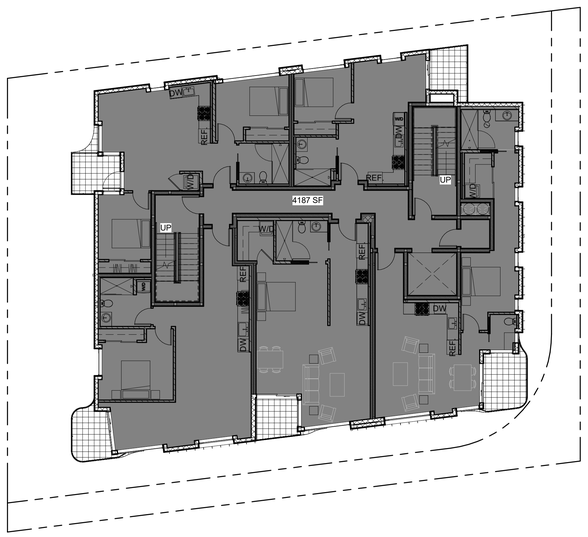
BEACH AVE

DEL REY AVE

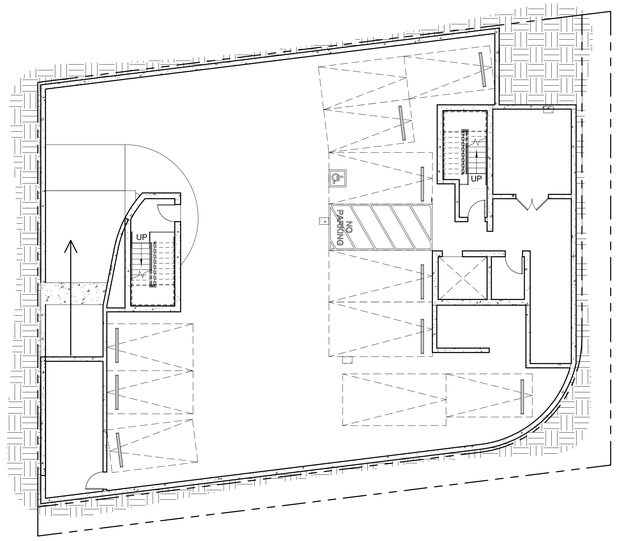
SCHOOL FEES- GROUND FLOOR 2
3/32" = 1'-0"



SCHOOL FEES - SIXTH FLOOR 7
3/32" = 1'-0"



SCHOOL FEES - THIRD FLOOR 4
3/32" = 1'-0"



SCHOOL FEES - SUBTERRANEAN PARKING 1
3/32" = 1'-0"

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[o] 310.322.3700

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Revision Schedule	
Revision Number	Revision Date

SQUARE FOOTAGE BREAKDOWNS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:53:38 AM
SCALE	As indicated
JOB #	22-A009

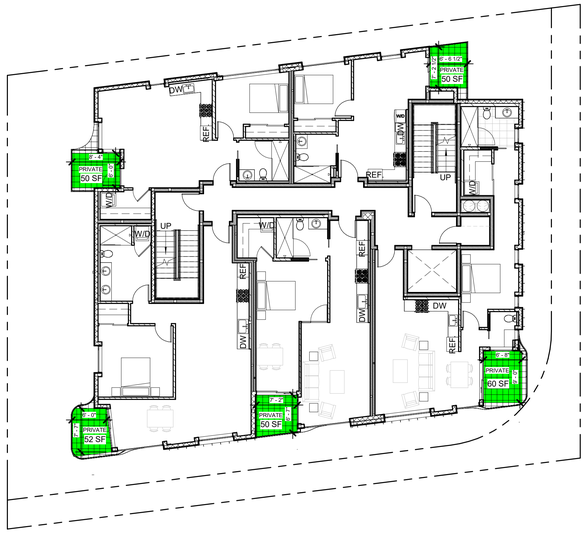
A0.28

OPEN SPACE PROVIDED VS. REQUIRED

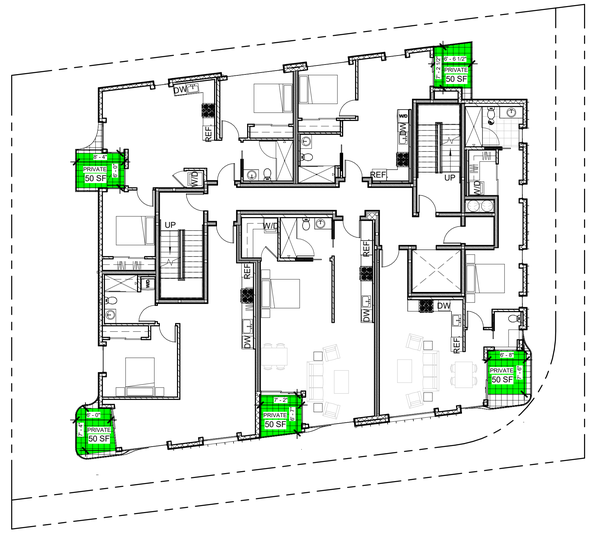
PROVIDED		REQUIRED	
COMMON OPEN SPACE:	1,071 SF	26 UNITS @ < 3 HABITABLE ROOMS (100 S.F.) 26 UNITS)(100 S.F.) =	2,600 SF
PRIVATE OPEN SPACE TOWARDS CALCULATION BASED ON ZONING CODE 12.21 G:	1,350 SF	1 UNITS @ 3 HABITABLE ROOMS (125 S.F.) (1 UNITS)(125 S.F.) =	125 SF
		0 UNITS @ > 3 HABITABLE ROOMS (175 S.F.) (0 UNITS)(175 S.F.) =	0 SF
TOTAL PROVIDED OPEN SPACE:	2,421 SF	TOTAL REQUIRED OPEN SPACE:	2,725 SF

(* WAIVER OF DEVELOPMENT STANDARDS: PERMIT 11.1% DECREASE IN REQUIRED OPEN SPACE)

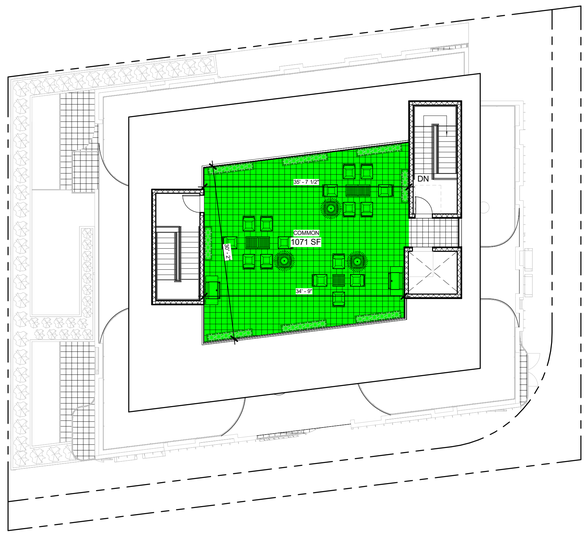
COMMON OPEN SPACE TREE COUNT			
PROVIDED		REQUIRED	
ON SITE	3 TREES	1 TREE PER EVERY 4 UNITS	
		27 UNITS / 4 =	7 TREES
IN PARKWAY OFF BEACH AVE & DEL REY AVE	5 TREES		
TOTAL	**8 TREES**	**TOTAL**	**7 TREES**



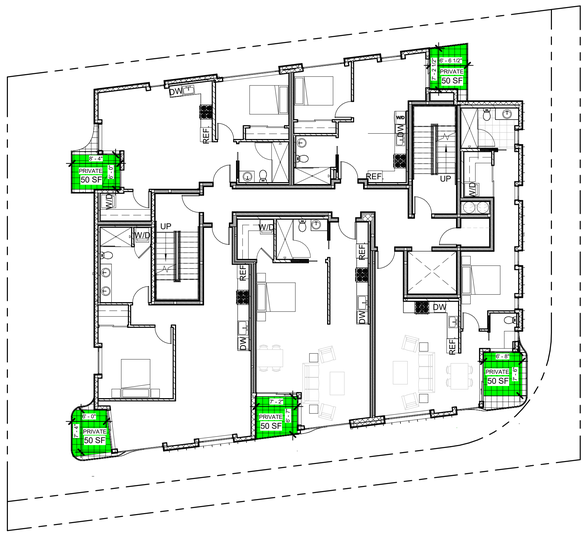
OPEN SPACE - SIXTH FLOOR
3/32" = 1'-0" 6



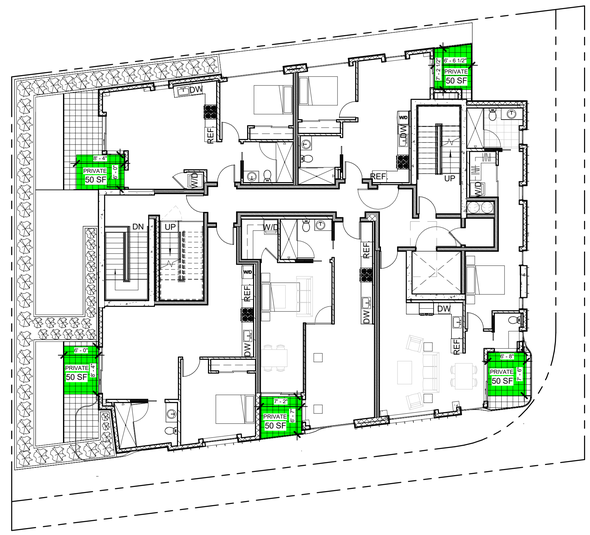
OPEN SPACE - THIRD FLOOR
3/32" = 1'-0" 3



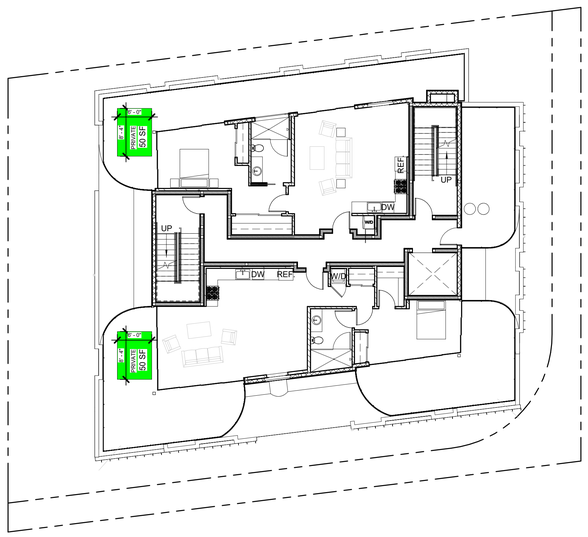
ROOF PLAN
3/32" = 1'-0" 8



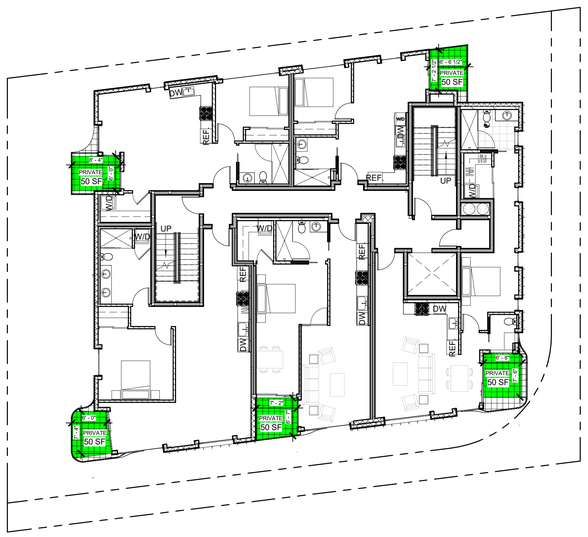
OPEN SPACE - FIFTH FLOOR
3/32" = 1'-0" 5



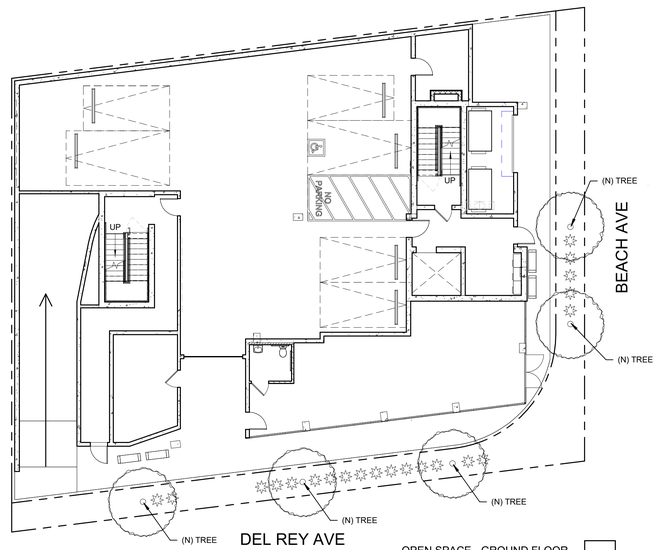
OPEN SPACE - SECOND FLOOR
3/32" = 1'-0" 2



OPEN SPACE - SEVENTH FLOOR
3/32" = 1'-0" 7



OPEN SPACE - FOURTH FLOOR
3/32" = 1'-0" 4



OPEN SPACE - GROUND FLOOR
3/32" = 1'-0" 1

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[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

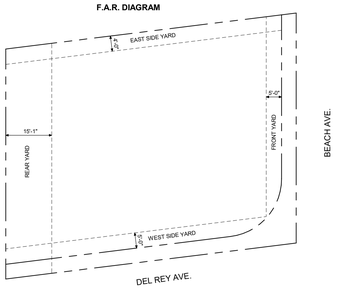
OPEN SPACE AREA CALCULATIONS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 10:08:42 AM
SCALE	3/32" = 1'-0"
JOB #	22-A009

A0.29

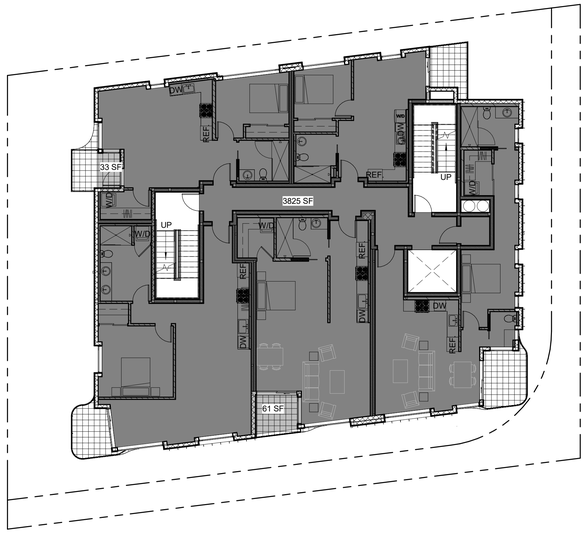
F.A.R. CALCULATIONS	
SUBTERRANEAN PARKING	74 SF
- INCLUDED	N/A
GROUND FLOOR	1,573 SF
- INCLUDED	298 SF
SECOND FLOOR	3,642 SF
- INCLUDED	94 SF
THIRD FLOOR	3,825 SF
- INCLUDED	94 SF
FOURTH FLOOR	3,825 SF
- INCLUDED	94 SF
FIFTH FLOOR	3,825 SF
- INCLUDED	94 SF
SIXTH FLOOR	3,825 SF
- INCLUDED	94 SF
SEVENTH FLOOR	1,988 SF
- INCLUDED	
TOTAL PROVIDED	**23,345 SF**

F.A.R. DIAGRAM

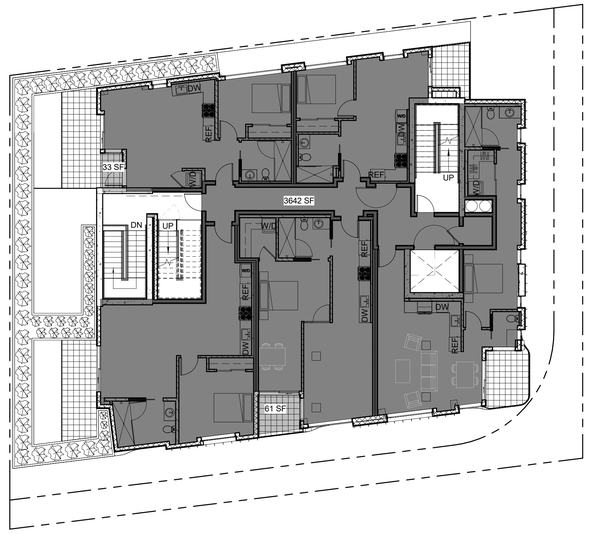


- A 60% REDUCTION IN REQUIRED EASTERLY SIDE YARD SETBACK TO ALLOW A 4'-0" SIDE YARD IN LIEU OF THE REQUIRED 10' SIDE YARD SETBACK.

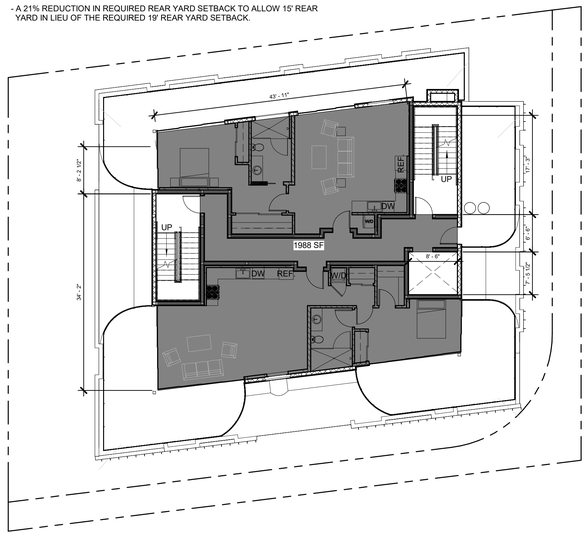
- A 21% REDUCTION IN REQUIRED REAR YARD SETBACK TO ALLOW 15' REAR YARD IN LIEU OF THE REQUIRED 19' REAR YARD SETBACK.



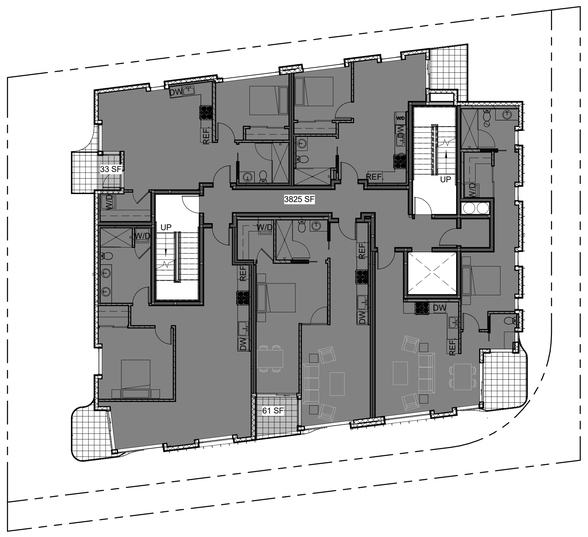
F.A.R. - FIFTH FLOOR
3/32" = 1'-0" 6



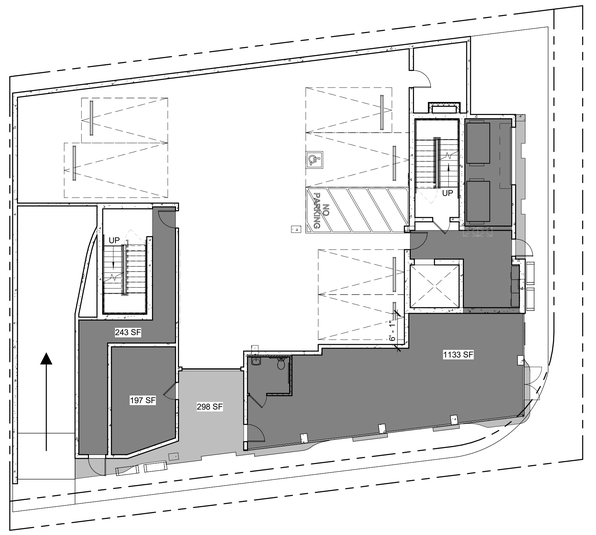
F.A.R. - SECOND FLOOR
3/32" = 1'-0" 3



F.A.R. - SEVENTH FLOOR
3/32" = 1'-0" 8

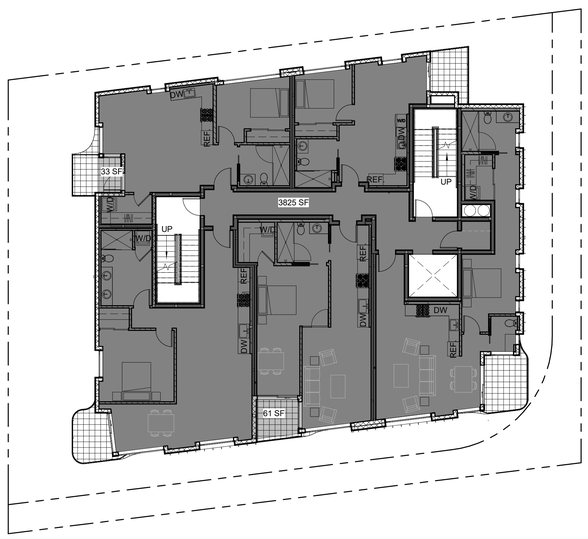


F.A.R. - FOURTH FLOOR
3/32" = 1'-0" 5

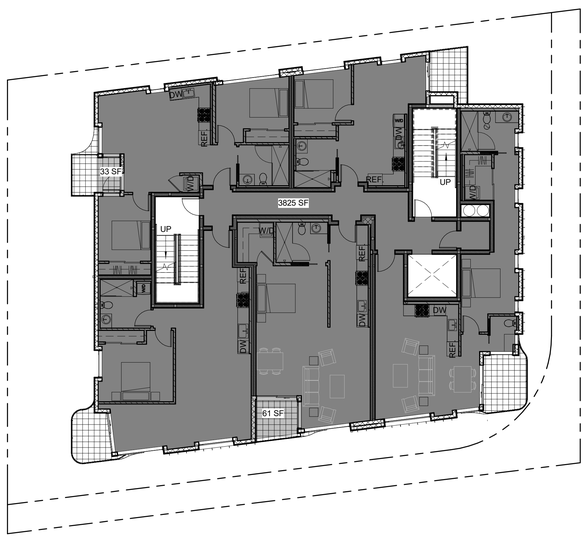


DEL REY AVE

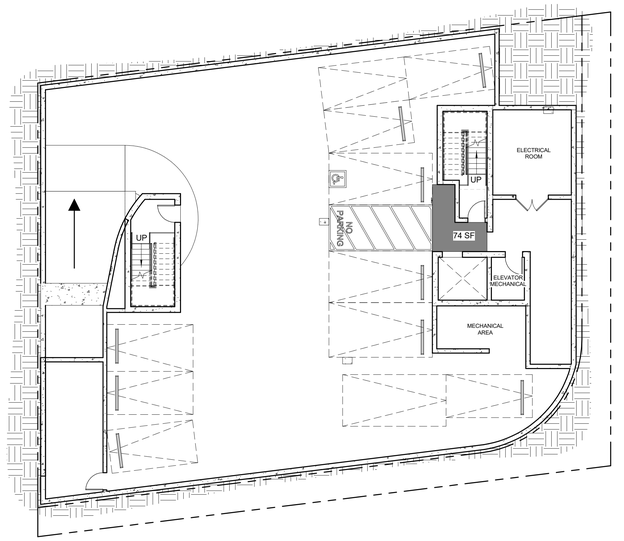
F.A.R. - GROUND FLOOR
3/32" = 1'-0" 2



F.A.R. - SIXTH FLOOR
3/32" = 1'-0" 7



F.A.R. - THIRD FLOOR
3/32" = 1'-0" 4



F.A.R. - SUBTERRANEAN PARKING
3/32" = 1'-0" 1

BEACH AVE

breakformdesign

127 arena st. el segundo, ca 90245
[o] 310.322.3700

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90292

Revision Schedule

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F.A.R. CALCULATIONS

DRAWN	Author
CHECKED	Checker
DATE	2/27/2023 9:54:20 AM
SCALE	As indicated
JOB #	22-A009

A0.30

REFERRAL FORMS:

AFFORDABLE HOUSING REFERRAL FORM
LOS ANGELES CITY PLANNING DEPARTMENT

This form is to serve as a referral to the Department of City Planning Development Services Center for affordable housing case filing purposes (in addition to the required Department of City Planning Application and any other necessary documentation) and as a referral to HCIDLA, CRA, LA County, or other City agency for project status and entitlement need purposes. This form shall be completed by the applicant and reviewed and signed by Department of City Planning staff prior to case filing. Any modifications to the content(s) of this form after its authorization by the Department of City Planning staff is prohibited.

CITY STAFF USE ONLY

Referral To:
☒ **Planning DSC - Filing** ☐ **HCIDLA Funding** ☐ **CRA** ☐ **LA County** ☐ **Other:** Beach Ave Condos

NOTES:

Planning Staff Name and Title	Planning Staff Signature	Date
Norali Martinez, City Planning Associate	Norali Martinez	8/6/2020

(The Department of City Planning reserves the right to require an updated AHRF for the project if more than 180 days have transpired since the above date, or as necessary, to reflect project modifications, policy changes and/or amendments to the LAMC, local laws, and State laws.)

I. PROPOSED PROJECT

1. PROJECT LOCATION/ ZONING

Project Address: 13481 W Beach Avenue, Marina Del Rey, CA
Project Name: Beach Ave Condos
Applicant Name and Phone/Email: Brian Silveira 310-753-1090 / silveira.brian@gmail.com
Assessor Parcel Number(s): 4230-003-063
Community Plan: Palms - Mar Vista - Del Rey Number of Lots: 2 Lot Size: 7,931.3 (6,988 net) s.f.
Existing Zone: CM(GM)-2D-CA Land Use Designation: Commercial Manufacturing

☒ Specific Plan ☐ HPOZ ☐ DRB ☐ Enterprise Zone ☐ CRA
☐ Q-condition/ D-limitation/ T-classification *(please specify)*:
☒ Other pertinent zoning information *(please specify)*: Glencoe-Maxella Specific Plan
☐ Location of Major Transportation Stop or Intersection *(please specify)*:[1]

2. DESCRIPTION OF PROPOSED PROJECT

Demolish 4 existing units and construct a new 27-unit condominium in a 7-story configuration with 16 at-grade and subterranean parking spaces, and having 7 of the 10 base units set-aside as affordable. The proposed project height is 7-stories, 85'-6". The project is seeking a 167.5% density bonus and incentives per LAMC 12.22.A.25 and LAMC 12.24.U.26.

[1] Per AB 744, A Major Transit Stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or 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. It also includes major transit stops that are included in the applicable regional transportation plan. Per Sec 12.22.A.25(b) of LAMC, the definition of Transit Stop/Major Employment Center includes: (1) a station stop for a fixed transit guideway or fixed rail system, (2) a Metro Rapid Bus stop or route, (3) the boundaries of three major economic activity areas, and (4) the boundaries of a college or university campus with an enrollment exceeding 10,000 students.

8. SITE PLAN REVIEW CALCULATION An application for Site Plan Review may be required for projects that meet any of the Site Plan Review thresholds as outlined in LAMC Section 16.05.C. unless otherwise exempted per Section 16.05.D. For Density Bonus projects involving bonus units, please use the formula provided below to determine if the project meets the Site Plan Review threshold for unit count. If project meets the threshold(s) but qualifies under the exemption criteria per Section 16.05.D please confirm exemption with Department of City Planning's DSC Housing Unit.

9 units allowed by right (permitted by LAMC) – 4 existing units = 5 units

- YES, Site Plan Review is required, if Proposed Base Density units minus existing units is equal to or greater than 50[5]
- NO, Site Plan Review is not required, if Base Density units minus existing units is less than 50
- NO, Site Plan Review is not required if Proposed Project is not utilizing a Density Bonus and total Project is less than 50
- Exempt *(please specify)*:

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

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

☐ Land Donation
☐ Child Care
☒ Restricted Affordable Units Located Near Transit Stop/ Major Employment Center
☐ Common Interest Development with Low or Very Low Income Restricted Affordable Units for Rent
☐ Condominium Conversion

☐ **Parking** ***(Please choose only one of the following options):***

☒ **Parking Option 1:** Based on # of bedrooms, inclusive of Handicapped and Guest parking. Fractional numbers are rounded down.

	# of Units	Spaces/Unit	Parking Required	Parking Provided
0-1 Bedroom	26	1	26	
2-3 Bedrooms	1	2	2	
4 or more Bedrooms		2.5		
TOTALS			24 (15% bike reduction)	16

☐ **Parking Option 2:** Reduced only for Restricted Affordable Units: up to 40% of required parking for Restricted Affordable Units may be compact stalls. Fractional numbers are rounded down.

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

☒ **Parking Option 3:** AB 744 - Applies to two types of projects: (A) 100% affordable developments consisting solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower income families; or (B) mixed-income developments consisting of the maximum number of very low- or low income units, which is 11% and 20% set aside, respectively.

[5] Site Plan Review may also be required if other characteristics of the project exceeds the thresholds listed in Sec. 16.05 of the LAMC.

3. EXISTING USE

A. Describe Existing Development: 2 existing single-story buildings: one triplex with three 1-br units and one single-family home with two bedrooms

Characteristic of existing use Dwelling Unit (DU), Commercial/ Industrial, or Other	Existing		To Be Demolished	Proposed[2]	
	No. of DU or Guest Rooms	Approximate sq. ft./ea.		No. of DU or Guest Rooms	Approximate sq. ft./ea.
Guest Rooms					
Studio				4	687 sf
One Bedroom	3	550 sf	yes	22	441-880 sf
Two Bedrooms	1	958 sf	yes	1	704 sf
Three Bedrooms					
____ Bedroom					
Commercial / Industrial					
Other:					

B. Previous Cases Filed

	(1)	(2)	(3)
Case Number(s):			
Date Filed:			
Date Approved:			
End of Appeal Period:			
Environmental No.			

4. TYPE OF APPLICATION

☐ Density Bonus (per LAMC Sec. 12.22.A.25) with **no** incentives filed in conjunction with a discretionary approval. If no entitlement case is requested, please contact the Los Angeles Department of Building and Safety (LADBS) at ladbs.org or call 3-1-1 within the City of Los Angeles or (213) 473-3231 outside of the City of Los Angeles.
☐ Density Bonus per LAMC Sec. 12.22.A.25 **with incentives on the menu** *(please specify)*:
☒ Density Bonus per LAMC Sec. 12.22.A.25 **with incentives off menu** *(please specify)*: (1) base density per pre-dedicated lot, 20% decrase in open space, 36% side yard reduction (others in Section 10).
☐ Density Bonus per LAMC Sec. 12.22.A.25 **with on and off menu incentives** *(please specify)*:
☐ Greater Downtown Housing Incentive Area per LAMC Sec. 12.22.A.29, Ordinance 179,076 (Sections 7 and 9 through 11 of this form do not apply)
☐ Public Benefit Project per LAMC Sec. 14.00.A.2
☐ Unapproved Dwelling Unit per LAMC Sec. 14.00.A.10
☐ Agreement for Partnered Housing Between Commercial and Housing Developer:
  ☐ 30% or more of total units provided for low income housing
  ☐ 15% or more of total units provided for very low income housing
☐ General Plan Amendment per LAMC Sec. 11.5.6. Request:
☐ Zone/Height District Change per LAMC Sec. 12.32. Request:
☒ Conditional Use per LAMC Sec. 12.22.U.26
☐ Site Plan Review per LAMC Sec. 16.05
☐ Specific Plan Project Permit Compliance per LAMC Sec. 11.5.7.C
☐ Community Design Overlay per LAMC Sec. 13.08
☐ Coastal Development Permit per LAMC Sec. 12.20.2 or 12.20.2.1
☒ Tract or Parcel Map per LAMC Sec. 17.00 or 17.50
☐ Other discretionary incentives requested (please specify):

[2] Replacement units, per AB 2556, shall be equivalent to the number of units, size, and number of bedrooms of the existing development.

☐ **A) 100% Affordable Rental Projects**

	# of Units	Spaces/Unit	Parking Required	Parking Provided
Located within ½ mile of major transit stop		0.5		
Senior having either paratransit service or unobstructed access within ½ mile to fixed bus route service that operates at least 8 times/day		0.5		
Special needs having either paratransit service or unobstructed access within ½ mile to fixed bus route service that operates at least 8 times/day		0.3		

☐ **B) Mixed Income Projects consisting of the maximum number of very low- or low income units, which is 11% and 20% set aside, respectively**

	# of Bedrooms	Spaces/Bedroom	Parking Required	Parking Provided
Located within ½ mile of major transit stop with unobstructed access to project		0.5		

APPLICABLE TO PARKING OPTION 3 – AB744 ONLY: (1) **Major transit stop** means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or 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. It also includes major transit stops that are included in the applicable regional transportation plan. (2) The maximum ½ mile distance to a major transit stop is measured in a straight line ("as the crow flies"). (3) Tandem or uncovered parking is permitted. (4) Fractional numbers are rounded up.

10. INCENTIVES

☐ Please check if you are requesting an incentive from AB 2501 "Development Bonuses From a Mixed Use Development".

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

	Required/ Allowable	Proposed	ON Menu	OFF Menu
☐ (1) Yard/Setback *(each yard counts as 1 incentive)*				
☐ Front	19-foot	15-foot	☐	☐
☒ Rear	10-foot	6'5" (easterly)	☐	☒
☒ Side(s)			☐	☒
☐ (2) Lot Coverage			☐	☐
☐ (3) Lot Width			☐	☐
☒ (4) Floor Area Ratio[6]	1.75:1	2.72:1	☐	☒
☒ (5) Height/ # of Stories[7]	55-feet	85-feet 6-inches	☐	☒
☒ (6) Open Space	2,700 sf	2,323 sf	☒	☐
☒ (7) Density Calculation	9	10	☒	☐
☐ (8) Averaging *(all count as 1 incentive)*			☐	☐
FAR			—	—
Density			—	—
Parking			—	—
OS			—	—
Vehicular Access			—	—
☒ Other *(please specify)*:	(Parking) 24 required	16	☐	☒
☐			☐	☐
☐			☐	☐
☐			☐	☐
☐			☐	☐
TOTAL # of Incentives Requested:			2	4

[6] If applicable, provide vicinity map showing 50% of commercially zoned parcel is within 1,500 feet from Transit Stop or Major Employment Center.
[7] See Sec. 12.22.A.25(f) 5 for additional requirements.

6. ENVIRONMENTAL REVIEW

☐ Environmental Review Not Required – Project is Ministerial.[3] **Please explain:**
☒ Not filed (please contact the Department of City Planning Development Services Center for more information)
☐ Filed (indicate case number):

6. HOUSING DEVELOPMENT PROJECT TYPE *(please check all that apply)*:

☒ For Sale
☐ For Rent
☐ Extremely Low Income
☒ Very Low Income
☒ Low Income
☐ Moderate Income
☒ Market Rate
☐ Mixed Use Project
☐ Senior
☐ Residential Hotel
☐ Transitional Foster Youth
☐ Disabled Veteran
☐ Homeless
☐ Special Needs (please describe):

7. DENSITY CALCULATION

A. Base Density: Maximum density allowable per zoning
Lot size 7,931.3 s.f. *(a)*
Density allowable by zone 1800 sf units/s.f. of lot area *(b)*
Units allowed by right (Base Density) 10 units *(c)* [*c = a/b*, Including fraction and round up to the next whole number]

B. Maximum Allowable Density Bonus: 14 units *(d)* [*d = c x 1.35*, include fraction and round up to whole number]

C. Proposed Project: Please indicate total number of Units requested as well as breakdown by levels of affordability set by each category (HCD or HUD). For information on HCD and HUD levels of affordability please contact the Housing and Community Investment Department of Los Angeles (HCIDLA) at (213) 808-8843 or hcidla.lacity.org.[4]

	Total	HCD (State)	HUD (TCAC)
Market Rate	20	N/A	N/A
Managers Unit(s) - Market Rate		N/A	N/A
Extremely Low Income			
Very Low Income	7	7	
Low Income			
Moderate Income			N/A
Seniors- Market Rate		N/A	N/A
Seniors- Very Low Income			
Seniors- Low Income			
Seniors – Moderate Income			
Transitional Foster Youth–Very Low Income*			
Disabled Veterans – Very Low Income*			
Homeless – Very Low Income*			
Total # of Units per Category		7 *(e)*	*(f)*
Percent of Affordable Units by Category		70% *(g)*	*(h)*
		[*g = e/c or e/d*, whichever is less, c or i]	[*h = f/c or f/i*, whichever is less, c or i]
TOTAL # of Units Proposed	27 *(i)*		
Number of Density Bonus Units	17	*(j)* [If *i>c, then j=i-c; if i<c, then j= 0*]	
Percent Density Bonus Requested	170%	*(k)* [*k= j/c*]	
Percent of Affordable Set Aside	70%	*(c) x % of affordable housing units provided*	

* Per AB 2442, a 10% setaside with Very Low Income units at 20% Density Bonus.

[3] Ministerial Projects (aka, "By-Right") do not require any discretionary Planning approvals. Developers of such housing file building plans with the Department of Building & Safety. Plans are checked for compliance with the Building Code and, when in compliance, permits are issued to begin construction.
[4] HCD (State) = Published affordability levels per California Department of Housing and Community Development. HUD (TCAC) = Published affordability levels per the United States Department of Housing and Urban Development.

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

Incentives	% Very Low Income	% Low Income	% Moderate Income
One	☐ 5% to <10%	☐ 10% to <20%	☐ 10% to <20%
Two	☐ 10% to <15%	☐ 20% to <30%	☐ 20% to <30%
Three	☒ 15% or greater	☐ 30% or greater	☐ 30% or greater
3+	☐ *(Specify)*:	☐ *(Specify)*:	☐ *(Specify)*:

11. COVENANT:
All Density Bonus projects are required to prepare and record an Affordability Covenant to the satisfaction of the Los Angeles Housing Department's Occupancy Monitoring Unit **before** a building permit can be issued. Please contact the Housing and Community Investment Department of Los Angeles (HCIDLA) at (213) 808-8843 or hcidla.lacity.org

12. REPLACEMENT UNITS:
AB 2222 requires that density bonus eligible projects replace any pre-existing affordable housing units on the project site. Replacement units include the following: *(Answer the following with yes or no.)*
A. Units subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income? no
B. Units occupied by lower or very low income households below 80% AMI per California Department of Housing and Community Development Department levels not already listed above? no
C. Units subject to the Rent Stabilization Ordinance not already listed above? yes
D. Units that have been vacated or demolished in the last 5 years? yes
E. Per AB 2556, are the number of replacement units, size and number of bedrooms equivalent to that being demolished (as shown on Existing Development Table on page 2 above)? Yes

III. GREATER DOWNTOWN HOUSING INCENTIVE AREA (GDHIA)

13. GREATER DOWNTOWN HOUSING INCENTIVE AREA (LAMC SEC. 12.22.A.29, Ordinance 179,076)

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

☐ (1) 5% of the total number of dwelling units provided for Very Low Income households; and
☐ (2) One of the following shall be provided:
  - ○ 10% of the total number of dwelling units for Low Income households; or
  - ○ 15% of the total number of dwelling units for Moderate Income households; or
  - ○ 20% of the total number of dwelling units for Workforce Income households, and

☐ (3) Any dwelling unit or guest room occupied by a household earning less than 50% of the Area Median Income that is demolished or otherwise eliminated shall be replaced on a one-for-one basis within the Community Plan Area in which it is located.

B. INCENTIVES *(Please check all that apply)*
NOTE: Must meet all 3 eligibility requirements from above and provide a Covenant & Agreement (#11).
☐ (1) A 35% increase in total floor area.
☐ (2) Open Space requirement pursuant to Section 12.21.G reduced by one-half, provided fee is paid.
☐ (3) No parking required for units for households earning less than 50% AMI.
☐ (4) No more than one parking space required for each dwelling unit.

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

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

AFFORDABLE HOUSING REFERRAL FORM

DRAWN CR
CHECKED PNK
DATE 2/27/2023 9:54:25 AM
SCALE
JOB # 22-A009

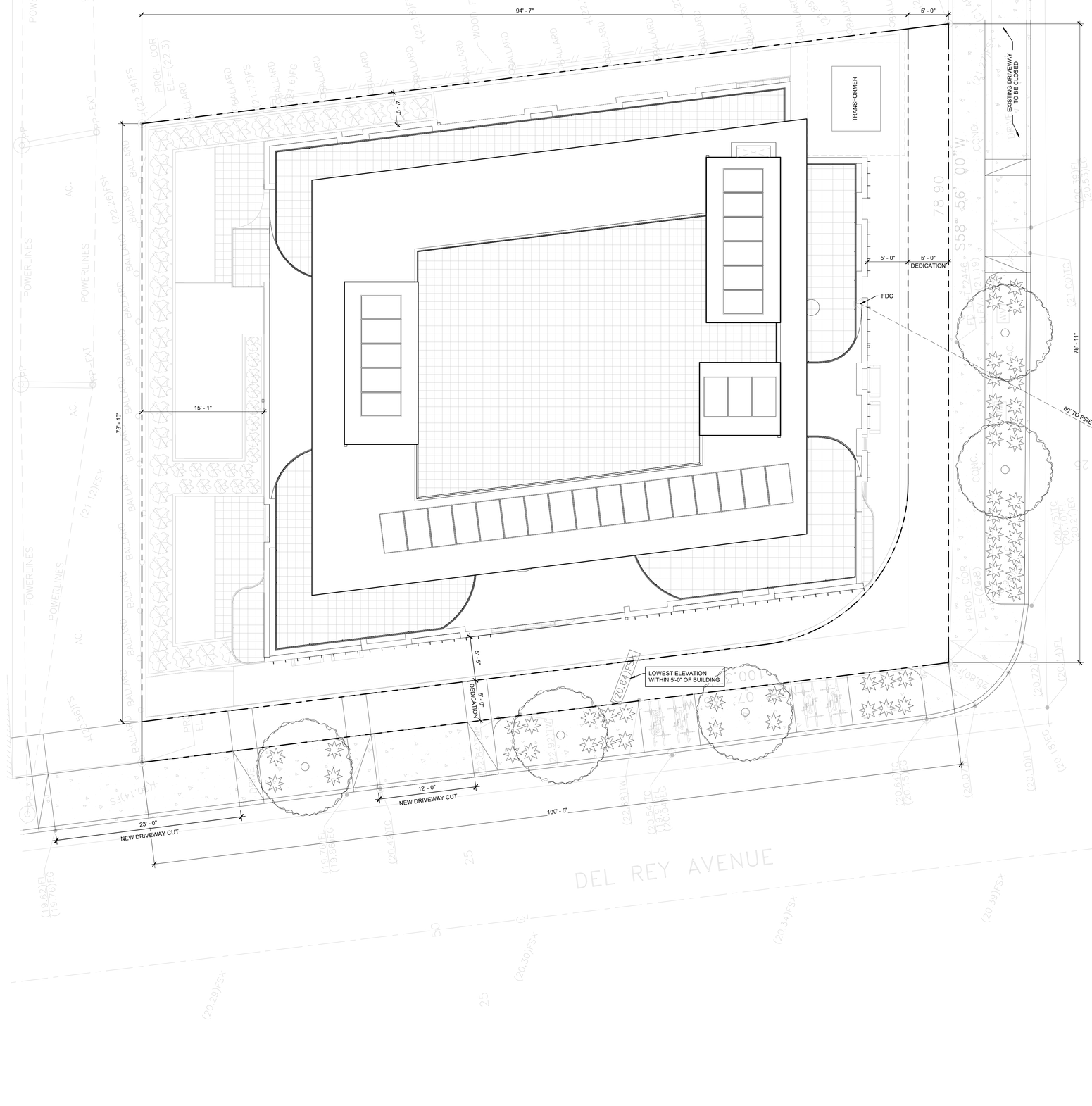
A0.31

SITE PLAN LEGEND

FLOOR TYPE

PROPERTY LINE

SETBACKS



N

SITE PLAN
3/16" = 1'-0"

1

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LICENSED ARCHITECT
RAMSEY DAHAM
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10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

SITE PLAN

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:54:30 AM
SCALE	As indicated
JOB #	22-A009

A1.00

ASSEMBLY TYPES

WALLS

1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
4. 2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)
5. 1-HR DOUBLE WALL ASSM. (5/A0.13)
6. CONC. WALL PER STRC. (6/A0.13)
7. CONC. RETAINING WALL PER STRC. (7/A0.13)
8. CMU WALL PER STRC. (8/A0.13)
9. 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

- A-1: CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
- A-2: CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
- A-3: CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
- B-1: WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
- B-2: WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
- B-3: WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
- B-4: WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
- B-5: WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
- B-6: WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

FLOOR PLAN LEGEND

- FLOOR TYPE
- WINDOW TAG (A0.10 - SCHEDULE)
- DOOR TAG (A0.08, A0.09 - SCHEDULE)
- WALL TYPE
- ELEVATION MARKER
- PROPERTY LINE
- ACCESSIBLE ROUTE
- 1 HR
- 2 HR
- SD — SMOKE DETECTOR (DUAL SENSOR)
- CM — CARBON MONOXIDE
- EXHAUST (ENERGY STAR, HUMIDISTAT CONTROLLED, DUCTED TO EXTERIOR)
- S — NFPA - 14 CLASS - I STANDPIPE
- ILLUMINATED EXIT SIGN
- MB — MASTER BEDROOM
- BD — BEDROOM
- BA — BATHROOM
- LR — LIVING ROOM
- KI — KITCHEN
- DR — DINING ROOM
- PWR — POWDER ROOM
- CL — CLOSET
- WIC — WALK IN CLOSET
- LR — LAUNDRY ROOM
- BC — BALCONY
- EN — ENTRY

EXTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
INTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
INTERIOR WALL 1-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
INTERIOR WALL (SEE WALL TYPES FOR DETAILS)

EV PARKING

REQUIRED EV:

(BASED ON THE 16 PROVIDED SPACES)

30% OF TOTAL TO BE EV SPACES
16 X 30% = 4.8~**5.0**

10% OF THE TOTAL NUMBER TO BE EVCS
16 X 10% = 1.6~2.0

PROVIDED EV SPACES:

EVSE = 14 SPACES
- 3 OF WHICH ARE 9'X18' STALLS

EVCS = 2 SPACES
- BOTH SPACES ARE 9'X18' STALLS
- 1 OF 2 WITH 8' WIDE AISLE

DEFINITIONS:

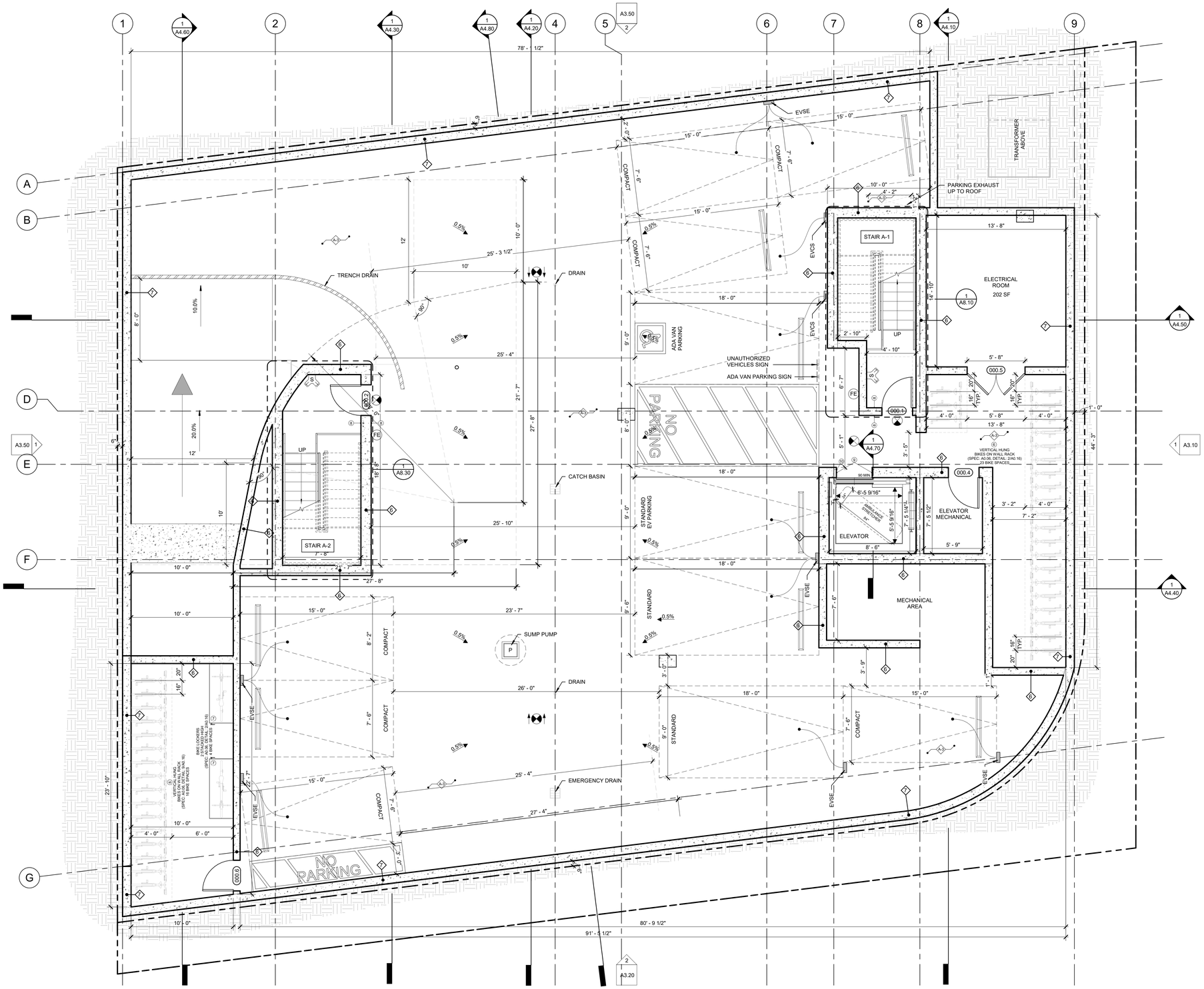
EVSE: ELECTRIC VEHICLE SUPPLY EQUIPMENT

EVCS: ELECTRIC VEHICLE CHARGING STATION

KEYNOTE LEGEND

1. MAILBOXES
2. TRENCH DRAIN
3. OCCUPANT LOAD SIGN
4. STONE COUNTERTOP
5. SHORT TERM BICYCLE PARKING (1/A0.16)
6. LONG TERM BICYCLE PARKING (ARRANGED IN A VERTICALLY STAGGERED LAYOUT)
7. LONG TERM BICYCLE PARKING LOCKERS (TWO UNIT STACKED BIKE LOCKERS)
8. STAIRWAY IDENTIFICATION SIGN
9. FLOOR LANDING NUMBER (4/A0.16)
10. MEDICAL SERVICES SYMBOL (5/A0.16)
11. NFPA 72 OCCUPANT NOTIFICATION SYSTEM

NOTE: DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5 CHART NO. 5



N

SUBTERRANEAN PARKING PLAN
1/4" = 1'-0"

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13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:54:36 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A2.00

ASSEMBLY TYPES

WALLS

1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
4. 2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)
5. 1-HR DOUBLE WALL ASSM. (5/A0.13)
6. CONC. WALL PER STRC. (6/A0.13)
7. CONC. RETAINING WALL PER STRC. (7/A0.13)
8. CMU WALL PER STRC. (8/A0.13)
9. 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

A-1. CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
A-2. CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
A-3. CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
A-4. WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
A-5. WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
A-6. WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
A-7. WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
A-8. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
A-9. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

FLOOR PLAN LEGEND

- FLOOR TYPE
- WINDOW TAG (A0.10 - SCHEDULE)
- DOOR TAG (A0.08, A0.09 - SCHEDULE)
- WALL TYPE
- X'-X" ELEVATION MARKER
- PROPERTY LINE
- ACCESSIBLE ROUTE
- 1 HR
- 2 HR
- SD SMOKE DETECTOR (DUAL SENSOR)
- CM CARBON MONOXIDE
- EXHAUST (ENERGY STAR, HUMIDISTAT CONTROLLED, DUCTED TO EXTERIOR)
- S NFPA - 14 CLASS - I STANDPIPE
- ILLUMINATED EXIT SIGN
- MB MASTER BEDROOM
- BD BEDROOM
- BA BATHROOM
- LR LIVING ROOM
- KI KITCHEN
- DR DINING ROOM
- PWR POWDER ROOM
- CL CLOSET
- WIC WALK IN CLOSET
- LR LAUNDRY ROOM
- BC BALCONY
- EN ENTRY

EXTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
INTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
INTERIOR WALL 1-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
INTERIOR WALL (SEE WALL TYPES FOR DETAILS)

EV PARKING

REQUIRED EV:

(BASED ON THE 16 PROVIDED SPACES)

30% OF TOTAL TO BE EV SPACES
16 X 30% = 4.8~**5.0**

10% OF THE TOTAL NUMBER TO BE EVCS
16 X 10% = 1.6~2.0

PROVIDED EV SPACES:

EVSE = 14 SPACES
- 3 OF WHICH ARE 9'X18' STALLS

EVCS = 2 SPACES
- BOTH SPACES ARE 9'X18' STALLS
- 1 OF 2 WITH 8' WIDE AISLE

DEFINITIONS:

EVSE: ELECTRIC VEHICLE SUPPLY EQUIPMENT

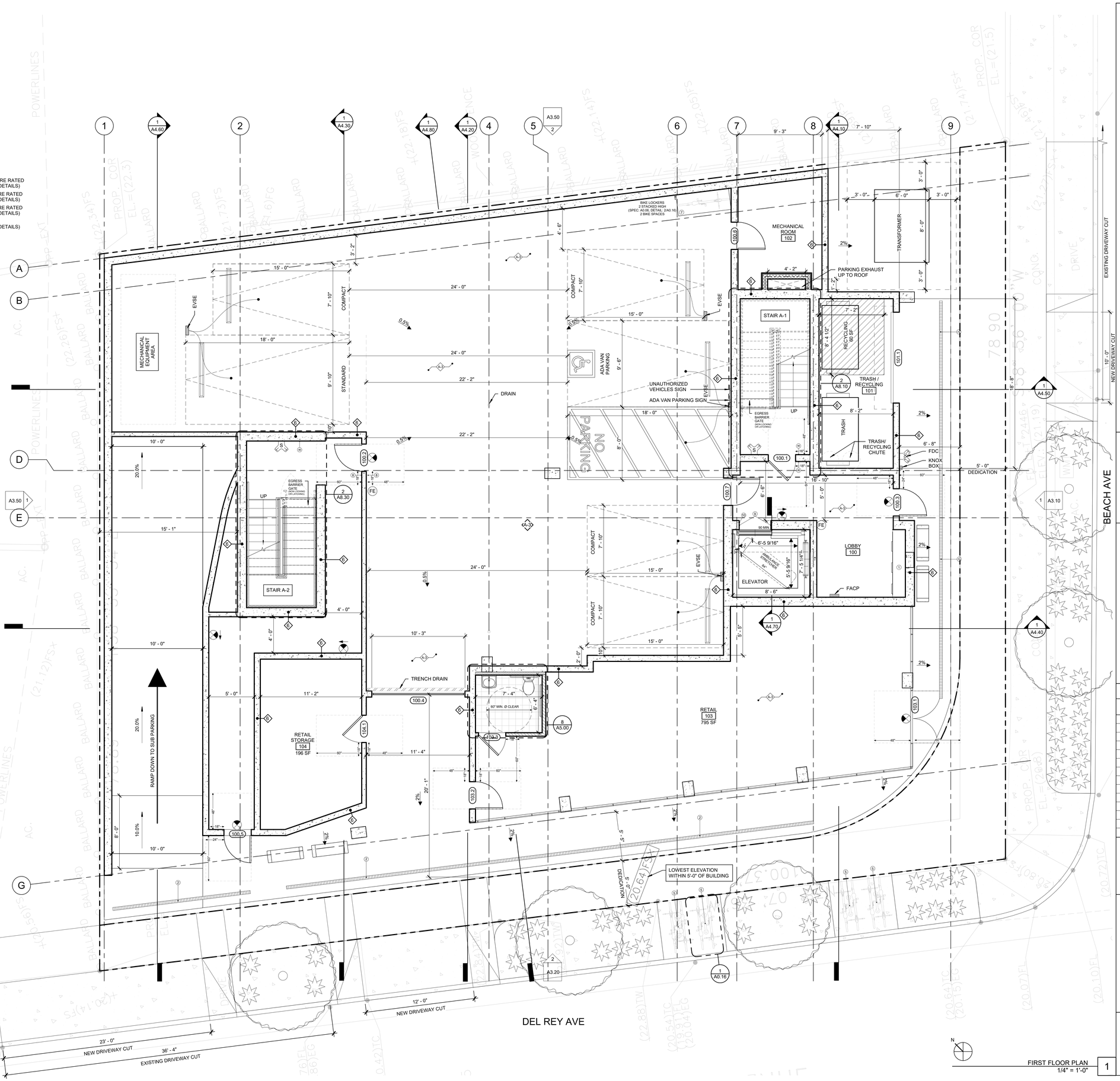
EVCS: ELECTRIC VEHICLE CHARGING STATION

KEYNOTE LEGEND

1. MAILBOXES
2. TRENCH DRAIN
3. OCCUPANT LOAD SIGN
4. STONE COUNTERTOP
5. SHORT TERM BICYCLE PARKING (1/A0.16)
6. LONG TERM BICYCLE PARKING (ARRANGED IN A VERTICALLY STAGGERED LAYOUT)
7. LONG TERM BICYCLE PARKING LOCKERS (TWO UNIT STACKED BIKE LOCKERS)
8. STAIRWAY IDENTIFICATION SIGN
9. FLOOR LANDING NUMBER (4/A0.16)
10. MEDICAL SERVICES SYMBOL (5/A0.16)
11. NFPA 72 OCCUPANT NOTIFICATION SYSTEM

FENCES, PLANTERS, AND RETAINING WALLS SHALL NOT EXCEED A HEIGHT OF 6 FT. ABOVE THE NATURAL GROUND LEVEL IN THE REQUIRED SIDE YARD.

NOTE: DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21A5 CHART NO. 5



FIRST FLOOR PLAN
1/4" = 1'-0"

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:54:41 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A2.10

ASSEMBLY TYPES

WALLS

1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
4. 2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)
5. 1-HR DOUBLE WALL ASSM. (5/A0.13)
6. CONC. WALL PER STRC. (6/A0.13)
7. CONC. RETAINING WALL PER STRC. (7/A0.13)
8. CMU WALL PER STRC. (8/A0.13)
9. 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

- A-1: CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
- A-2: CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
- A-3: CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
- A-4: WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
- A-5: WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
- A-6: WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
- A-7: WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
- A-8: WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
- A-9: WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

FLOOR PLAN LEGEND

- FLOOR TYPE
- WINDOW TAG (A0.10 - SCHEDULE)
- DOOR TAG (A0.08, A0.09 - SCHEDULE)
- WALL TYPE
- ELEVATION MARKER
- PROPERTY LINE
- ACCESSIBLE ROUTE
- 1 HR
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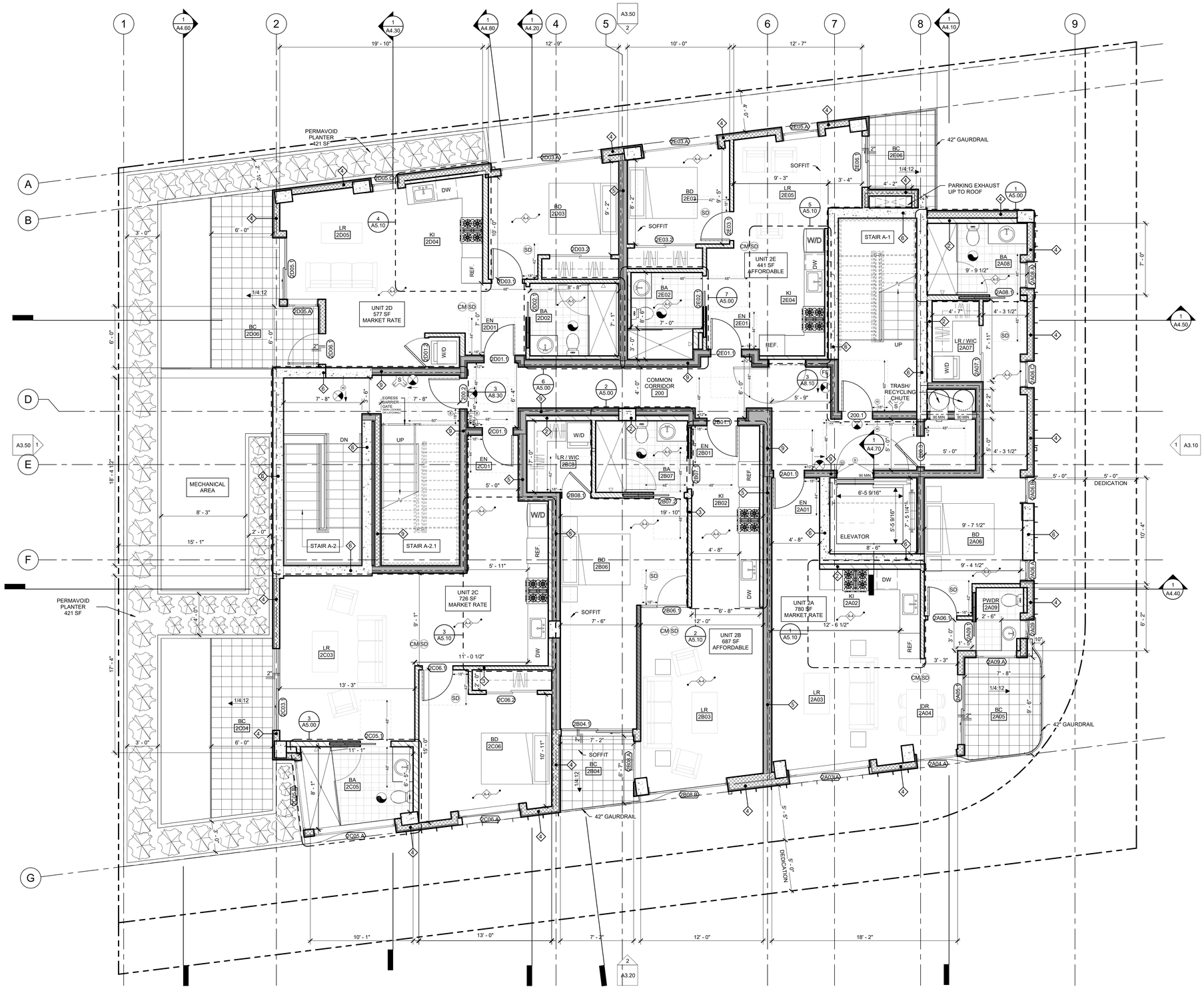
- CM — CARBON MONOXIDE
- EXHAUST (ENERGY STAR, HUMIDISTAT CONTROLLED, DUCTED TO EXTERIOR)
- S — NFPA - 14 CLASS - I STANDPIPE
- ILLUMINATED EXIT SIGN
- MB — MASTER BEDROOM
- BD — BEDROOM
- BA — BATHROOM
- LR — LIVING ROOM
- KI — KITCHEN
- DR — DINING ROOM
- PWR — POWDER ROOM
- CL — CLOSET
- WIC — WALK IN CLOSET
- LR — LAUNDRY ROOM
- BC — BALCONY
- EN — ENTRY

- EXTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL 1-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL (SEE WALL TYPES FOR DETAILS)

KEYNOTE LEGEND

1. MAILBOXES
2. TRENCH DRAIN
3. OCCUPANT LOAD SIGN
4. STONE COUNTERTOP
5. SHORT TERM BICYCLE PARKING (1/A0.16)
6. LONG TERM BICYCLE PARKING (ARRANGED IN A VERTICALLY STAGGERED LAYOUT)
7. LONG TERM BICYCLE PARKING LOCKERS (TWO UNIT STACKED BIKE LOCKERS)
8. STAIRWAY IDENTIFICATION SIGN
9. FLOOR LANDING NUMBER (4/A0.16)
10. MEDICAL SERVICES SYMBOL (5/A0.16)
11. NFPA 72 OCCUPANT NOTIFICATION SYSTEM



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Revision Schedule

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PROPOSED PLANS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:54:55 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A2.20

ASSEMBLY TYPES

WALLS

1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
4. 2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)
5. 1-HR DOUBLE WALL ASSM. (5/A0.13)
6. CONC. WALL PER STRC. (6/A0.13)
7. CONC. RETAINING WALL PER STRC. (7/A0.13)
8. CMU WALL PER STRC. (8/A0.13)
9. 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

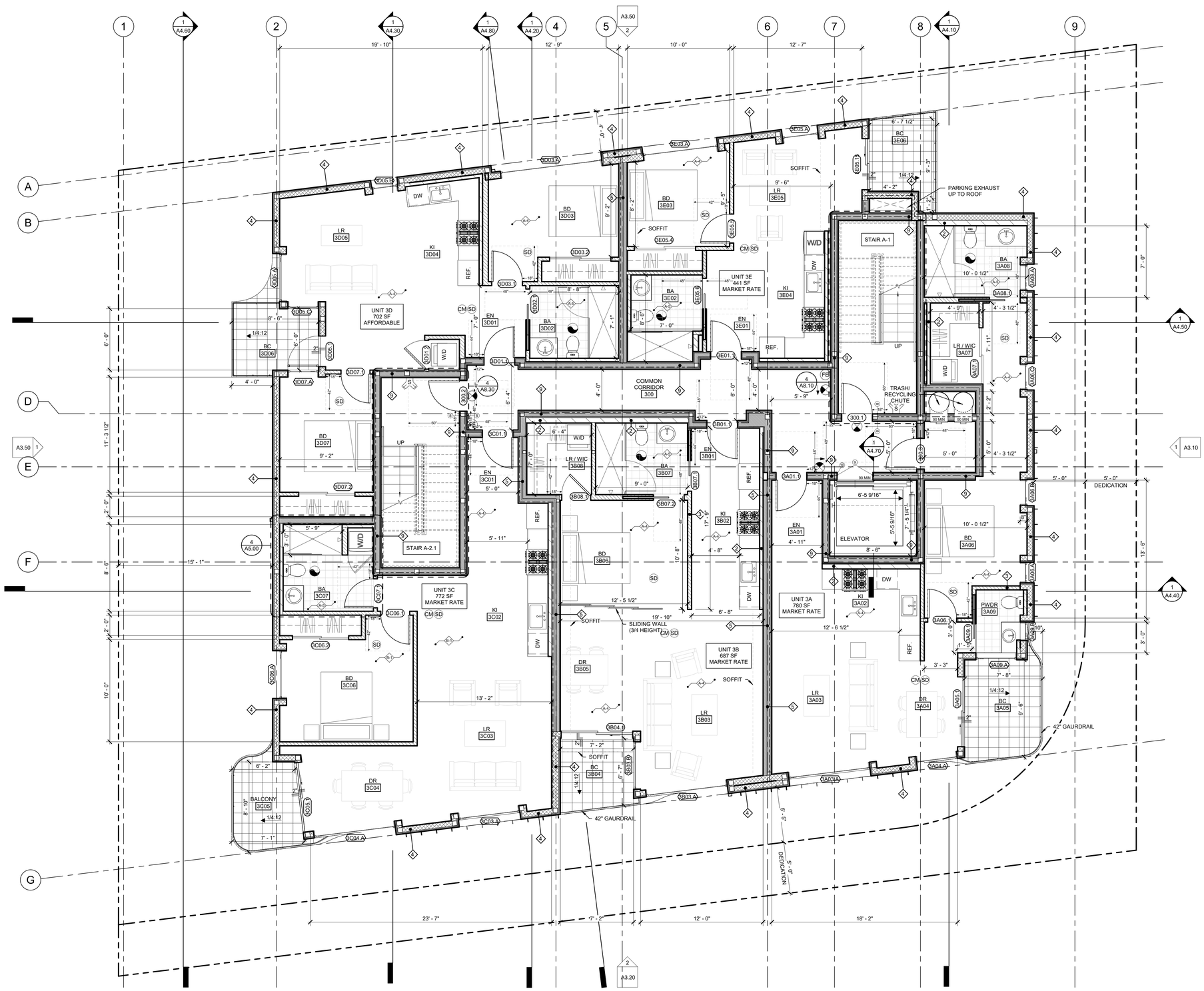
- A-1: CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
- A-2: CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
- A-3: CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
- B-1: WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
- B-2: WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
- B-3: WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
- B-4: WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
- B-5: WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
- B-6: WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

FLOOR PLAN LEGEND

- FLOOR TYPE
- WINDOW TAG (A0.10 - SCHEDULE)
- DOOR TAG (A0.08, A0.09 - SCHEDULE)
- WALL TYPE
- ELEVATION MARKER
- PROPERTY LINE
- ACCESSIBLE ROUTE
- 1 HR
- 2 HR
- SD — SMOKE DETECTOR (DUAL SENSOR)
- CM — CARBON MONOXIDE
- EXHAUST (ENERGY STAR, HUMIDISTAT CONTROLLED, DUCTED TO EXTERIOR)
- S — NFPA - 14 CLASS - I STANDPIPE
- ILLUMINATED EXIT SIGN
- MB — MASTER BEDROOM
- BD — BEDROOM
- BA — BATHROOM
- LR — LIVING ROOM
- KI — KITCHEN
- DR — DINING ROOM
- PWR — POWDER ROOM
- CL — CLOSET
- WIC — WALK IN CLOSET
- LR — LAUNDRY ROOM
- BC — BALCONY
- EN — ENTRY
- EXTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL 1-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL (SEE WALL TYPES FOR DETAILS)

KEYNOTE LEGEND

1. MAILBOXES
2. TRENCH DRAIN
3. OCCUPANT LOAD SIGN
4. STONE COUNTERTOP
5. SHORT TERM BICYCLE PARKING (1/A0.16)
6. LONG TERM BICYCLE PARKING (ARRANGED IN A VERTICALLY STAGGERED LAYOUT)
7. LONG TERM BICYCLE PARKING LOCKERS (TWO UNIT STACKED BIKE LOCKERS)
8. STAIRWAY IDENTIFICATION SIGN
9. FLOOR LANDING NUMBER (4/A0.16)
10. MEDICAL SERVICES SYMBOL (5/A0.16)
11. NFPA 72 OCCUPANT NOTIFICATION SYSTEM



N

THIRD FLOOR PLAN
1/4" = 1'-0"

1

breakformdesign
127 arena st. el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN	Author
CHECKED	Checker
DATE	2/27/2023 9:55:03 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A2.30

ASSEMBLY TYPES

WALLS

1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
4. 2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)
5. 1-HR DOUBLE WALL ASSM. (5/A0.13)
6. CONC. WALL PER STRC. (6/A0.13)
7. CONC. RETAINING WALL PER STRC. (7/A0.13)
8. CMU WALL PER STRC. (8/A0.13)
9. 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

A-1. CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
A-2. CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
A-3. CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
A-4. WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
A-5. WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
A-6. WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
A-7. WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
A-8. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
A-9. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

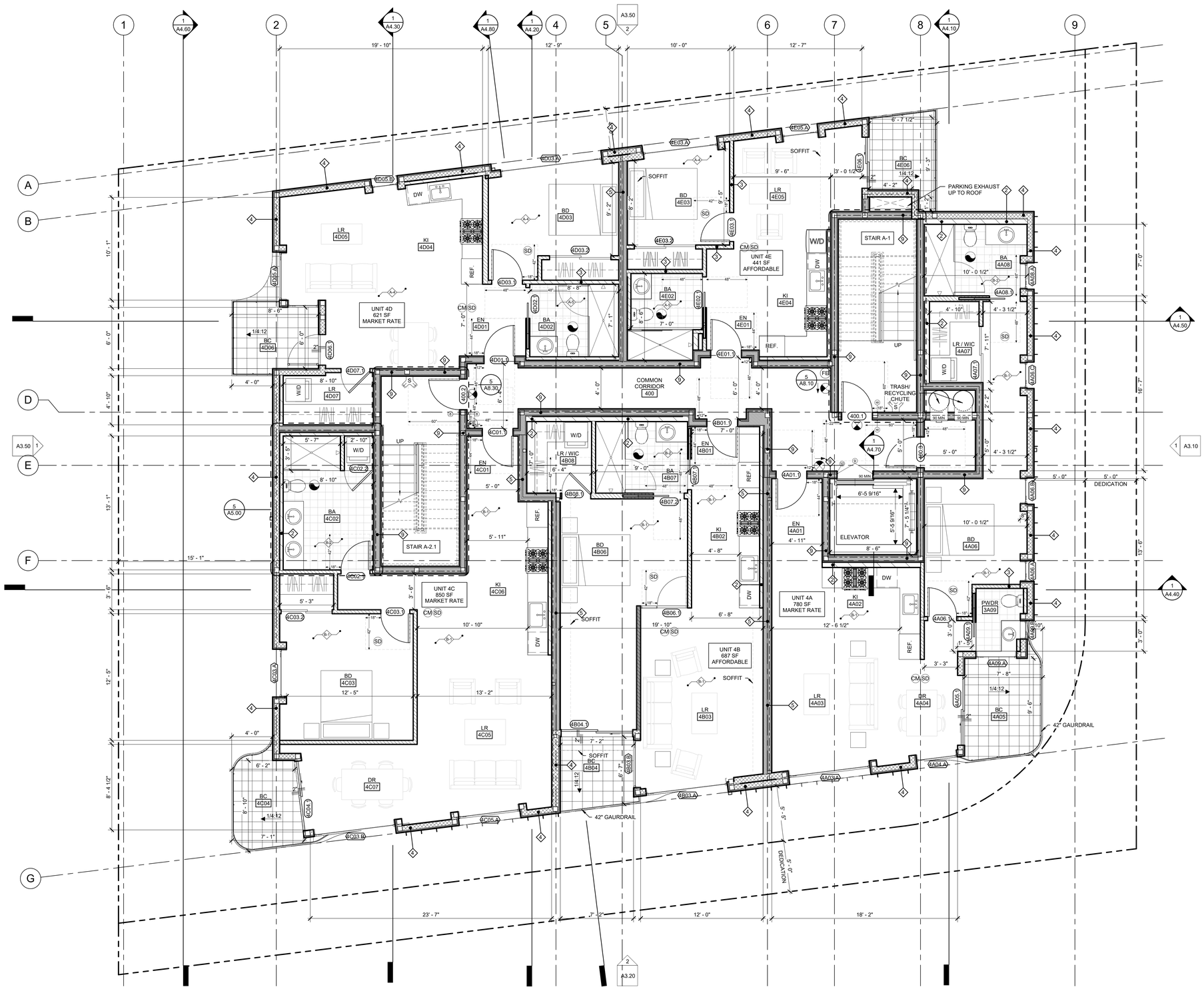
FLOOR PLAN LEGEND

- FLOOR TYPE
- WINDOW TAG (A0.10 - SCHEDULE)
- DOOR TAG (A0.08, A0.09 - SCHEDULE)
- WALL TYPE
- ELEVATION MARKER
- PROPERTY LINE
- ACCESSIBLE ROUTE
- 1 HR
- 2 HR
- SD — SMOKE DETECTOR (DUAL SENSOR)
- CM — CARBON MONOXIDE
- EXHAUST (ENERGY STAR, HUMIDISTAT CONTROLLED, DUCTED TO EXTERIOR)
- S — NFPA - 14 CLASS - I STANDPIPE
- ILLUMINATED EXIT SIGN
- MB — MASTER BEDROOM
- BD — BEDROOM
- BA — BATHROOM
- LR — LIVING ROOM
- KI — KITCHEN
- DR — DINING ROOM
- PWR — POWDER ROOM
- CL — CLOSET
- WIC — WALK IN CLOSET
- LR — LAUNDRY ROOM
- BC — BALCONY
- EN — ENTRY

- EXTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL 1-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL (SEE WALL TYPES FOR DETAILS)

KEYNOTE LEGEND

1. MAILBOXES
2. TRENCH DRAIN
3. OCCUPANT LOAD SIGN
4. STONE COUNTERTOP
5. SHORT TERM BICYCLE PARKING (1/A0.16)
6. LONG TERM BICYCLE PARKING (ARRANGED IN A VERTICALLY STAGGERED LAYOUT)
7. LONG TERM BICYCLE PARKING LOCKERS (TWO UNIT STACKED BIKE LOCKERS)
8. STAIRWAY IDENTIFICATION SIGN
9. FLOOR LANDING NUMBER (4/A0.16)
10. MEDICAL SERVICES SYMBOL (5/A0.16)
11. NFPA 72 OCCUPANT NOTIFICATION SYSTEM



N

FOURTH FLOOR PLAN
1/4" = 1'-0"

1

breakformdesign

127 arena st. el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN	Author
CHECKED	Checker
DATE	2/27/2023 9:55:11 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A2.40

ASSEMBLY TYPES

WALLS

1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
4. 2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)
5. 1-HR DOUBLE WALL ASSM. (5/A0.13)
6. CONC. WALL PER STRC. (6/A0.13)
7. CONC. RETAINING WALL PER STRC. (7/A0.13)
8. CMU WALL PER STRC. (8/A0.13)
9. 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

A-1. CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
A-2. CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
A-3. CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
A-4. WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
A-5. WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
A-6. WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
A-7. WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
A-8. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
A-9. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

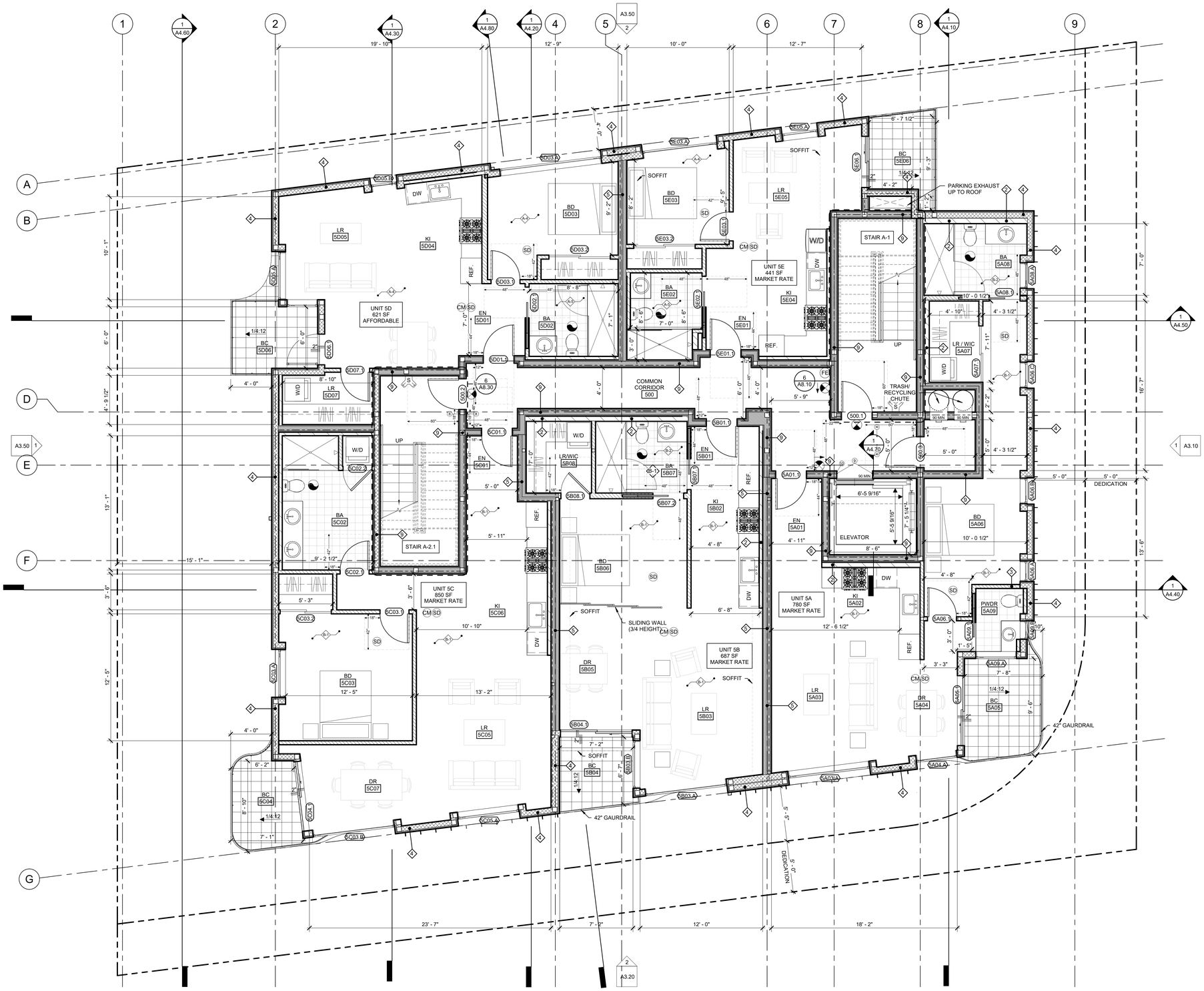
FLOOR PLAN LEGEND

- FLOOR TYPE
- WINDOW TAG (A0.10 - SCHEDULE)
- DOOR TAG (A0.08, A0.09 - SCHEDULE)
- WALL TYPE
- ELEVATION MARKER
- PROPERTY LINE
- ACCESSIBLE ROUTE
- 1 HR
- 2 HR
- SD — SMOKE DETECTOR (DUAL SENSOR)
- CM — CARBON MONOXIDE
- EXHAUST (ENERGY STAR, HUMIDISTAT CONTROLLED, DUCTED TO EXTERIOR)
- S — NFPA - 14 CLASS - I STANDPIPE
- ILLUMINATED EXIT SIGN
- MB — MASTER BEDROOM
- BD — BEDROOM
- BA — BATHROOM
- LR — LIVING ROOM
- KI — KITCHEN
- DR — DINING ROOM
- PWR — POWDER ROOM
- CL — CLOSET
- WIC — WALK IN CLOSET
- LR — LAUNDRY ROOM
- BC — BALCONY
- EN — ENTRY

- EXTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL 1-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL (SEE WALL TYPES FOR DETAILS)

KEYNOTE LEGEND

1. MAILBOXES
2. TRENCH DRAIN
3. OCCUPANT LOAD SIGN
4. STONE COUNTERTOP
5. SHORT TERM BICYCLE PARKING (1/A0.16)
6. LONG TERM BICYCLE PARKING (ARRANGED IN A VERTICALLY STAGGERED LAYOUT)
7. LONG TERM BICYCLE PARKING LOCKERS (TWO UNIT STACKED BIKE LOCKERS)
8. STAIRWAY IDENTIFICATION SIGN
9. FLOOR LANDING NUMBER (4/A0.16)
10. MEDICAL SERVICES SYMBOL (5/A0.16)
11. NFPA 72 OCCUPANT NOTIFICATION SYSTEM



FIFTH FLOOR PLAN
1/4" = 1'-0"

1

breakformdesign
127 arena st. el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:55:19 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A2.50

ASSEMBLY TYPES

WALLS

1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
4. 2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)
5. 1-HR DOUBLE WALL ASSM. (5/A0.13)
6. CONC. WALL PER STRC. (6/A0.13)
7. CONC. RETAINING WALL PER STRC. (7/A0.13)
8. CMU WALL PER STRC. (8/A0.13)
9. 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

- A-1: CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
- A-2: CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
- A-3: CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
- A-4: WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
- A-5: WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
- A-6: WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
- A-7: WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
- A-8: WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
- A-9: WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

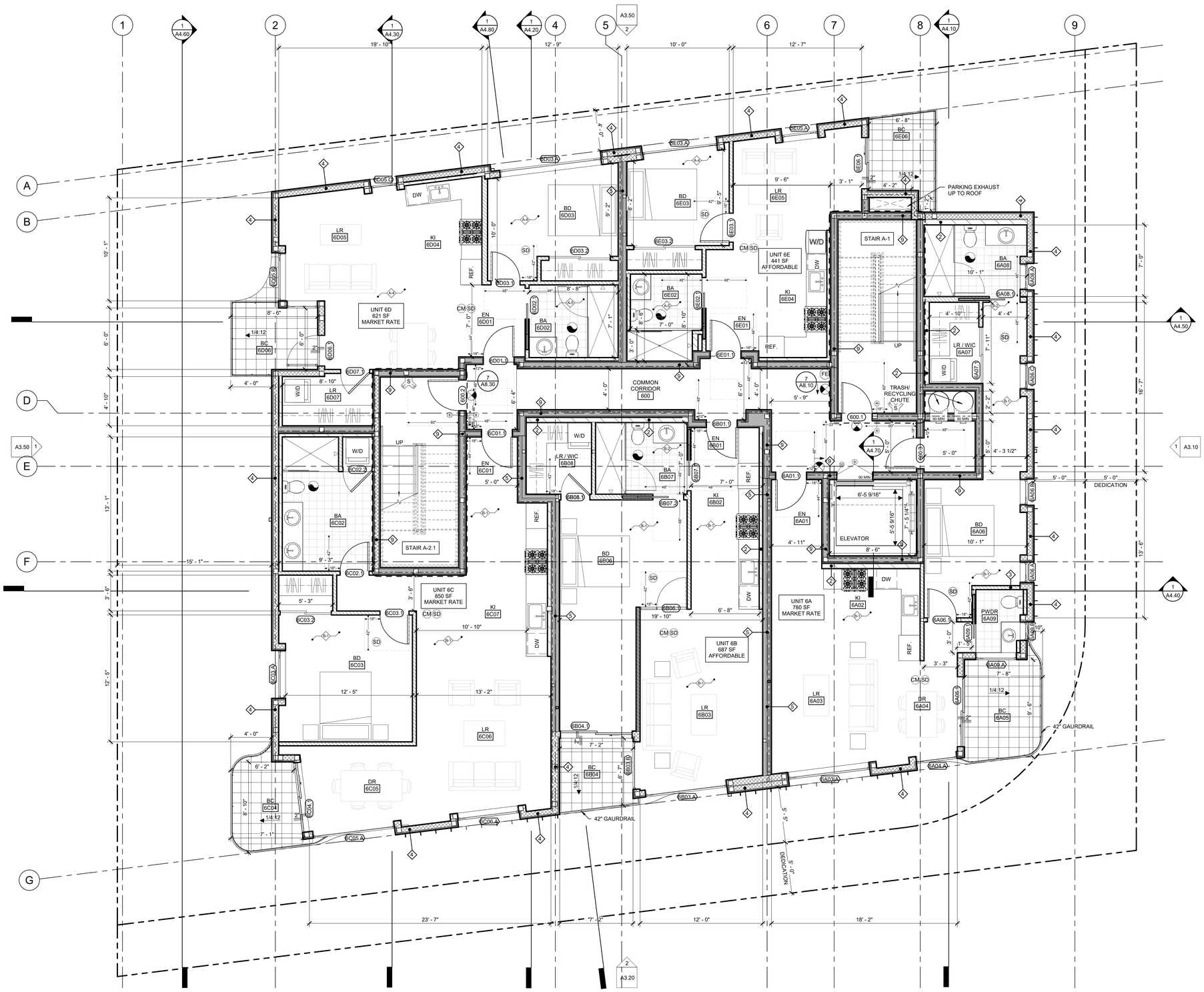
FLOOR PLAN LEGEND

- FLOOR TYPE
- WINDOW TAG (A0.10 - SCHEDULE)
- DOOR TAG (A0.08, A0.09 - SCHEDULE)
- WALL TYPE
- ELEVATION MARKER
- PROPERTY LINE
- ACCESSIBLE ROUTE
- 1 HR
- 2 HR
- SD — SMOKE DETECTOR (DUAL SENSOR)
- CM — CARBON MONOXIDE
- EXHAUST (ENERGY STAR, HUMIDISTAT CONTROLLED, DUCTED TO EXTERIOR)
- S — NFPA - 14 CLASS - I STANDPIPE
- ILLUMINATED EXIT SIGN
- MB — MASTER BEDROOM
- BD — BEDROOM
- BA — BATHROOM
- LR — LIVING ROOM
- KI — KITCHEN
- DR — DINING ROOM
- PWR — POWDER ROOM
- CL — CLOSET
- WIC — WALK IN CLOSET
- LR — LAUNDRY ROOM
- BC — BALCONY
- EN — ENTRY

EXTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
INTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
INTERIOR WALL 1-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
INTERIOR WALL (SEE WALL TYPES FOR DETAILS)

KEYNOTE LEGEND

1. MAILBOXES
2. TRENCH DRAIN
3. OCCUPANT LOAD SIGN
4. STONE COUNTERTOP
5. SHORT TERM BICYCLE PARKING (1/A0.16)
6. LONG TERM BICYCLE PARKING (ARRANGED IN A VERTICALLY STAGGERED LAYOUT)
7. LONG TERM BICYCLE PARKING LOCKERS (TWO UNIT STACKED BIKE LOCKERS)
8. STAIRWAY IDENTIFICATION SIGN
9. FLOOR LANDING NUMBER (4/A0.16)
10. MEDICAL SERVICES SYMBOL (5/A0.16)
11. NFPA 72 OCCUPANT NOTIFICATION SYSTEM



SIXTH FLOOR PLAN
1/4" = 1'-0"

1

breakformdesign
127 arena st, el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:55:28 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A2.60

ASSEMBLY TYPES

WALLS

1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
4. 2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)
5. 1-HR DOUBLE WALL ASSM. (5/A0.13)
6. CONC. WALL PER STRC. (6/A0.13)
7. CONC. RETAINING WALL PER STRC. (7/A0.13)
8. CMU WALL PER STRC. (8/A0.13)
9. 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

- A-1: CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
- A-2: CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
- A-3: CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
- B-1: WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
- B-2: WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
- B-3: WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
- B-4: WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
- B-5: WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
- B-6: WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

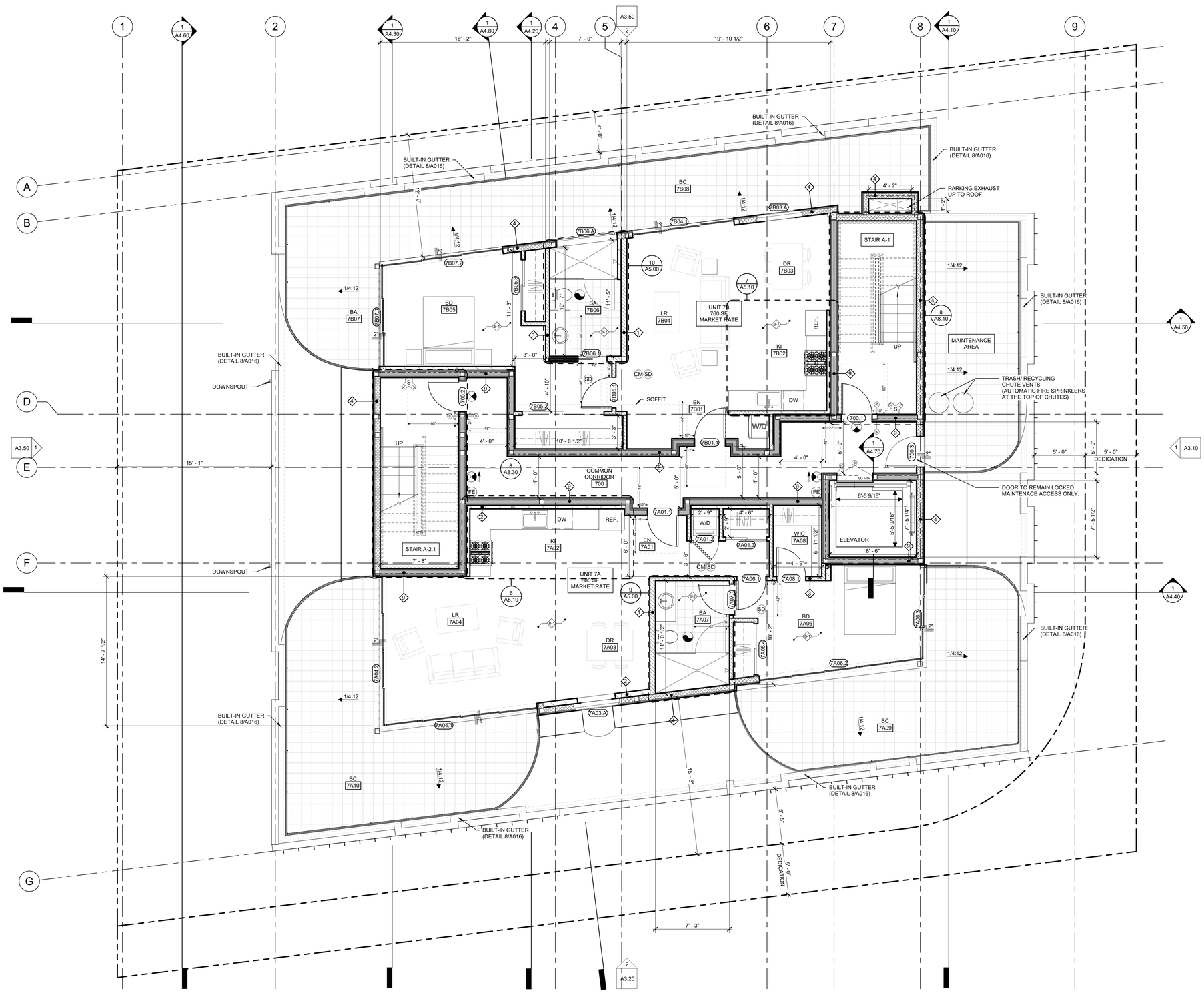
FLOOR PLAN LEGEND

- FLOOR TYPE
- WINDOW TAG (A0.10 - SCHEDULE)
- DOOR TAG (A0.08, A0.09 - SCHEDULE)
- WALL TYPE
- ELEVATION MARKER
- PROPERTY LINE
- ACCESSIBLE ROUTE
- 1 HR
- 2 HR
- SD — SMOKE DETECTOR (DUAL SENSOR)
- CM — CARBON MONOXIDE
- EXHAUST (ENERGY STAR, HUMIDISTAT CONTROLLED, DUCTED TO EXTERIOR)
- S — NFPA - 14 CLASS - I STANDPIPE
- ILLUMINATED EXIT SIGN
- MB — MASTER BEDROOM
- BD — BEDROOM
- BA — BATHROOM
- LR — LIVING ROOM
- KI — KITCHEN
- DR — DINING ROOM
- PWR — POWDER ROOM
- CL — CLOSET
- WIC — WALK IN CLOSET
- LR — LAUNDRY ROOM
- BC — BALCONY
- EN — ENTRY

- EXTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL 1-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL (SEE WALL TYPES FOR DETAILS)

KEYNOTE LEGEND

1. MAILBOXES
2. TRENCH DRAIN
3. OCCUPANT LOAD SIGN
4. STONE COUNTERTOP
5. SHORT TERM BICYCLE PARKING (1/A0.16)
6. LONG TERM BICYCLE PARKING (ARRANGED IN A VERTICALLY STAGGERED LAYOUT)
7. LONG TERM BICYCLE PARKING LOCKERS (TWO UNIT STACKED BIKE LOCKERS)
8. STAIRWAY IDENTIFICATION SIGN
9. FLOOR LANDING NUMBER (4/A0.16)
10. MEDICAL SERVICES SYMBOL (5/A0.16)
11. NFPA 72 OCCUPANT NOTIFICATION SYSTEM



SEVENTH FLOOR PLAN
1/4" = 1'-0"

1

breakformdesign
127 arena st. el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:55:34 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A2.70

ASSEMBLY TYPES

WALLS

1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
4. 2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)
5. 1-HR DOUBLE WALL ASSM. (5/A0.13)
6. CONC. WALL PER STRC. (6/A0.13)
7. CONC. RETAINING WALL PER STRC. (7/A0.13)
8. CMU WALL PER STRC. (8/A0.13)
9. 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

- F-1: CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
- F-2: CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
- F-3: CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
- R-1: WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
- R-2: WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
- R-3: WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
- R-4: WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
- R-5: WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
- R-6: WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

FLOOR PLAN LEGEND

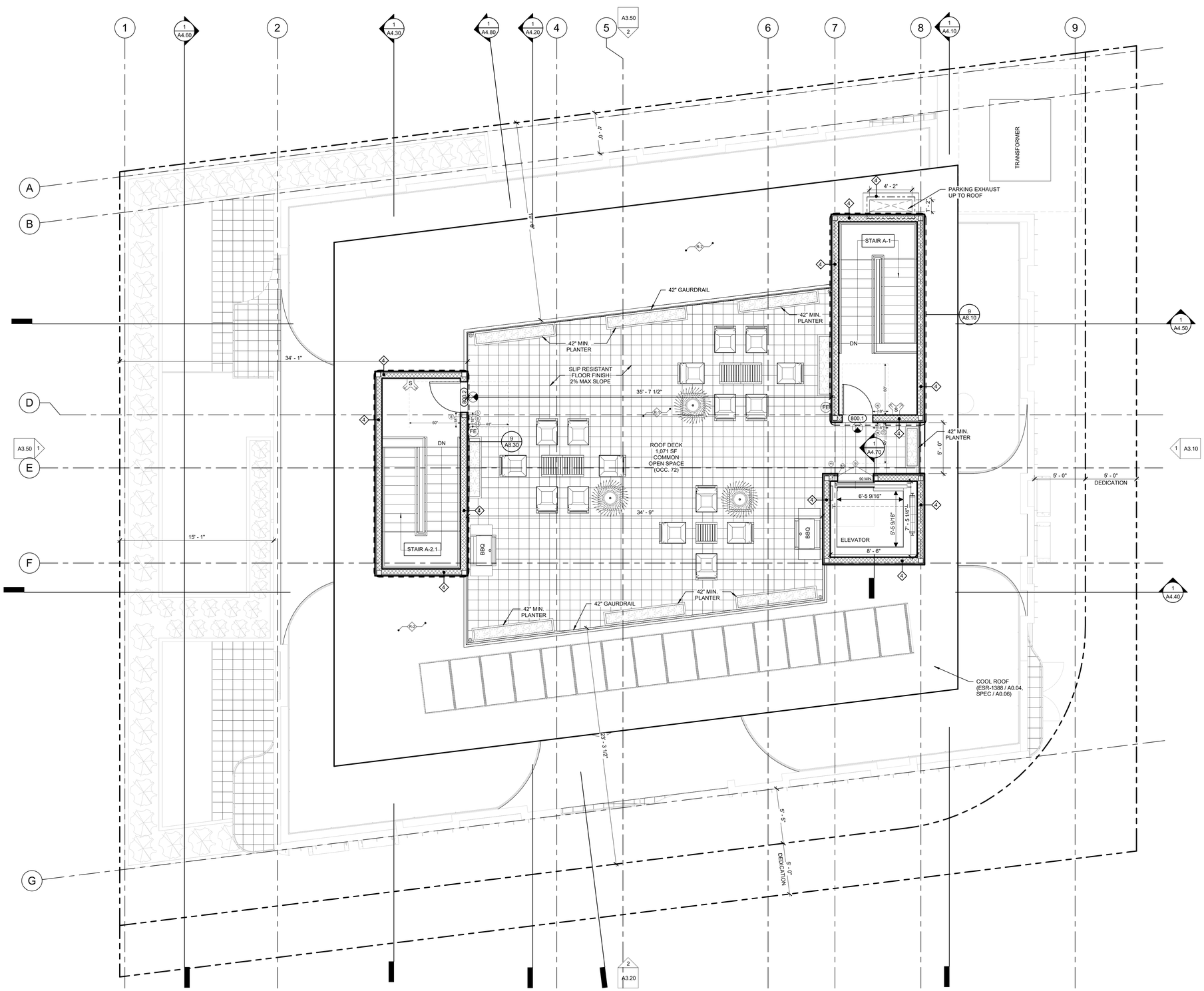
- FLOOR TYPE
- WINDOW TAG (A0.10 - SCHEDULE)
- DOOR TAG (A0.08, A0.09 - SCHEDULE)
- WALL TYPE
- ELEVATION MARKER
- PROPERTY LINE
- ACCESSIBLE ROUTE
- 1 HR
- 2 HR
- SD: SMOKE DETECTOR (DUAL SENSOR)
- CM: CARBON MONOXIDE
- EXHAUST (ENERGY STAR, HUMIDISTAT CONTROLLED, DUCTED TO EXTERIOR)
- S: NFPA - 14 CLASS - I STANDPIPE
- ILLUMINATED EXIT SIGN
- MB: MASTER BEDROOM
- BD: BEDROOM
- BA: BATHROOM
- LR: LIVING ROOM
- KI: KITCHEN
- DR: DINING ROOM
- PWR: POWDER ROOM
- CL: CLOSET
- WIC: WALK IN CLOSET
- LR: LAUNDRY ROOM
- BC: BALCONY
- EN: ENTRY

- EXTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL 2-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL 1-HR FIRE RATED (SEE WALL TYPES FOR DETAILS)
- INTERIOR WALL (SEE WALL TYPES FOR DETAILS)

* ALL ROOF RUNOFF TO DRAIN TO PERMAVOID PLANTER. (SEE A0.07)

KEYNOTE LEGEND

1. MAILBOXES
2. TRENCH DRAIN
3. OCCUPANT LOAD SIGN
4. STONE COUNTERTOP
5. SHORT TERM BICYCLE PARKING (1/A0.16)
6. LONG TERM BICYCLE PARKING (ARRANGED IN A VERTICALLY STAGGERED LAYOUT)
7. LONG TERM BICYCLE PARKING LOCKERS (TWO UNIT STACKED BIKE LOCKERS)
8. STAIRWAY IDENTIFICATION SIGN
9. FLOOR LANDING NUMBER (4/A0.16)
10. MEDICAL SERVICES SYMBOL (5/A0.16)
11. NFPA 72 OCCUPANT NOTIFICATION SYSTEM



ROOF PLAN
1/4" = 1'-0"

1

N

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

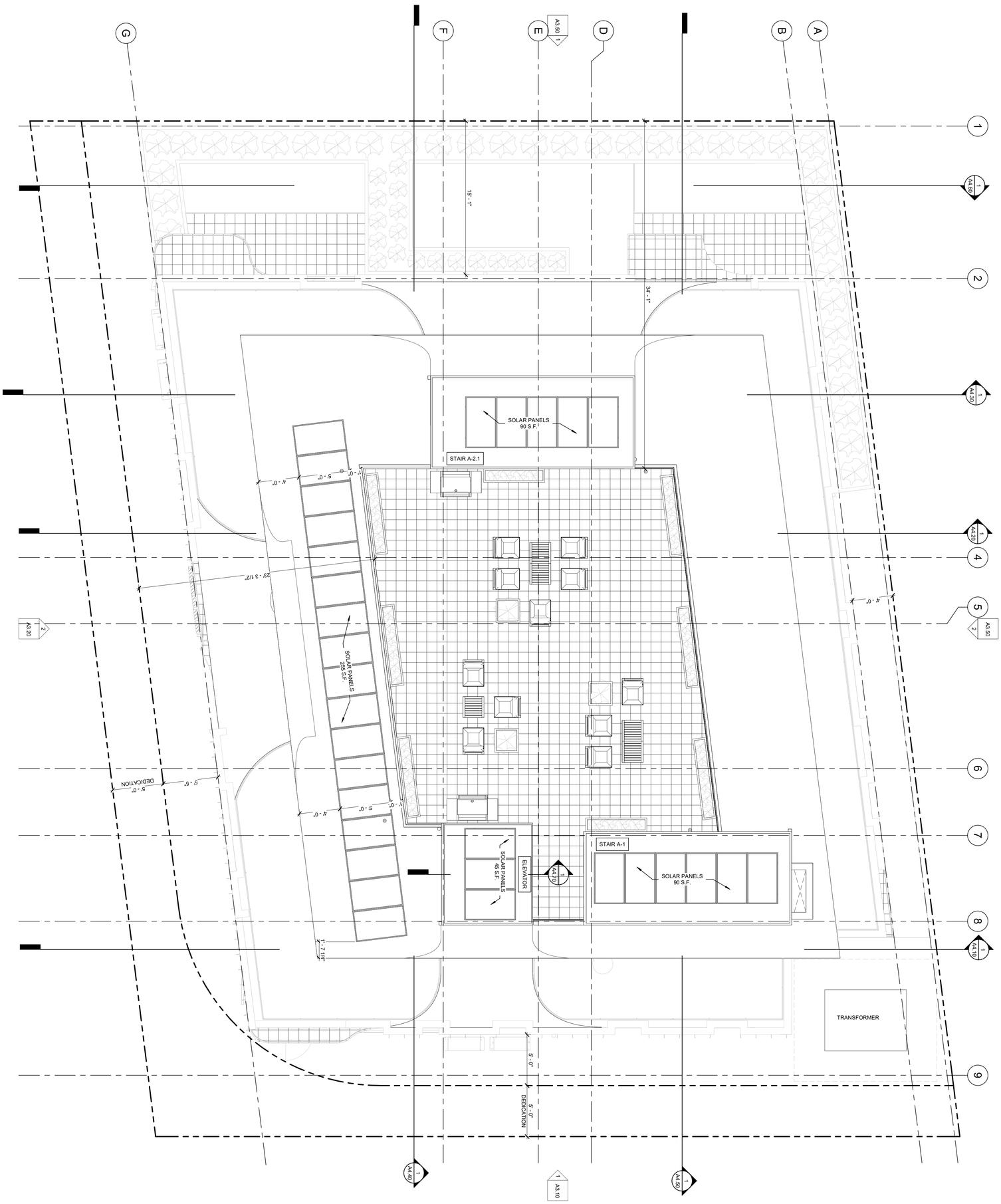
Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:55:39 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A2.80



ROOF SOLAR PLAN
1/4" = 1'-0"

1

A2.81

PROPOSED PLANS	
DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:55:44 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

Revision Schedule	
Revision Number	Revision Date

13481 BEACH AVE
MARINA DEL REY, CA
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LICENSED ARCHITECT
RAMBEY ENAAMI
No. C-34237
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

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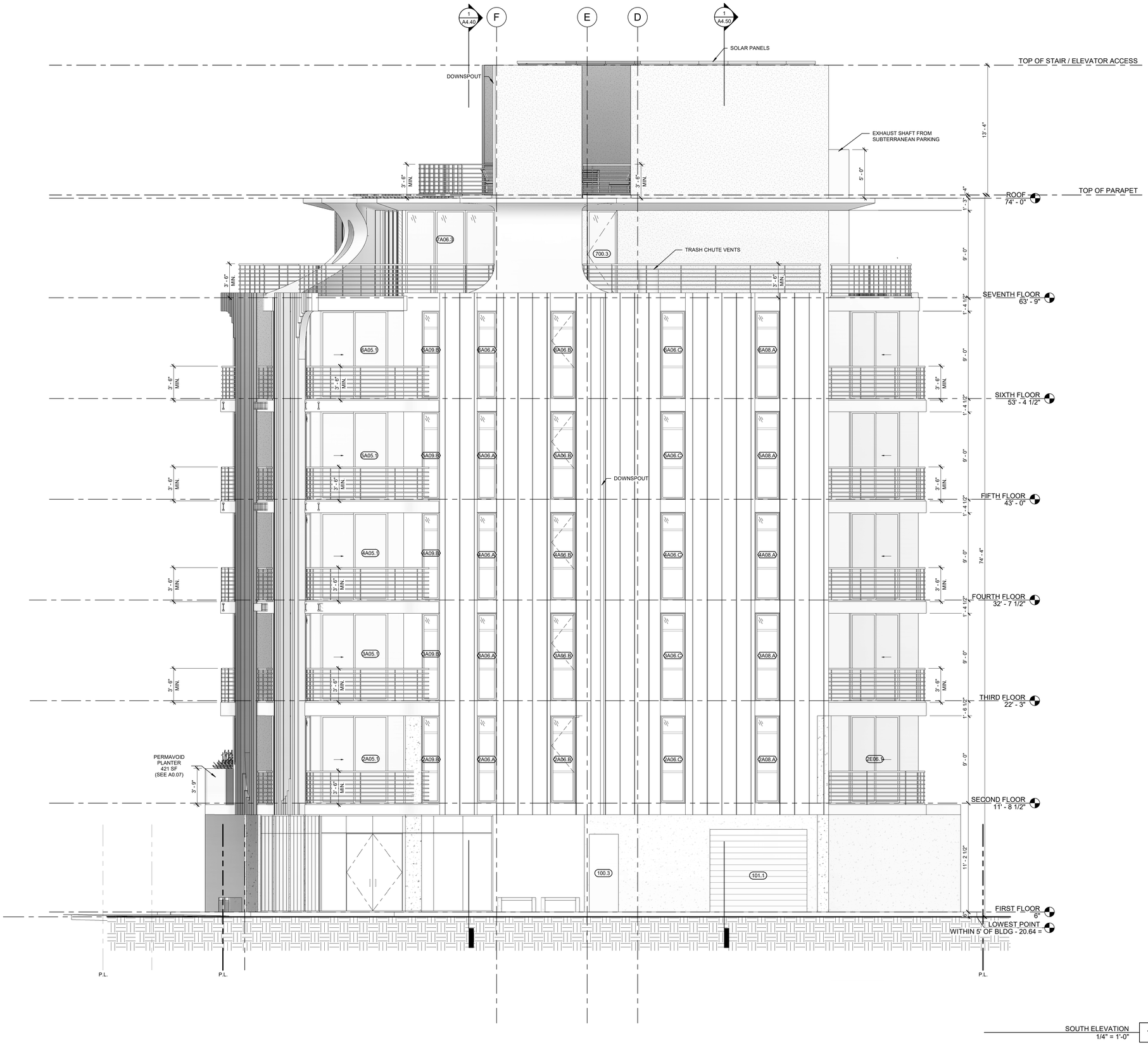
ELEVATION LEGEND

		1 HR	
	STANDING SEAM	2 HR	
	STUCCO	X	WINDOW TAG
	BLACK FLASHING	XXX	DOOR TAG
	PROPERTY LINE (PL)	X'-X"	ELEVATION MARKER

* ALL DOWNSPOUTS TO DRAIN TO PERMAVOID PLANTER. (SEE A0.07)



SOUTH ELEVATION
1/4" = 1'-0"

1

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

ELEVATIONS

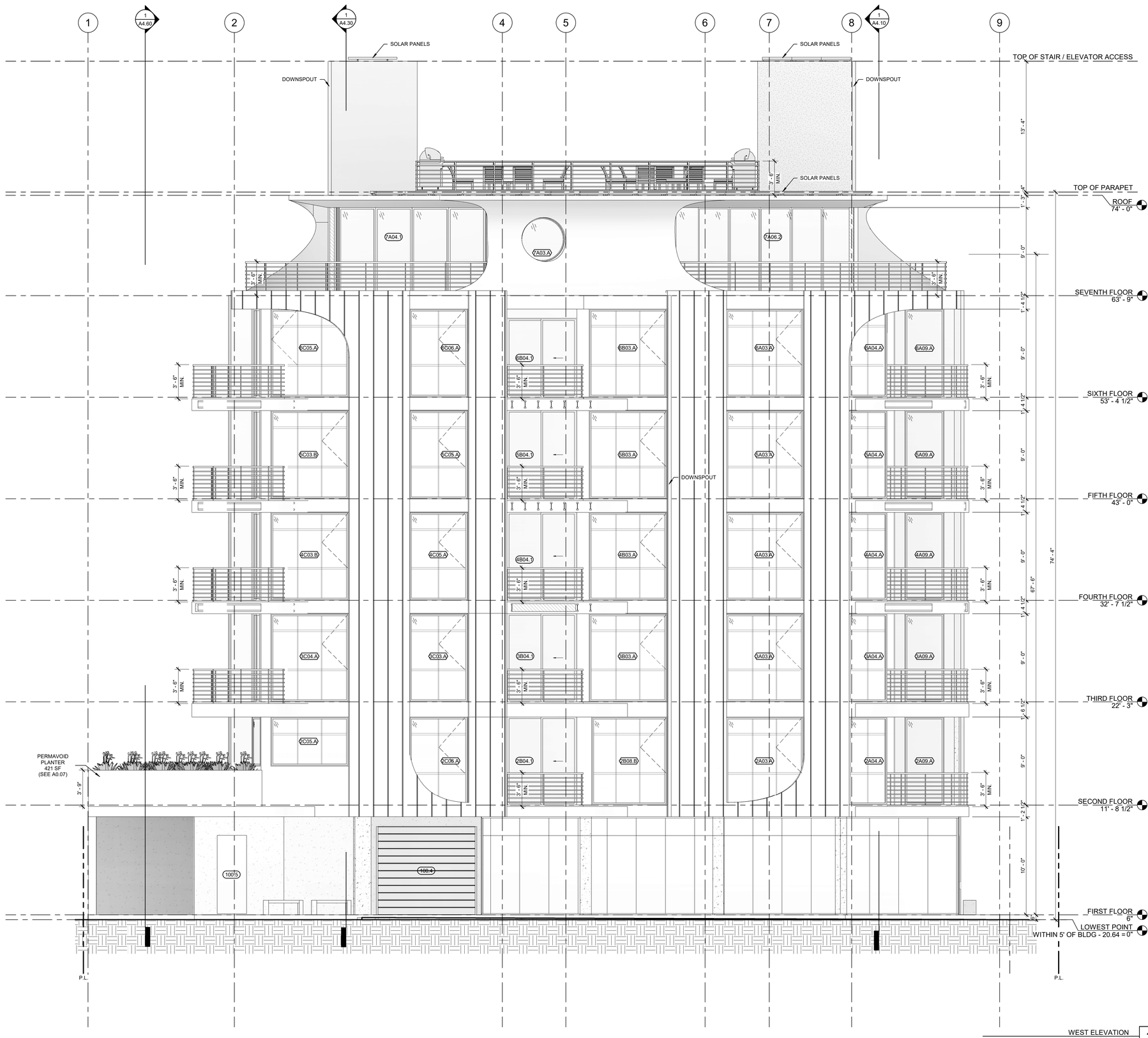
DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:56:47 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A3.10

ELEVATION LEGEND

		1 HR	
	STANDING SEAM	2 HR	
	STUCCO	X	WINDOW TAG
	BLACK FLASHING	XXX	DOOR TAG
	PROPERTY LINE (PL)	X'-X"	ELEVATION MARKER

* ALL DOWNSPOUTS TO DRAIN TO PERMAVOID PLANTER. (SEE A0.07)



WEST ELEVATION
1/4" = 1'-0"

2

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RAMSEY DAHAM
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10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

ELEVATIONS

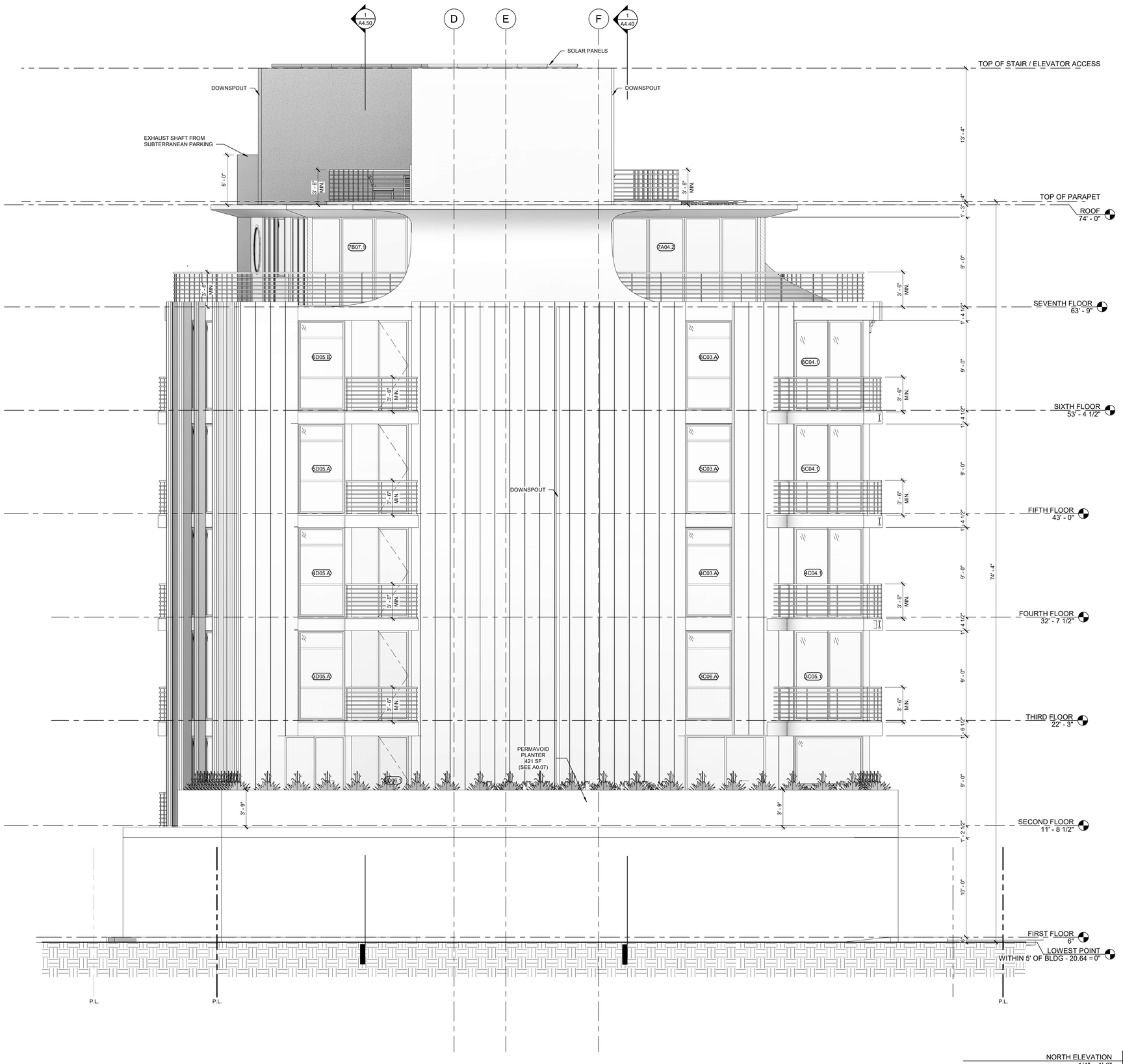
DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:57:48 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A3.20

ELEVATION LEGEND

		1 HR	
	STANDING SEAM	2 HR	
	STUCCO	X	WINDOW TAG
	BLACK FLASHING	XXX	DOOR TAG
	PROPERTY LINE (PL)	X'-X"	ELEVATION MARKER

* ALL DOWNSPOUTS TO DRAIN TO PERMAVOID PLANTER. (SEE A0.07)



NORTH ELEVATION
1/4" = 1'-0"

2

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

ELEVATIONS

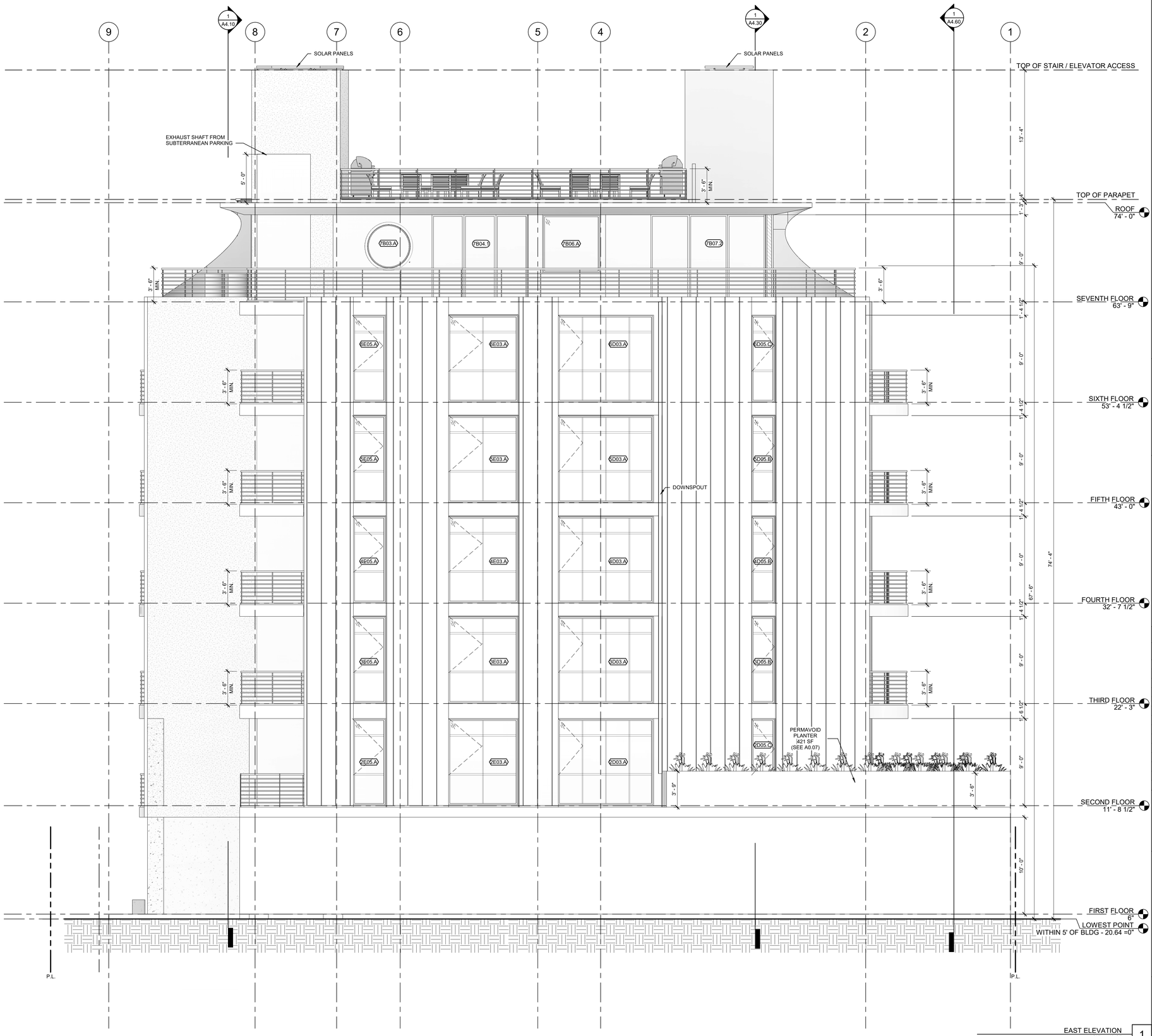
DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:58:38 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A3.30

ELEVATION LEGEND

		1 HR	
	STANDING SEAM	2 HR	
	STUCCO	X	WINDOW TAG
	BLACK FLASHING	XXX	DOOR TAG
	PROPERTY LINE (PL)	X'-X"	ELEVATION MARKER

* ALL DOWNSPOUTS TO DRAIN TO PERMAVOID PLANTER. (SEE A0.07)



EAST ELEVATION
1/4" = 1'-0"

1

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RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

ELEVATIONS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 9:59:38 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A3.40

2A:	31.50 SF	5A:	31.50 SF
2B:	66 SF	5B:	66 SF
2C:	90 SF	5C:	90 SF
2D:	22.50 SF	5D:	22.50 SF
2E:	60 SF	5E:	60 SF
3A:	31.50 SF	6A:	31.50 SF
3B:	66 SF	6B:	66 SF
3C:	90 SF	6C:	90 SF
3D:	22.50 SF	6D:	22.50 SF
3E:	60 SF	6E:	60 SF
4A:	31.50 SF	7A:	19.63 SF
4B:	66 SF	7B:	88.50 SF
4C:	90 SF	7C:	36 SF
4D:	22.50 SF	7D:	106.50 SF
4E:	60 SF		

MAXIMUM UNPROTECTED / PROTECTED OPENINGS ALLOWED = 25% OPEN

7TH FLOOR OPENING AREA = 250.63 SF / WALL AREA = 551 SF = 45.48% OPEN

6TH FLOOR OPENING AREA = 270 SF / WALL AREA = 774 SF = 33.88% OPEN

5TH FLOOR OPENING AREA = 270 SF / WALL AREA = 774 SF = 33.88% OPEN

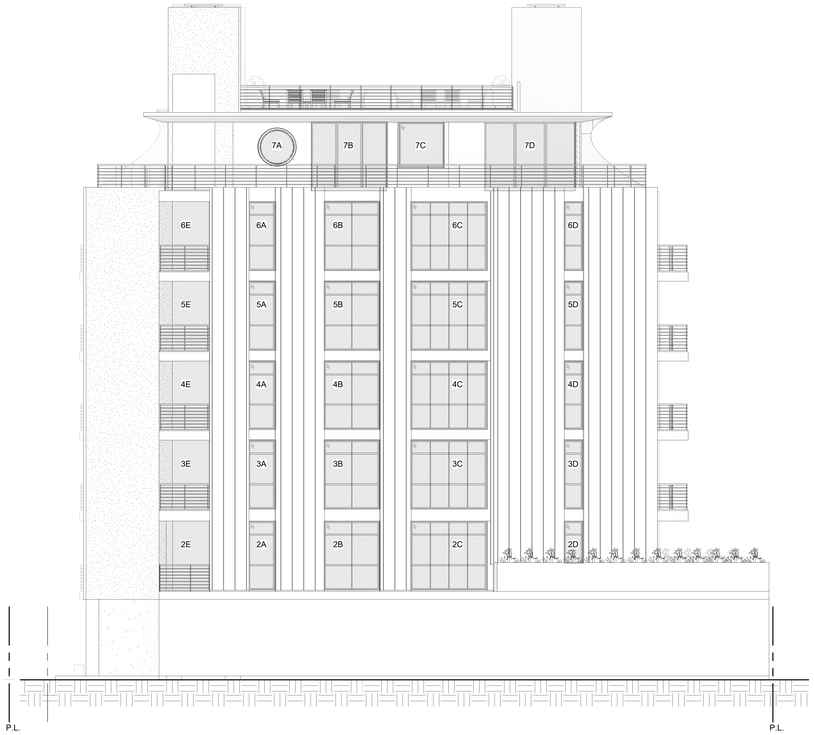
4TH FLOOR OPENING AREA = 270 SF / WALL AREA = 774 SF = 33.88% OPEN

3RD FLOOR OPENING AREA = 270 SF / WALL AREA = 774 SF = 33.88% OPEN

2ND FLOOR OPENING AREA = 261.25 SF / WALL AREA = 786 SF = 33.24% OPEN

1ST FLOOR OPENING AREA = N/A

(OPENINGS PROTECTED BY WATER CURTAIN PER MODIFICATION REQUEST)



EAST ELEVATION EXTERIOR WALL OPENING ANALYSIS
1/8" = 1'-0"

2

2A:	54 SF	5A:	42 SF
2B:	27 SF	5B:	27 SF
2C:	72 SF	5C:	42 SF
2D:	34.17 SF	5D:	61.50 SF
3A:	42 SF	6A:	42 SF
3B:	27 SF	6B:	27 SF
3C:	42 SF	6C:	42 SF
3D:	61.50 SF	6D:	61.50 SF
4A:	42 SF	7A:	79.26 SF
4B:	27 SF	7B:	122.88 SF
4C:	42 SF		
4D:	61.50 SF		

MAXIMUM UNPROTECTED / PROTECTED OPENINGS ALLOWED = 75% OPEN

7TH FLOOR OPENING AREA = 202.14 SF / WALL AREA = 471 SF = 42.91% OPEN

6TH FLOOR OPENING AREA = 172.50 SF / WALL AREA = 658 SF = 26.21% OPEN

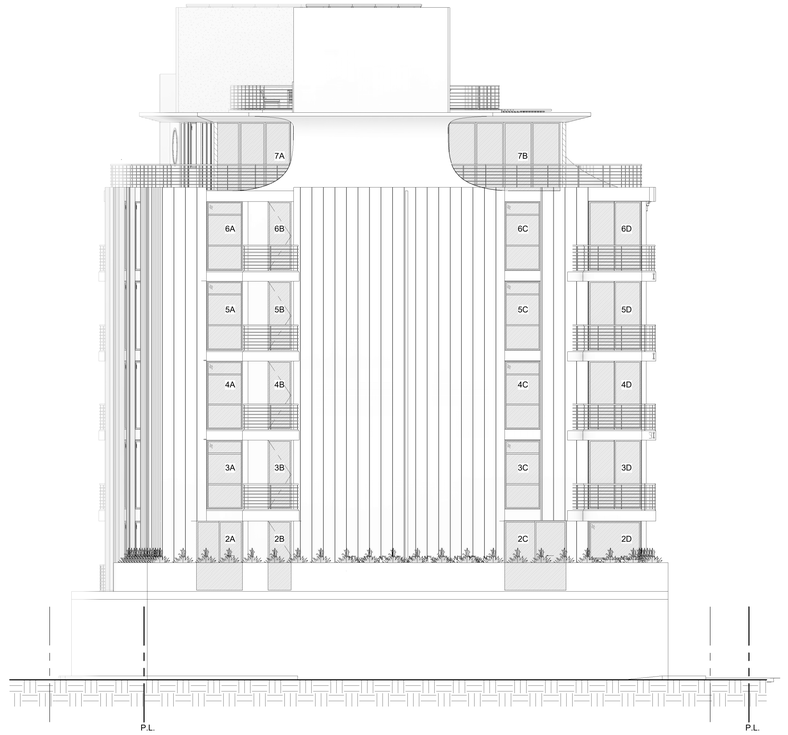
5TH FLOOR OPENING AREA = 172.50 SF / WALL AREA = 658 SF = 26.21% OPEN

4TH FLOOR OPENING AREA = 172.50 SF / WALL AREA = 658SF = 26.21 % OPEN

3RD FLOOR OPENING AREA = 172.50 SF / WALL AREA = 658 SF = 26.21% OPEN

2ND FLOOR OPENING AREA = 187.17 SF / WALL AREA = 668 SF = 28.02% OPEN

1ST FLOOR OPENING AREA = N/A



NORTH ELEVATION EXTERIOR WALL OPENING ANALYSIS
1/8" = 1'-0"

1

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

ELEVATION OPENING ANALYSIS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 10:00:32 AM
SCALE	1/8" = 1'-0"
JOB #	22-A009

A3.50

ASSEMBLY TYPES

WALLS

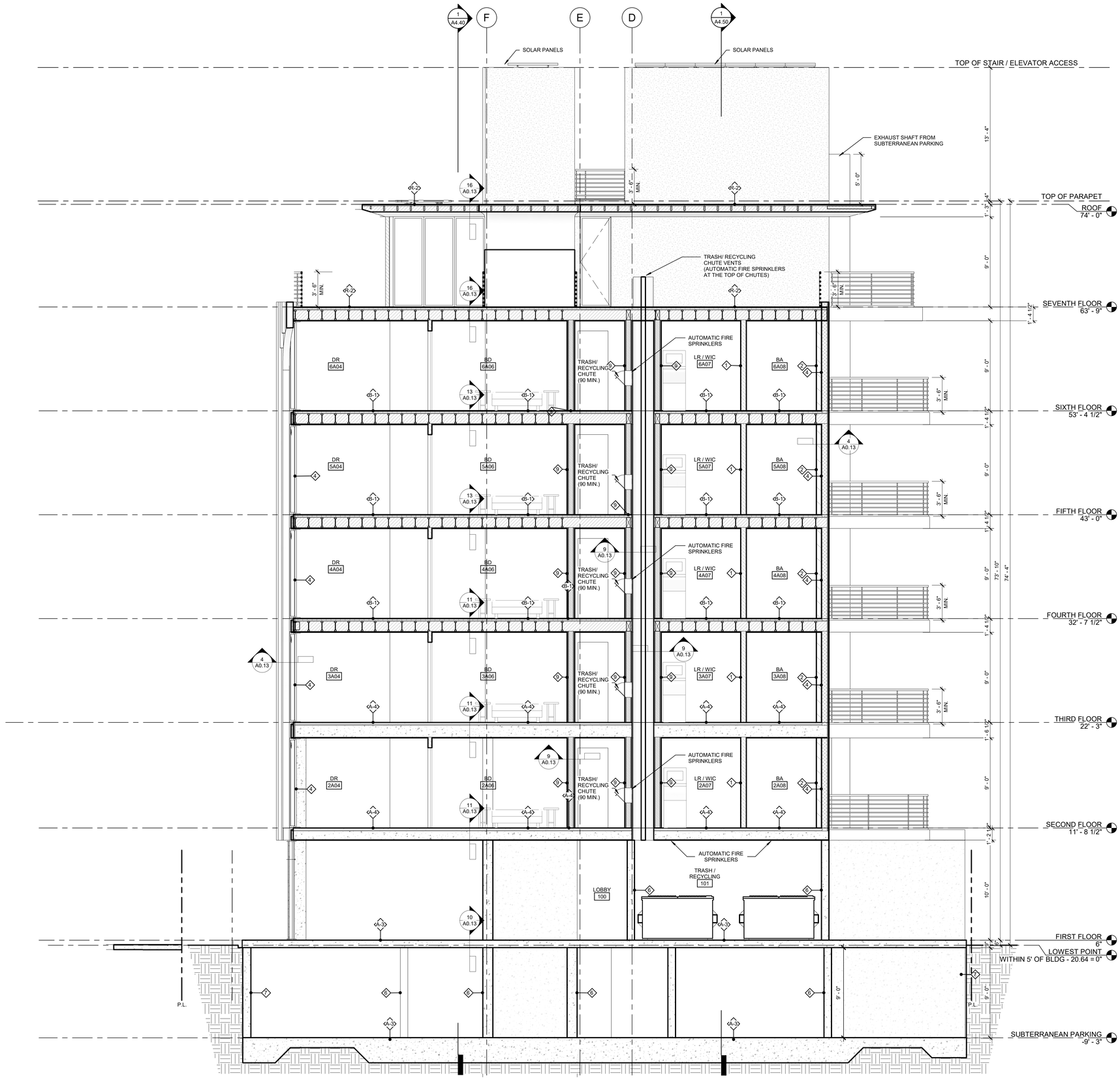
1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
4. 2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)
5. 1-HR DOUBLE WALL ASSM. (5/A0.13)
6. CONC. WALL PER STRC. (6/A0.13)
7. CONC. RETAINING WALL PER STRC. (7/A0.13)
8. CMU WALL PER STRC. (8/A0.13)
9. 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

A-1. CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
A-2. CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
A-3. CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
B-1. WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
B-2. WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
R-1. WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
R-2. WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
R-3. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
R-4. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

SECTION LEGEND

- 1 HR
- 2 HR
- X'-X" ELEVATION MARKER
- PROPERTY LINE
- EXISTING GRADE



PROPOSED SECTION A
1/4" = 1'-0"

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 10:00:45 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A4.10

ASSEMBLY TYPES

WALLS

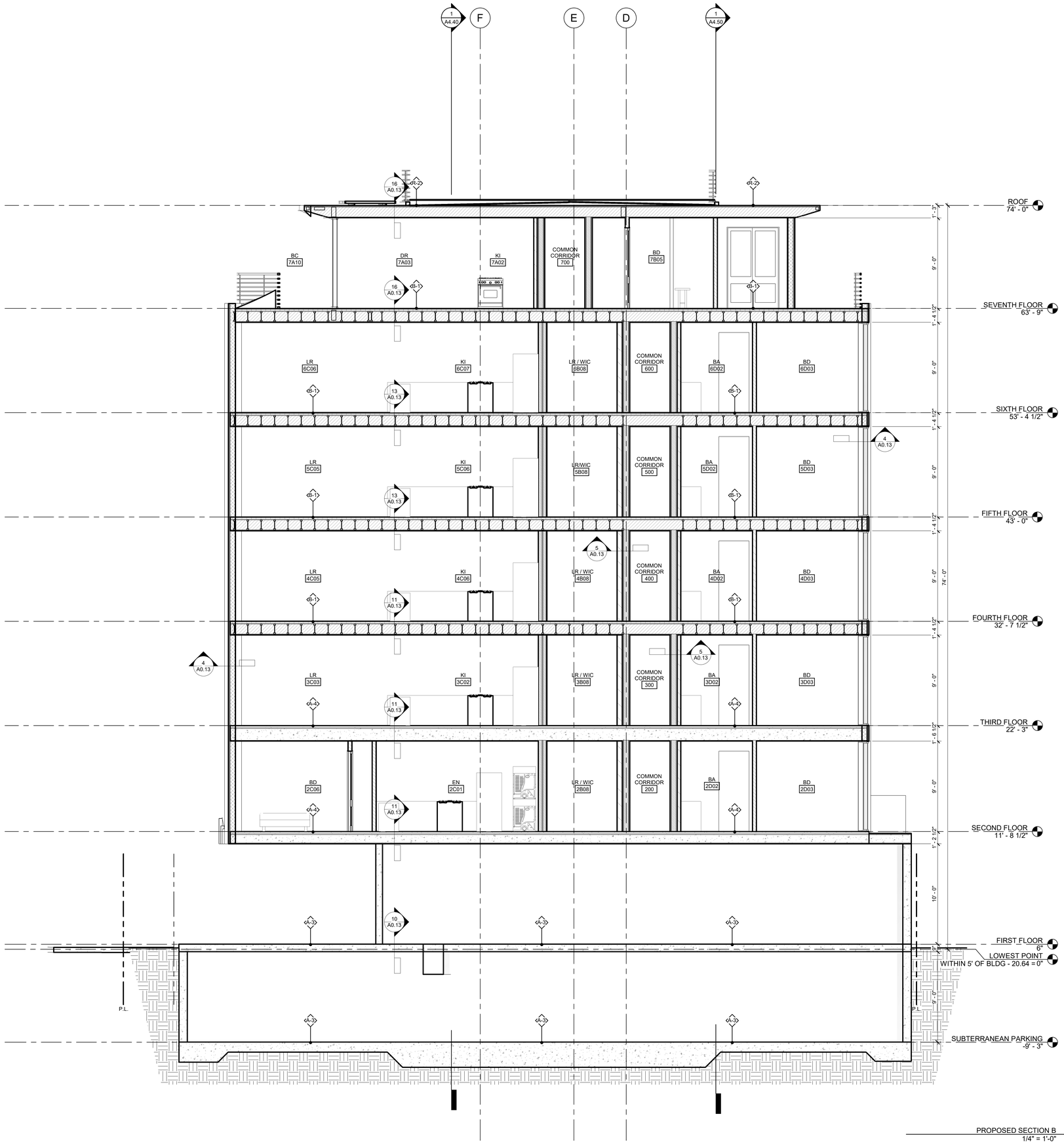
1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
4. 2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)
5. 1-HR DOUBLE WALL ASSM. (5/A0.13)
6. CONC. WALL PER STRC. (6/A0.13)
7. CONC. RETAINING WALL PER STRC. (7/A0.13)
8. CMU WALL PER STRC. (8/A0.13)
9. 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

A-1. CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
A-2. CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
A-3. CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
B-1. WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
B-2. WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
R-1. WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
R-2. WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
R-3. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
R-4. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

SECTION LEGEND

- 1 HR
- 2 HR
- X'-X" ELEVATION MARKER
- PROPERTY LINE
- EXISTING GRADE


1 A4.40
F
E
D
1 A4.50
16 A0.13
R-2
BC 7A10
DR 7A03
KI 7A02
COMMON CORRIDOR 700
BD 7B05
IB-1
13 A0.13
LR 6C06
KI 6C07
LR / WIC 6B08
COMMON CORRIDOR 600
BA 6D02
BD 6D03
4 A0.13
LR 5C05
KI 5C06
LR/WIC 5B08
COMMON CORRIDOR 500
BA 5D02
BD 5D03
5 A0.13
LR 4C05
KI 4C06
LR / WIC 4B08
COMMON CORRIDOR 400
BA 4D02
BD 4D03
11 A0.13
LR 3C03
KI 3C02
LR / WIC 3B08
COMMON CORRIDOR 300
BA 3D02
BD 3D03
A-4
BD 2C06
EN 2C01
LR / WIC 2B08
COMMON CORRIDOR 200
BA 2D02
BD 2D03
10 A0.13
A-3
P.L.
ROOF 74' - 0"
SEVENTH FLOOR 63' - 9"
SIXTH FLOOR 53' - 4 1/2"
FIFTH FLOOR 43' - 0"
FOURTH FLOOR 32' - 7 1/2"
THIRD FLOOR 22' - 3"
SECOND FLOOR 11' - 8 1/2"
FIRST FLOOR 6"
LOWEST POINT WITHIN 5' OF BLDG - 20.64 = 0"
SUBTERRANEAN PARKING -9' - 3"
9' - 4"
1' - 4 1/2"
9' - 0"
9' - 0"
9' - 0"
9' - 0"
9' - 0"
9' - 0"
1' - 4 1/2"
1' - 4 1/2"
1' - 4 1/2

ASSEMBLY TYPES

WALLS

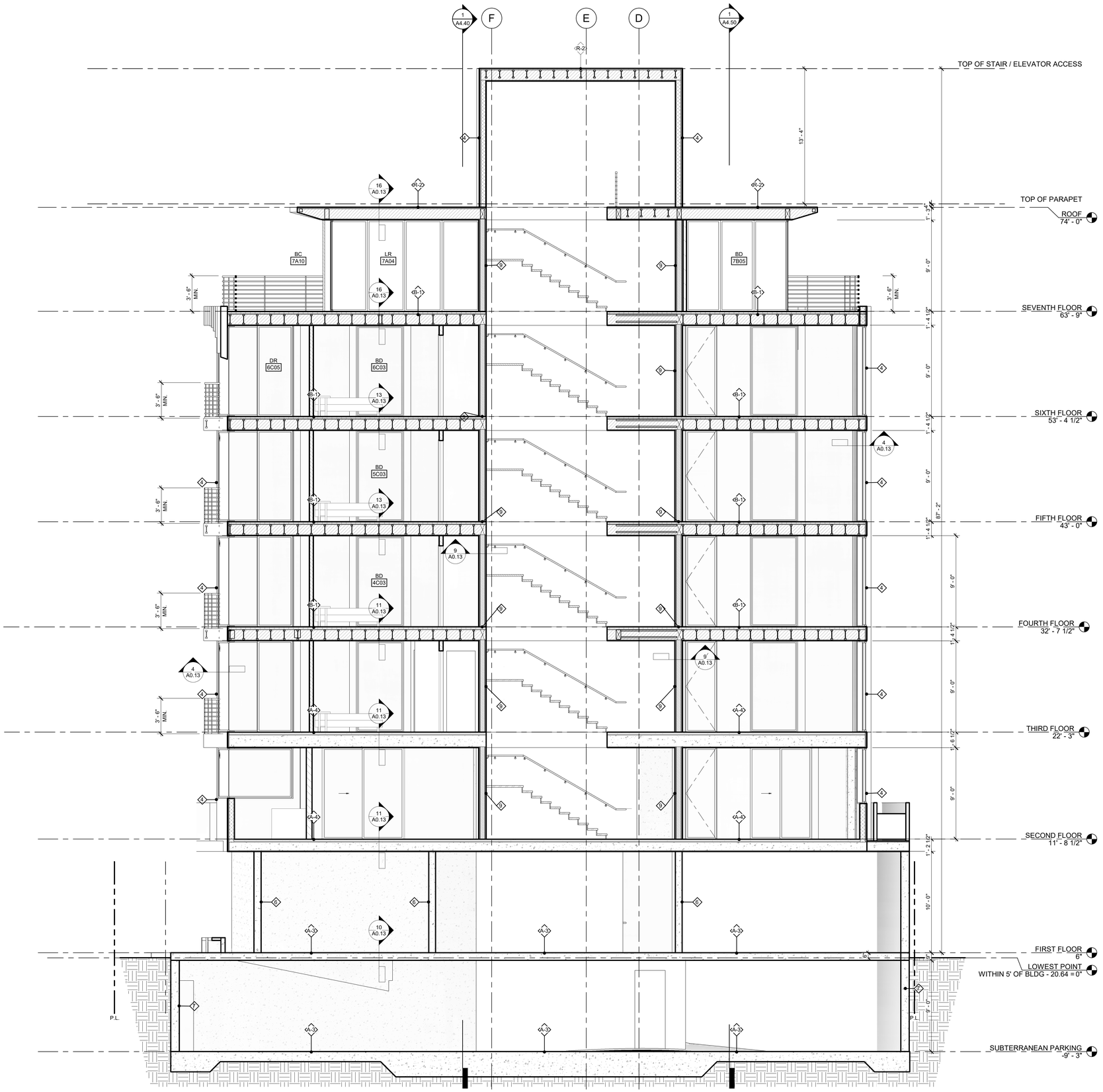
1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
4. 2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)
5. 1-HR DOUBLE WALL ASSM. (5/A0.13)
6. CONC. WALL PER STRC. (6/A0.13)
7. CONC. RETAINING WALL PER STRC. (7/A0.13)
8. CMU WALL PER STRC. (8/A0.13)
9. 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

A-1. CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
A-2. CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
A-3. CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
B-1. WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
B-2. WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
R-1. WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
R-2. WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
R-3. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
R-4. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

SECTION LEGEND

- 1 HR
- 2 HR
- X'-X" ELEVATION MARKER
- PROPERTY LINE
- EXISTING GRADE



PROPOSED SECTION C
1/4" = 1'-0"

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 10:01:09 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

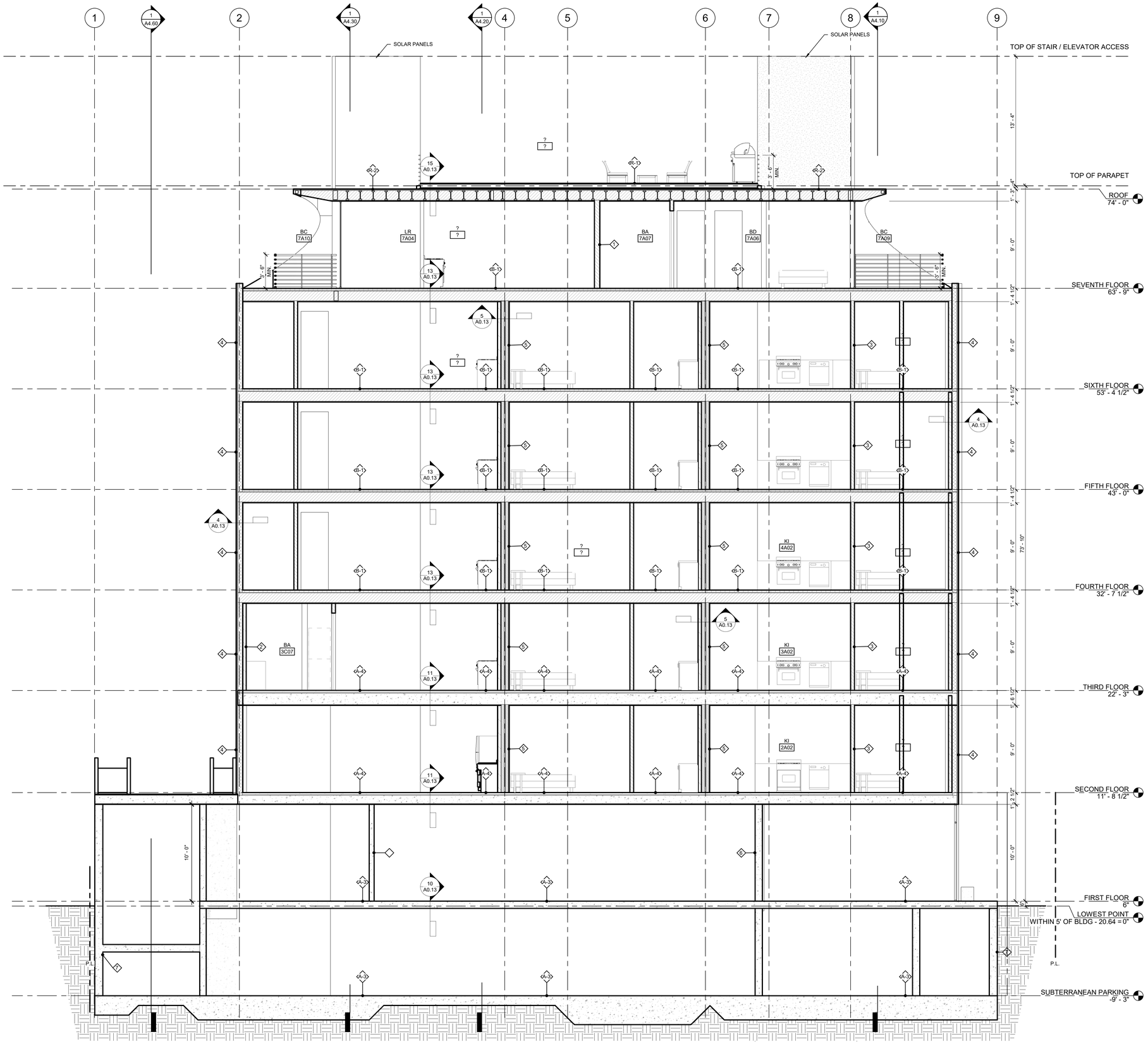
A4.30

ASSEMBLY TYPES

WALLS		FLOORS	
1	2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)	A-1	CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
2	2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)	A-2	CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
3	1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)	A-3	CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
4	2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)	B-1	WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
5	1-HR DOUBLE WALL ASSM. (5/A0.13)	B-2	WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
6	CONC. WALL PER STRC. (6/A0.13)	R-1	WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
7	CONC. RETAINING WALL PER STRC. (7/A0.13)	R-2	WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
8	CMU WALL PER STRC. (8/A0.13)	R-3	WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
9	2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)	R-4	WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

SECTION LEGEND

- 1 HR
- 2 HR
- X'-X" ELEVATION MARKER
- PROPERTY LINE
- EXISTING GRADE



PROPOSED SECTION D
1/4" = 1'-0"

1

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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 10:01:26 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A4.40

ASSEMBLY TYPES

WALLS

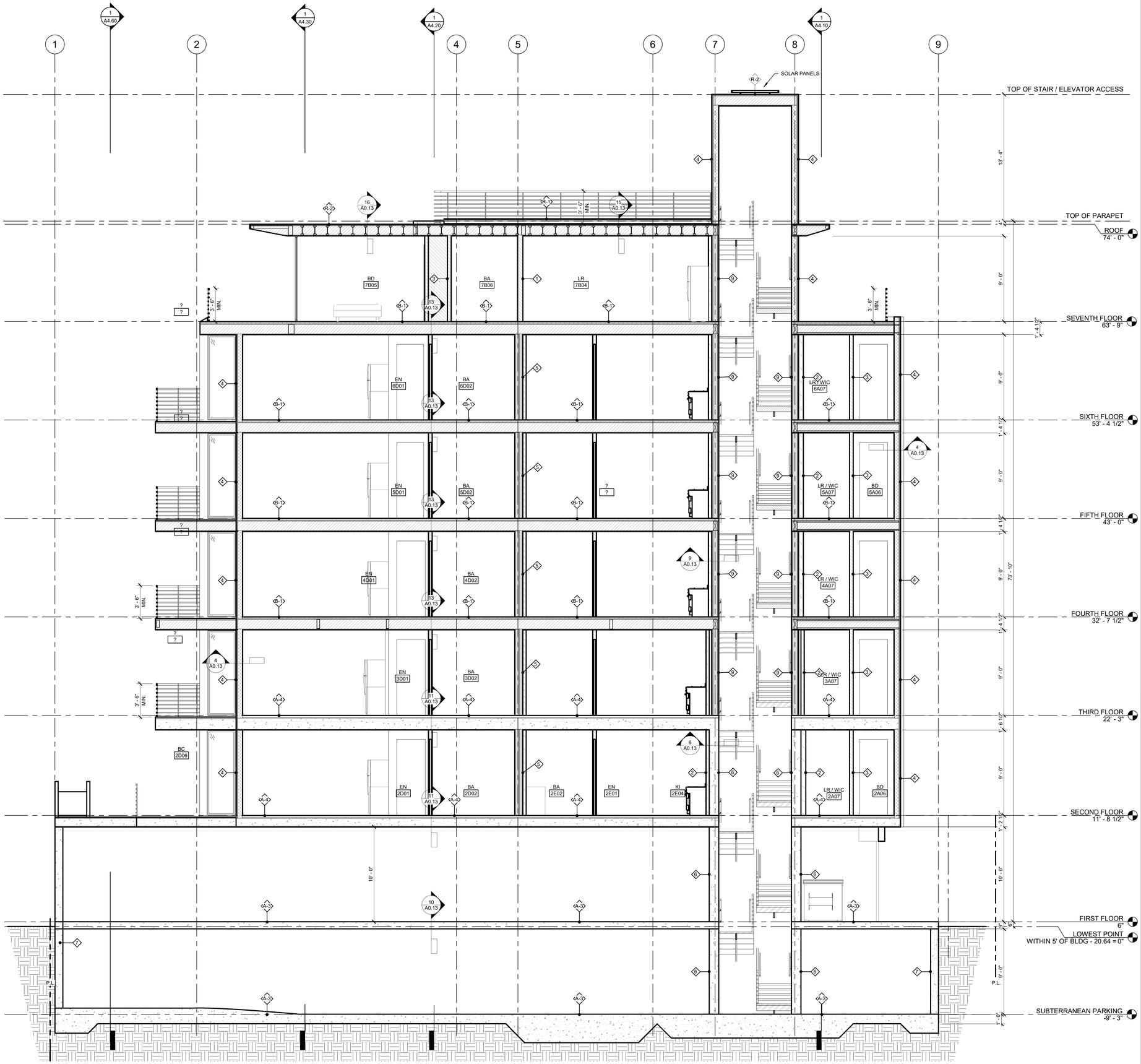
1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
4. 2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)
5. 1-HR DOUBLE WALL ASSM. (5/A0.13)
6. CONC. WALL PER STRC. (6/A0.13)
7. CONC. RETAINING WALL PER STRC. (7/A0.13)
8. CMU WALL PER STRC. (8/A0.13)
9. 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

A-1. CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
A-2. CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
A-3. CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
B-1. WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
B-2. WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
R-1. WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
R-2. WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
R-3. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
R-4. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

SECTION LEGEND

- 1 HR
- 2 HR
- X'-X" ELEVATION MARKER
- PROPERTY LINE
- EXISTING GRADE



PROPOSED SECTION E
1/4" = 1'-0"

1

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127 arena st. el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 10:01:38 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A4.50

ASSEMBLY TYPES

WALLS

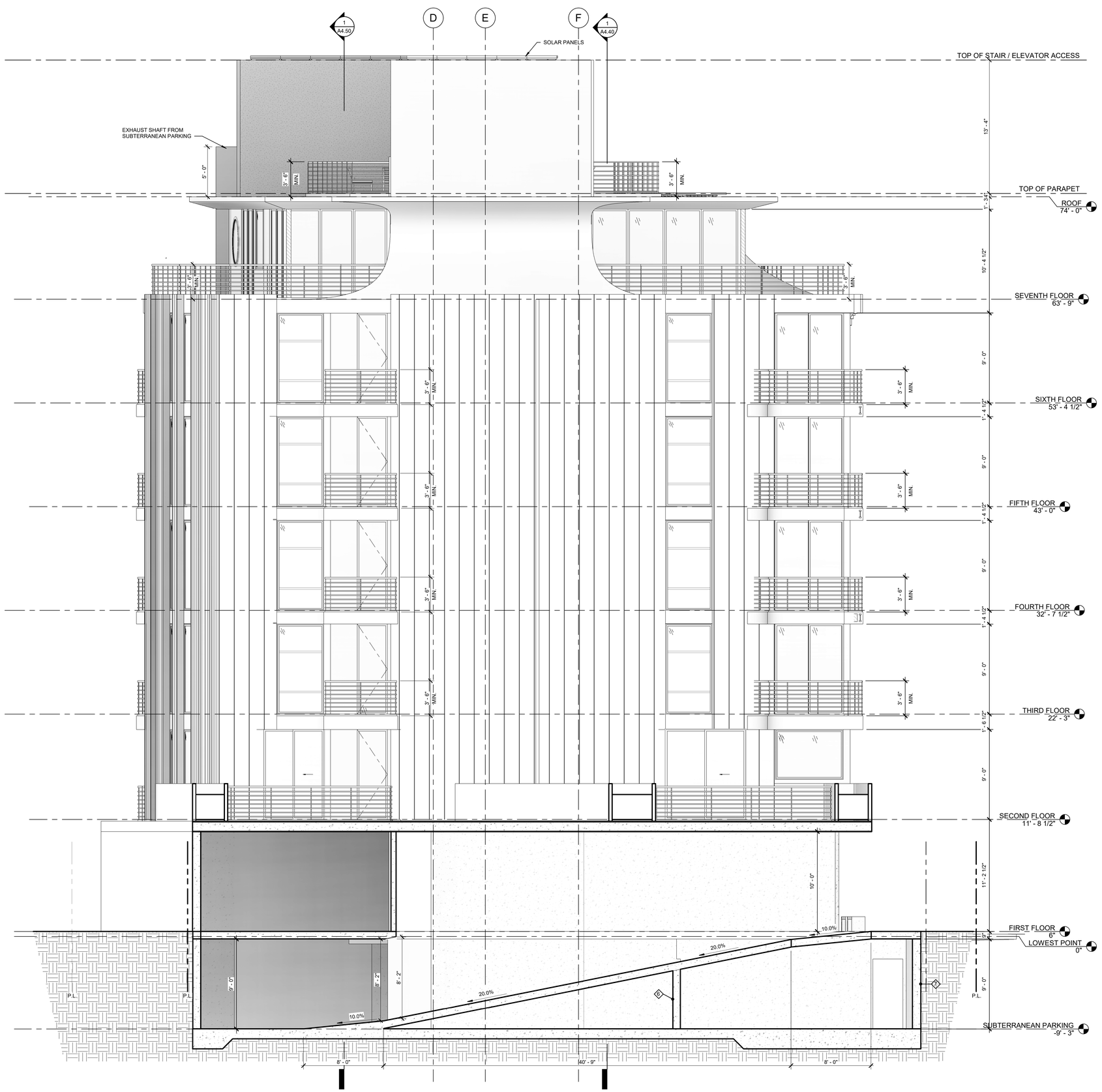
1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
4. 2-HR 2x6 EXTERIOR WALL ASSM. (4/A0.13)
5. 1-HR DOUBLE WALL ASSM. (5/A0.13)
6. CONC. WALL PER STRC. (6/A0.13)
7. CONC. RETAINING WALL PER STRC. (7/A0.13)
8. CMU WALL PER STRC. (8/A0.13)
9. 2-HR INTERIOR CORRIDOR WALL ASSM. (9/A0.13)

FLOORS

A-1. CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (10/A0.13)
A-2. CONC FLOOR PER STRC. W/ WOOD FINISH (11/A0.13)
A-3. CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
R-1. WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
R-2. WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
R-3. WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
R-4. WOOD JOIST PER STRC. W/ COOL ROOFING PER SPEC. (16/A0.13)
R-5. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (1/A0.13.1)
R-6. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

SECTION LEGEND

- 1 HR
- 2 HR
- X'-X" ELEVATION MARKER
- PROPERTY LINE
- EXISTING GRADE



RAMP SECTION
1/4" = 1'-0"

1

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LICENSED ARCHITECT
RAMSEY DAHAM
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Revision Schedule

Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 10:02:24 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A4.60

ASSEMBLY TYPES

WALLS

1. 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.13)
2. 2x4 & 2x6 PLUMBING WALL ASSM. (2/A0.13)
3. 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (3/A0.13)
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A-3. CONC FLOOR PER STRC. W/ TILE FINISH (12/A0.13)
R-1. WOOD JOIST PER STRC. W/ WOOD FINISH (13/A0.13)
R-2. WOOD JOIST PER STRC. W/ TILE FINISH (14/A0.13)
R-3. WOOD JOIST W/ WOOD DECK PER SPEC. (15/A0.13)
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R-6. WOOD JOIST PER STRC. W/ COOL ROOF PER SPEC. (2/A0.13.1)

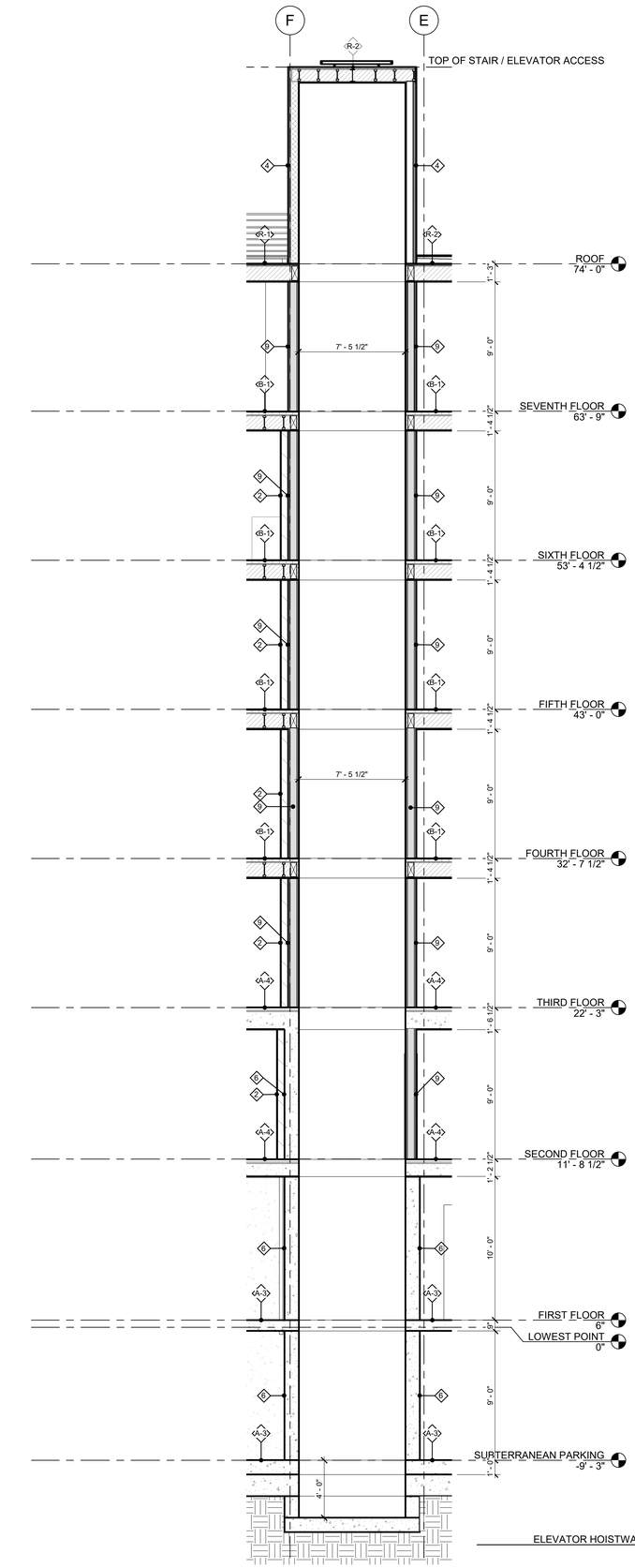
SECTION LEGEND

- 1 HR
- 2 HR
- X'-X" ELEVATION MARKER
- PROPERTY LINE
- EXISTING GRADE

ELEVATOR NOTES:

1. THE ELEVATOR SHALL MEET THE EMERGENCY OPERATION AND SIGNALING DEVICE REQUIREMENTS OF CALIFORNIA CODE OF REGULATIONS, TITLE 8, DIVISION 1, CHAPTER 4, SUBCHAPTER 6, ELEVATOR SAFETY ORDERS. STANDBY POWER SHALL BE PROVIDED IN ACCORDANCE WITH CHAPTER 27 AND SECTION 3003.

2. A TWO-WAY COMMUNICATION SYSTEM COMPLYING WITH SECTIONS 1009.8.1 AND 1009.8.2 SHALL BE PROVIDED AT THE LANDING SERVING EACH ELEVATOR OR BANK OF ELEVATORS ON EACH ACCESSIBLE FLOOR THAT IS ONE ORE MORE STORIES ABOVE OR BELOW THE LEVEL OF EXIT DISCHARGE.



ELEVATOR HOISTWAY SECTION
1/4" = 1'-0"

1

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127 arena st, el segundo, ca 90245
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LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
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90292

Revision Schedule

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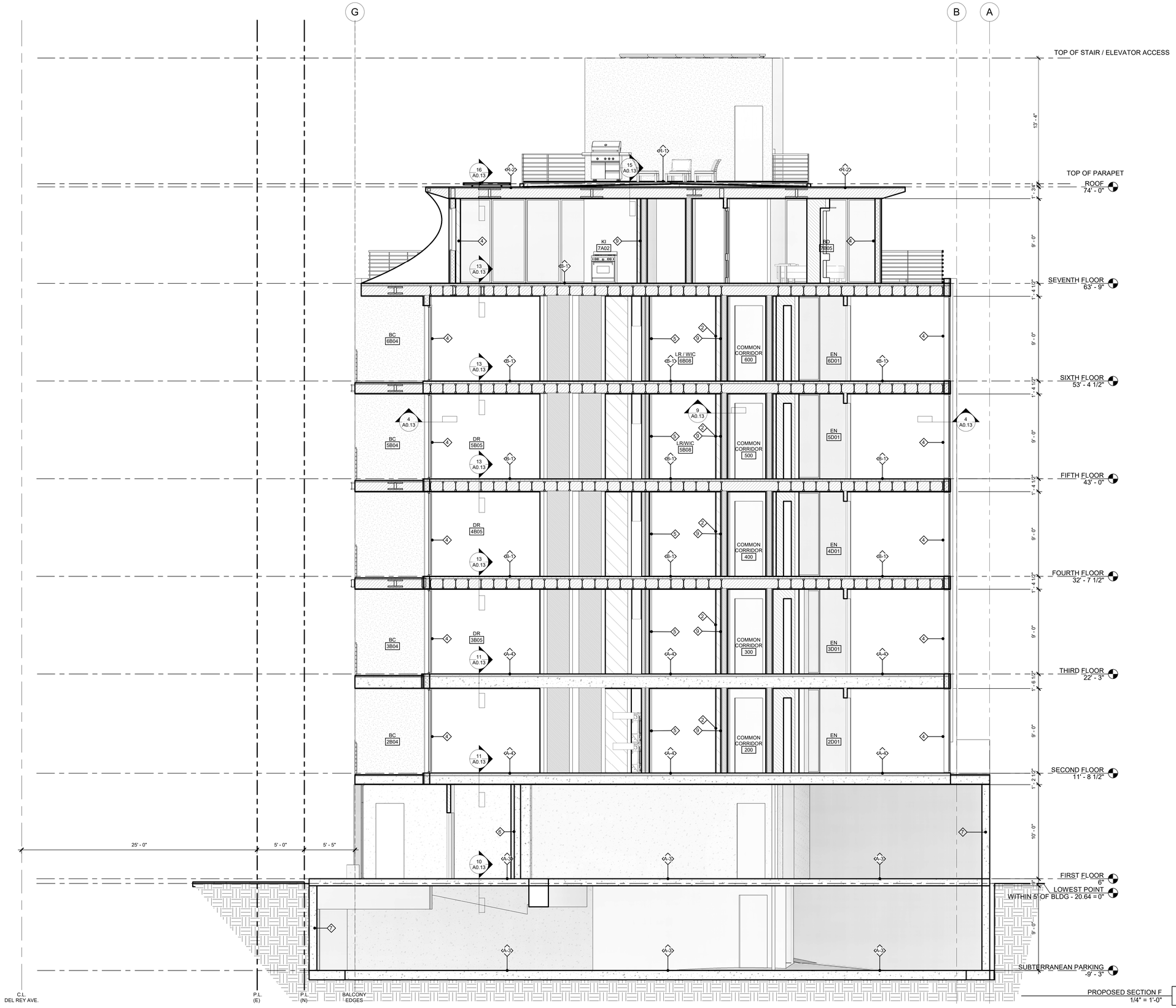
DATE	2/27/2023 10:02:28 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A4.70



PROPOSED SECTION F
1/4" = 1'-0"

1

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LICENSED ARCHITECT
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No. C-34257
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MARINA DEL REY, CA
90292

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DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 10:02:55 AM
SCALE	1/4" = 1'-0"
JOB #	22-A009

A4.80

PLANTING NOTES

1. QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN FOR CONVENIENCE ONLY AND ARE SUBORDINATE TO THE SPACING GIVEN. VERIFY AND SUPPLY SUFFICIENT NUMBER OF PLANTS TO FULFILL SPACING REQUIREMENTS.

2. ALL HEADER AND BAMBOO ROOT BARRIERS SHALL BE LOCATED BY THE ARCHITECT ON SITE.

3. CONTRACTOR SHALL INSTALL PLANT MATERIAL IN ACCORDANCE WITH THE SPECIFICATIONS, DRAWINGS AND DETAILS.

4. CONTRACTOR SHALL PROVIDE A MAINTENANCE PERIOD OF NOT LESS THAN 90 DAYS COMMENCING AT THE DATE OF FINAL ACCEPTANCE. SUCH MAINTENANCE SHALL INCLUDE ALL CARE PERTAINING TO ALL WORK INSTALLED AS PART OF THESE CONTRACT DOCUMENTS.

5. THE CONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES DURING CONSTRUCTION THROUGH COMPLETION OF PICK-UP WORK.

6. THE CONTRACTOR SHALL VERIFY ALL PLANT MATERIAL QUANTITIES LISTED FOR CONVENIENCE OF CONTRACTOR. ACTUAL NUMBER OF SYMBOLS SHALL HAVE PRIORITY OVER QUANTITIES DESIGNATED.

7. REMOVE ALL DEBRIS, WEEDS, EXCESS MATERIAL AND ROCKS LARGER THAN 1" IN DIAMETER FROM PLANTING AREAS PRIOR TO PREPARATION & AGAIN PRIOR TO PLANTING.

8. SEE DETAILS AND SPECIFICATIONS FOR STAKING METHOD, PLANT PIT DIMENSIONS, SOIL PREPARATION, AND BACKFILL REQUIREMENTS.

9. ALL PLANT MATERIALS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

10. FINAL LOCATION OF ALL PLANT MATERIAL SHALL BE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT.

11. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION SCHEDULES.

12. GROUNDCOVER PLANTING SHALL BE CONTINUOUS UNDER ALL TREES AND SHRUBS. GROUNDCOVER SHALL BE PLANTED ACCORDING TO SPACING ON PLANT LEGEND.

13. TREES SHALL BE LOCATED A MINIMUM OF 5' FROM WALLS, OVERHEADS, WALKS, HEADERS, AND OTHER TREES WITHIN THE PROJECT. IF CONFLICTS ARISE BETWEEN SIZE OF AREAS AND PLANS, CONTRACTOR TO CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO THE LANDSCAPE ARCHITECT WILL RESULT IN CONTRACTORS LIEABILITY TO RELOCATE THE MATERIALS.

14. ALL PLANTING AREAS SHALL BE LOOSENED TO A DEPTH OF 8". APPLY 4 C.Y. OF ORGANIC AMENDMENT AND 15 LBS. OF 10-10-10 FERTILIZER PER 1000 S.F. AND BLEND WITH THE TOP 6" OF SOIL. THIS AMENDMENT IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.

15. FOR ALL TREES AND SHURB PLANTING, THE FOLLOWING PREPARED SOIL MIX SHALL BE USED FOR BACKFILL IN THE PLANTERS. THIS MIX IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.
SITE SOIL - 6 PARTS BY VOLUME
ORGANIC AMENDMENT - 4 PARTS BY VOLUME
SOIL CONDITIONER / FERTILIZER 10-10-10-1LB. PER C.Y. OF MIX
IRON SULFATE - 2 LBS. PER C.Y.OF MIX

16. TURF IS NOT ALLOWED ON SLOPES GREATER THAN 25% WHERE THE TOE OF THE SLOPE IS ADJACENT TO AN IMPERMEABLE HARDSCAPE..

17. RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.

18. A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUNDCOVER, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.

19. FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.

20. I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE THAT COMPLYS WITH THE PERFORMANCE APPROACH.

DATE_____ SIGNED_____

21. AT THE TIME OF FINAL INSPECTION THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE AND SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.

IRRIGATION NOTES

1. CONTRACTOR IS TO AUGMENT EXISTING IRRIGATION SYSTEM. CONTRACTOR SHALL REPAIR OR REPLACE ANY EXISTING LANDSCAPE AND IRRIGATION DAMAGED FROM CONSTRAUCTION TO AN ACCEPTABLE LANDSCAPE CONDITION WITH A FULLY FUNCTIONAL AND EFFICIENT IRRIGATION SYSTEM PER THE CONTAINED CONDITIONS.

2. ALL NEW TREES REQUIRE INDIVIDUAL POP-UP STREAM BUBBLERS, MIN. 2 PER TREE, WITHIN 4' OF TREE. TREE IRRIGATION SHALL BE ON A SEPARATE VALVE.

3. SPRAY OR ROTOR HEADS SHALL BE ON POP-UPS. 6" FOR LAWN, LOW GROUNDCOVER OR PARKED CAR OVERHANG AREAS, 12" FOR SHRUB AREAS. HEADS ON RISERS ARE ONLY ALLOWED ADJACENT TO WALLS WITH LIMITED SPACE FOR POP-UPS.

4. LOCATE SPRAY HEADS 24" FROM NON-PERVIOUS PAVING TO PREVENT OVERSPRAY. EXCEPTION ALLOWED IF ADJACENT SURFACE IS PERMEABLE OR IF USING ALTERNATIVE TECHNOLOGY IRRIGATION. ROTATOR OR ROTARY HEADS MAYBE LOCATED 12" FROM PAVING.

5. CONTRACTOR SHALL REPLACE ANY EXISTING IRRIGATION CONTROLLER WITH A MODULE AND SENSOR TO PROVIDE WEATHER BASED INFORMATIONTHAT WILL AUTOMATE THE IRRIGATION RUNTIMES BASED ON WEATHER. SEE HUNTER SOLAR SYNC, RAINBIRD ET MANAGER OR EQUIVALENT.

6. THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF 50 PERCENT OF THE UNITS OF THE PROJECT OR PHASE.

7. SIXTY DAYS AFTER TLANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION (12.40 G LAMC.)

8. THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TRESS AND IRRIGATION FOR A PERIOD OF SIX MONTHS AND ALL OTHER PLANS FOR A PERIOD OF 60 DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION.

9. PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES.

10. CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR.

STATEMENTS AND CERTIFICATION

1. I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

2. A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.

3. A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE SIGNER OF THE LANDSCAPE PLANS, THE SIGNER OF THE IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.

4. AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.

PLANTING LEGEND

SYMBOL	QTY.	SIZE	SPREAD	BOTANICAL NAME / COMMON NAME	NATIVE	WUCOLS WATER USE TYPES	WATER USE VALUES	HYDRO ZONE
	23	10' - 15'	3' - 6'	FICUS REPENS / CREEPING FIG	NO	MODERATE	0.5	2
	-	12' - 20'	10' - 15'	YUCCA ELEPHANTIPES / GIANT YUCCA	NO	LOW	0.3	1
	-	24" - 36"	12"	SANSEVIERIA SPP. / MOTHER-IN-LAW'S TONGUE	NO	LOW	0.3	1
	49	24" - 36"	2' - 4'	LOMANDRA / PLATINUM BEAUTY	NO	MODERATE	0.5	1
	5	12' - 20'	N/A	CERCIS OCCIDENTALIS / WESTERN REDBUD	NO	LOW	0.3	1

* A TOTAL OF 8 TREES WILL BE PROVIDED TO SATISFY URBAN FORESTRY'S REQUIREMENTS, 5 TREES LOCATED IN THE PARKWAY AND 3 TREES ON THE SECOND FLOOR DECK. THER IS ONLY 1 EXISTING TREE ON SITE WHICH WILL BE REMOVED.

LANDSCAPE	
TURF AREA	0 SF
PLANT AREA	421 SF
TOTAL	421 SF

HARDSCAPE	
IMPERVIOUS	3,193 SF
PERVIOUS/ PERMEABLE	0 SF
TOTAL	3,193 SF

NOTE: ALL IMPERVIOUS AND PERVIOUS/ PERMEABLE CONCRETE TO BE UNCOLORED CONCRETE (U.C.) WITH SMOOTH FINISH.

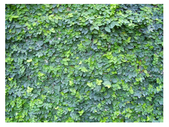
HARDSCAPE AREA

SOUTH HARDSCAPE (U.C.)	449 SF
WEST HARDSCAPE (U.C.)	457 SF
SECOND FLOOR DECK	1,024 SF
ROOF DECK (SRI 81) (SEE A0.06 FOR SPEC)	1,113 SF
TOTAL HARDSCAPE	3,143 SF
50% OF HARDSCAPE	1,572 SF
0.30 SOLAR REFLECTANCE TOTAL OR UNCOLORED CONCRETE (U.C.)	3,143 SF

YUCCA ELEPHANTIPES / GIANT YUCCA

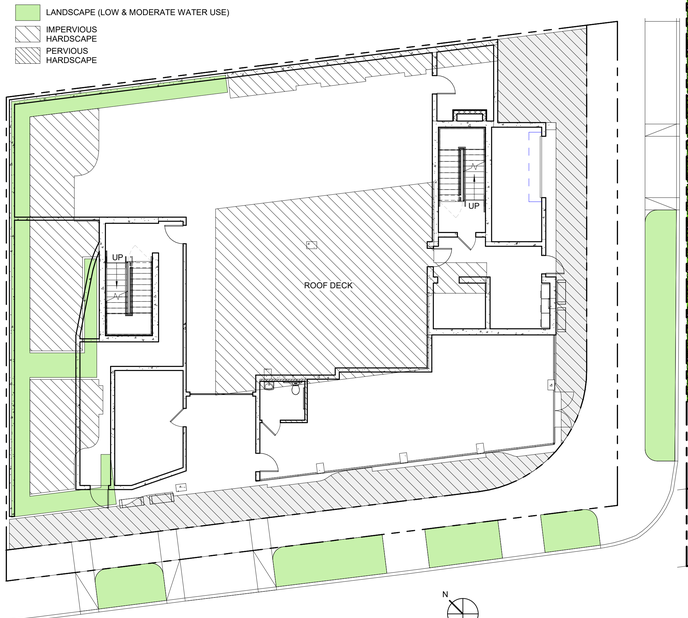
LOMANDRA / PLATINUM BEAUTY

SANSEVIERIA SPP. / MOTHER-IN-LAW'S TONGUE


FICUS REPENS / CREEPING FIG

CERCIS OCCIDENTALIS / WESTERN REDBUD

LANDSCAPE (LOW & MODERATE WATER USE)
IMPERVIOUS HARDSCAPE
PERVIOUS HARDSCAPE



N
LANDSCAPE PLAN 2
1" = 10'-0"
2

N
LANDSCAPE PLAN
1/4" = 1'-0"
1

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[o] 310.322.3700

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90292

Revision Schedule

Revision Number	Revision Date

LANDSCAPE PLAN

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 10:08:47 AM
SCALE	As indicated
JOB #	22-A009

L1.10

PLANTING NOTES

1. QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN FOR CONVENIENCE ONLY AND ARE SUBORDINATE TO THE SPACING GIVEN. VERIFY AND SUPPLY SUFFICIENT NUMBER OF PLANTS TO FULFILL SPACING REQUIREMENTS.

2. ALL HEADER AND BAMBOO ROOT BARRIERS SHALL BE LOCATED BY THE ARCHITECT ON SITE.

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4. CONTRACTOR SHALL PROVIDE A MAINTENANCE PERIOD OF NOT LESS THAN 90 DAYS COMMENCING AT THE DATE OF FINAL ACCEPTANCE. SUCH MAINTENANCE SHALL INCLUDE ALL CARE PERTAINING TO ALL WORK INSTALLED AS PART OF THESE CONTRACT DOCUMENTS.

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7. REMOVE ALL DEBRIS, WEEDS, EXCESS MATERIAL AND ROCKS LARGER THAN 1" IN DIAMETER FROM PLANTING AREAS PRIOR TO PREPARATION & AGAIN PRIOR TO PLANTING.

8. SEE DETAILS AND SPECIFICATIONS FOR STAKING METHOD, PLANT PIT DIMENSIONS, SOIL PREPARATION, AND BACKFILL REQUIREMENTS.

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IRON SULFATE - 2 LBS. PER C.Y.OF MIX

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19. FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.

20. I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE THAT COMPLYS WITH THE PERFORMANCE APPROACH.

DATE_____ SIGNED_____

21. AT THE TIME OF FINAL INSPECTION THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE AND SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.

IRRIGATION NOTES

1. CONTRACTOR IS TO AUGMENT EXISTING IRRIGATION SYSTEM. CONTRACTOR SHALL REPAIR OR REPLACE ANY EXISTING LANDSCAPE AND IRRIGATION DAMAGED FROM CONSTRAUCTION TO AN ACCEPTABLE LANDSCAPE CONDITION WITH A FULLY FUNCTIONAL AND EFFICIENT IRRIGATION SYSTEM PER THE CONTAINED CONDITIONS.

2. ALL NEW TREES REQUIRE INDIVIDUAL POP-UP STREAM BUBBLERS, MIN. 2 PER TREE, WITHIN 4' OF TREE. TREE IRRIGATION SHALL BE ON A SEPARATE VALVE.

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5. CONTRACTOR SHALL REPLACE ANY EXISTING IRRIGATION CONTROLLER WITH A MODULE AND SENSOR TO PROVIDE WEATHER BASED INFORMATIONTHAT WILL AUTOMATE THE IRRIGATION RUNTIMES BASED ON WEATHER. SEE HUNTER SOLAR SYNC, RAINBIRD ET MANAGER OR EQUIVALENT.

6. THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF 50 PERCENT OF THE UNITS OF THE PROJECT OR PHASE.

7. SIXTY DAYS AFTER TLANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION (12.40 G LAMC.)

8. THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TRESS AND IRRIGATION FOR A PERIOD OF SIX MONTHS AND ALL OTHER PLANS FOR A PERIOD OF 60 DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION.

9. PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES.

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1. I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

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PLANTING LEGEND

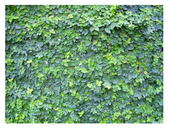
SYMBOL	QTY.	SIZE	SPREAD	BOTANICAL NAME / COMMON NAME	NATIVE	WUCOLS WATER USE TYPES	WATER USE VALUES	HYDRO ZONE
	-	10' - 15'	3' - 6'	FICUS REPENS / CREEPING FIG	NO	MODERATE	0.5	2
	-	12' - 20'	10'-15'	YUCCA ELEPHANTIPES / GIANT YUCCA	NO	LOW	0.3	1
	77	24"- 36"	12"	SANSEVIERIA SPP. / MOTHER-IN-LAW'S TONGUE	NO	LOW	0.3	1
	-	24" - 36"	2' - 4'	LOMANDRA / PLATINUM BEAUTY	NO	MODERATE	0.5	1
	-	12' - 20'	N/A	CERCIS OCCIDENTALIS / WESTERN REDBUD	NO	LOW	0.3	1

* A TOTAL OF 8 TREES WILL BE PROVIDED TO SATISFY URBAN FORESTRY'S REQUIREMENTS, 5 TREES LOCATED IN THE PARKWAY AND 3 TREES ON THE SECOND FLOOR DECK. THER IS ONLY 1 EXISTING TREE ON SITE WHICH WILL BE REMOVED.

YUCCA ELEPHANTIPES / GIANT YUCCA

LOMANDRA / PLATINUM BEAUTY

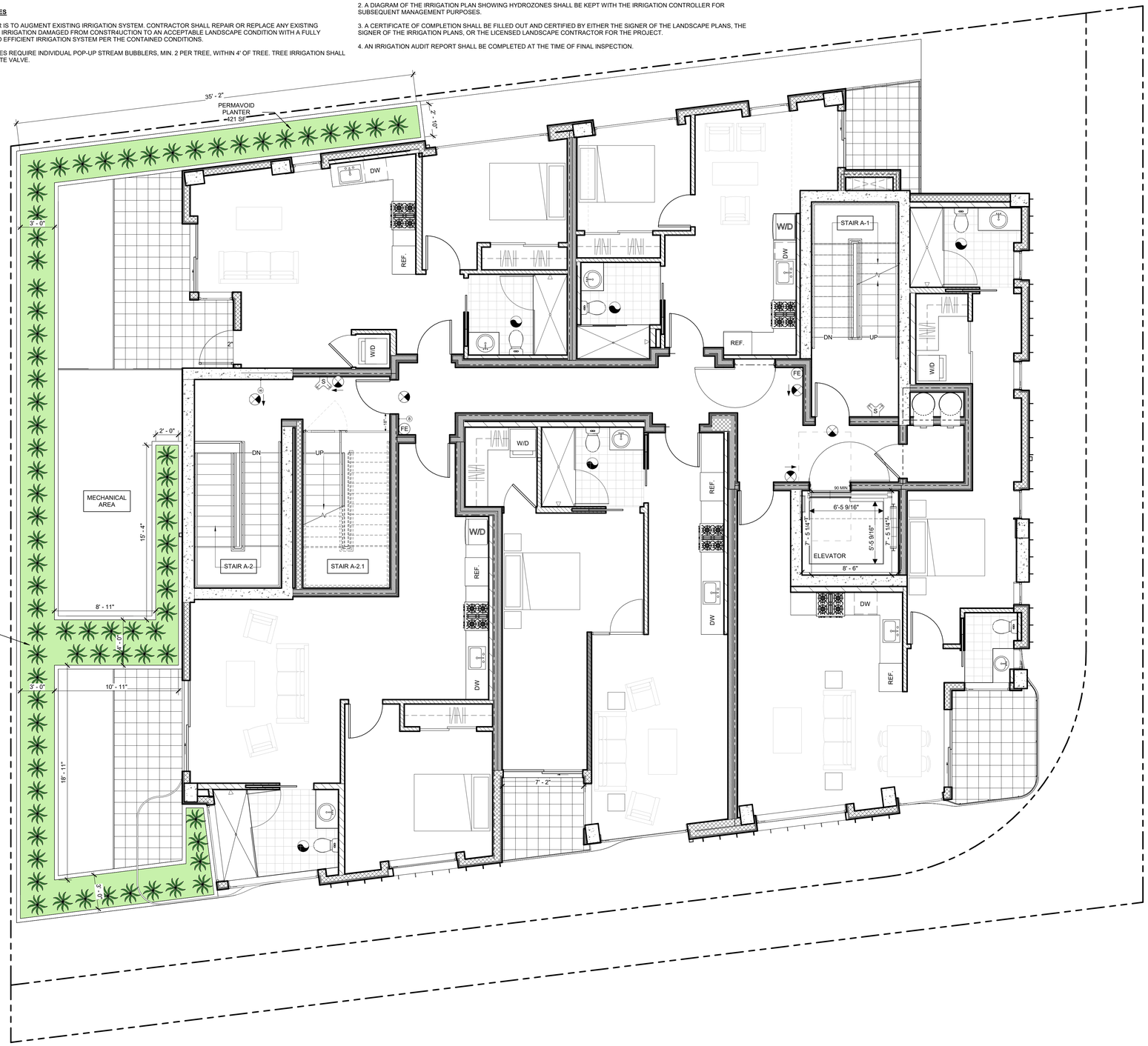
SANSEVIERIA SPP. / MOTHER-IN-LAW'S TONGUE



FICUS REPENS / CREEPING FIG

CERCIS OCCIDENTALIS / WESTERN REDBUD

PERMAVOID PLANTER 421 SF



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SECOND FLOOR PLAN
1/4" = 1'-0"

1

breakformdesign
127 arena st. el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

LANDSCAPE PLAN

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 10:08:56 AM
SCALE	As indicated
JOB #	22-A009

L1.11

PLANTING NOTES

1. QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN FOR CONVENIENCE ONLY AND ARE SUBORDINATE TO THE SPACING GIVEN. VERIFY AND SUPPLY SUFFICIENT NUMBER OF PLANTS TO FULFILL SPACING REQUIREMENTS.

2. ALL HEADER AND BAMBOO ROOT BARRIERS SHALL BE LOCATED BY THE ARCHITECT ON SITE.

3. CONTRACTOR SHALL INSTALL PLANT MATERIAL IN ACCORDANCE WITH THE SPECIFICATIONS, DRAWINGS AND DETAILS.

4. CONTRACTOR SHALL PROVIDE A MAINTENANCE PERIOD OF NOT LESS THAN 90 DAYS COMMENCING AT THE DATE OF FINAL ACCEPTANCE. SUCH MAINTENANCE SHALL INCLUDE ALL CARE PERTAINING TO ALL WORK INSTALLED AS PART OF THESE CONTRACT DOCUMENTS.

5. THE CONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES DURING CONSTRUCTION THROUGH COMPLETION OF PICK-UP WORK.

6. THE CONTRACTOR SHALL VERIFY ALL PLANT MATERIAL QUANTITIES LISTED FOR CONVENIENCE OF CONTRACTOR. ACTUAL NUMBER OF SYMBOLS SHALL HAVE PRIORITY OVER QUANTITIES DESIGNATED.

7. REMOVE ALL DEBRIS, WEEDS, EXCESS MATERIAL AND ROCKS LARGER THAN 1" IN DIAMETER FROM PLANTING AREAS PRIOR TO PREPARATION & AGAIN PRIOR TO PLANTING.

8. SEE DETAILS AND SPECIFICATIONS FOR STAKING METHOD, PLANT PIT DIMENSIONS, SOIL PREPARATION, AND BACKFILL REQUIREMENTS.

9. ALL PLANT MATERIALS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

10. FINAL LOCATION OF ALL PLANT MATERIAL SHALL BE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT.

11. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION SCHEDULES.

12. GROUNDCOVER PLANTING SHALL BE CONTINUOUS UNDER ALL TREES AND SHRUBS. GROUNDCOVER SHALL BE PLANTED ACCORDING TO SPACING ON PLANT LEGEND.

13. TREES SHALL BE LOCATED A MINIMUM OF 5' FROM WALLS, OVERHEADS, WALKS, HEADERS, AND OTHER TREES WITHIN THE PROJECT. IF CONFLICTS ARISE BETWEEN SIZE OF AREAS AND PLANS, CONTRACTOR TO CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO THE LANDSCAPE ARCHITECT WILL RESULT IN CONTRACTORS LIEABILITY TO RELOCATE THE MATERIALS.

14. ALL PLANTING AREAS SHALL BE LOOSSNED TO A DEPTH OF 8". APPLY 4 C.Y. OF ORGANIC AMENDMENT AND 15 LBS. OF 10-10-10 FERTILIZER PER 1000 S.F. AND BLEND WITH THE TOP 6" OF SOIL. THIS AMENDMENT IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.

15. FOR ALL TREES AND SHURB PLANTING, THE FOLLOWING PREPARED SOIL MIX SHALL BE USED FOR BACKFILL IN THE PLANTERS. THIS MIX IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.
SITE SOIL - 6 PARTS BY VOLUME
ORGANIC AMENDMENT - 4 PARTS BY VOLUME
SOIL CONDITIONER / FERTILIZER 10-10-10-1LB. PER C.Y. OF MIX
IRON SULFATE - 2 LBS. PER C.Y.OF MIX

16. TURF IS NOT ALLOWED ON SLOPES GREATER THAN 25% WHERE THE TOE OF THE SLOPE IS ADJACENT TO AN IMPERMEABLE HARDSCAPE..

17. RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.

18. A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUNDCOVER, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.

19. FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.

20. I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE THAT COMPLYS WITH THE PERFORMANCE APPROACH.

DATE_____ SIGNED_____

21. AT THE TIME OF FINAL INSPECTION THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE AND SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.

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	3	12' - 20'	10'-15'	YUCCA ELEPHANTIPES / GIANT YUCCA	NO	LOW	0.3	1
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	-	24" - 36"	2' - 4'	LOMANDRA / PLATINUM BEAUTY	NO	MODERATE	0.5	1
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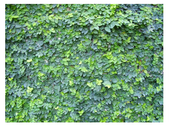
LOMANDRA / PLATINUM BEAUTY

SANSEVIERIA SPP. / MOTHER-IN-LAW'S TONGUE



FICUS REPENS / CREEPING FIG

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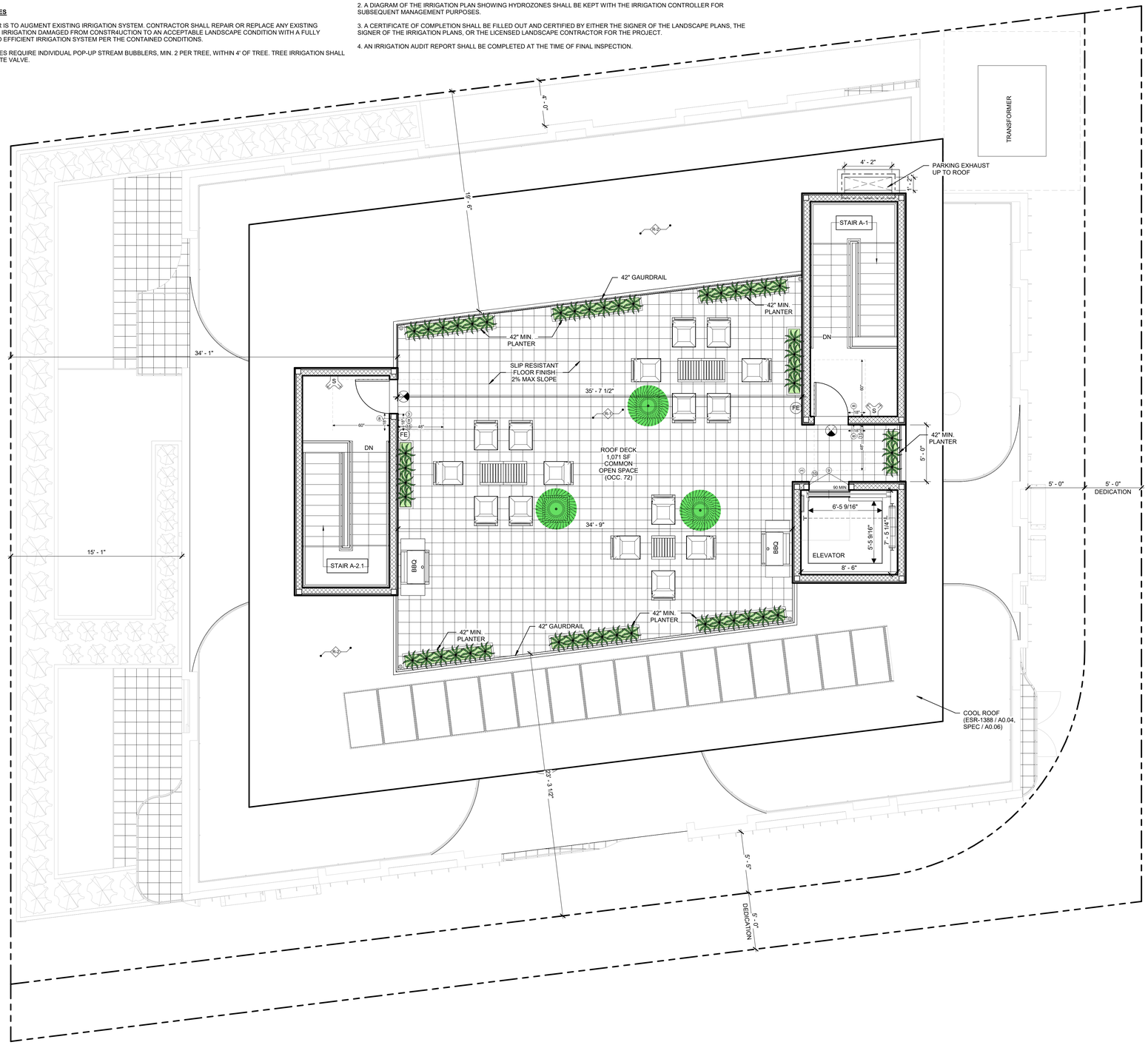


ROOF PLAN
1/4" = 1'-0"

1

N

breakformdesign
127 arena st, el segundo, ca 90245
[o] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

13481 BEACH AVE
MARINA DEL REY, CA
90292

Revision Schedule

Revision Number	Revision Date

LANDSCAPE PLAN

DRAWN	CR
CHECKED	PNK
DATE	2/27/2023 10:09:04 AM
SCALE	As indicated
JOB #	22-A009

L1.12

Exhibit B

Environmental Documents

(ENV-2020-5509-CE)

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
CPC-2022-8780-DB-CU-HCA

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2020-5509-CE
PROJECT TITLE	COUNCIL DISTRICT
13481 – 13485 West Beach Avenue	11 - Park

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
13481 – 13485 West Beach Avenue

PROJECT DESCRIPTION: The proposed project is the demo of an existing single family home and triplex and the construction of a new 23,345 sf, seven-story residential development consisting of 27-units (with seven units reserved for Very Low Income Households) and approx. 800 sf of commercial ground floor use. A total of 15 parking spaces would be provided in one level surface parking and one level subterranean parking. ☒ Additional page(s) attached.

NAME OF APPLICANT / OWNER:
Brian Silveira, Brian Silveira and Associates

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) **Section 15332 Class 32**

☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☐ Additional page(s) attached
Based on the environmental review of the project, the project qualifies for a Class 32 Exemption pursuant to Section 15332 for Infill Projects.

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.
☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
Stephanie Escobar *Stephanie Escobar*	City Planning Associate

ENTITLEMENTS APPROVED
Conditional Use and Density Bonus

FEE:	RECEIPT NO.	REC'D. BY (DCP DSC STAFF NAME)

DISTRIBUTION: County Clerk, Agency Record
Rev. 3-27-2019

MEMORANDUM

Date: February 24, 2023

To: City of Los Angeles, Department of City Planning

Subj: Assessment of 13481 Beach Avenue Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development (*Envicom Project #2022-123-01*)

Envicom Corporation drafted this assessment for the City of Los Angeles as the lead agency. This assessment evaluates whether the proposed 13481 Beach Avenue Project (project) located in the City of Los Angeles (City) qualifies for a Class 32 Categorical Exemption under the California Environmental Quality Act (CEQA) as eligible infill development.

CEQA defines categorical exemptions for various types of projects the Secretary of the Resources Agency of the State of California has determined would not have a significant effect on the environment, and therefore are not subject to further environmental review under CEQA. The Class 32 exemption (Section 15332 of the State CEQA Guidelines) is intended to promote infill development within urbanized areas. The class consists of environmentally benign infill projects consistent with local general plan and zoning requirements.

Pursuant to Section 15332 of the State CEQA Guidelines, for a project to be eligible for a Categorical Exemption as Class 32 In-fill Development, a project must meet the following conditions, or criteria:

Criteria

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

(b) The proposed development occurs within city limits on a project site of no more than five (5) acres substantially surrounded by urban uses.

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

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

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

In addition, projects seeking this Categorical Exemption cannot fall under certain specified exceptions, as follows.

Exceptions

(a) Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located.[1] The project site is not in a location subject to this consideration.

(b) The project and successive projects of the same type in the same place will result in cumulative impacts.

(c) There are unusual circumstances creating the reasonable possibility of significant effects.

(d) The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within an officially designated scenic highway.

(e) The project is located on a site that the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified, pursuant to Government code section 65962.5, as being affected by hazardous wastes or clean-up problems.

(f) The project may cause a substantial adverse change in the significance of an historical resource.

The justification for use of a Class 32 Categorical Exemption as an infill project in compliance with CEQA and the City's Class 32 Requirements is provided below in the following format: I. Project Description, II. Evaluation of Class 32 Exemption Criteria, III. Consideration of Exceptions, and IV. Conclusion.

I. PROJECT DESCRIPTION

The subject property consists of two (2) existing parcels including a 958 square foot (sf) single family residential unit, a 1,656 sf multi-family residential unit (triplex), and 2,560 sf concrete parking lot located at 13481 Beach Avenue within the Glencoe-Maxella Specific Plan and Coastal Transportation Corridor Specific Plan area of the City. The project proposes a seven-story apartment building[2] comprised of 23,345 sf of residential floor area,[3] 27 units, seven (7) of which are designated affordable housing, and one (1) floor of subterranean parking located on a 7,931.3 sf lot. The project also proposes 795 sf of commercial retail space on the ground floor. The project site is surrounded by urban development, consisting of multi-family residential, single-family residential, and commercial land uses. The project would remove the existing single- and multi-family residences on the subject property. Site preparation and grading would involve approximately 2,763 sf of cut and fill.

[1] A project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

[2] The project's building square footage equates to 22,204 sf, per the Building Code.

[3] The prroject's provided Floor Area Ratio (FAR) is 2.94:1.

II. EVALUATION OF CLASS 32 EXEMPTION CRITERIA

The following subsections provide discussion and analysis of the project's consistency with the criteria listed in Section 15332 of the State CEQA Guidelines, for a project to be eligible for a Categorical Exemption as a Class 32 In-fill Development project.

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

The proposed residential project is consistent with the subject property's existing General Plan designation, as specified in the Palms-Mar Vista-Del Rey Community Plan Area and the Glencoe-Maxella Specific Plan Area (both components of the City's General Plan), which designate the site "Commercial Manufacturing." The site zoning is CM(GM)-2D-CA.[4] The project would therefore not require a General Plan Amendment or Zoning Change. Multiple dwelling units and commercial retail are consistent with CM uses as outlined in the Los Angeles Municipal Code (LAMC) Section 12.17.1 and 12.17.2. Additionally, the project is consistent with the 2D zoning requirements set forth by Sections 6D and E of the Glencoe-Maxella Specific Plan, which reference density and height specifications. Under the existing zoning of CM(GM)-2D-CA, the minimum lot area per dwelling unit is 800 sf.[5] Therefore, the 7,931 sf lot would allow 10 units on the project site (rounding up from 9.91).[6] The project is requesting a density bonus and would provide a 70 percent affordable housing set-aside, which would allow for an additional seven (7) units, a 35 percent bonus to provide three (3) units per the LAMC 12.21A25, a 97.5 percent bonus to provide five (5) very low income units per LAMC 12.24U26, and a 30 percent bonus to provide two (2) low income units per LAMC 12.24U26 for a combined total of 27 proposed units.[7]

The project includes on and off-menu incentive requests, including an on-menu incentive to permit the base density to be calculated using the pre-dedicated lot area pursuant to LAMC 12.22.A.25. Additionally, the first project off-menu incentive would allow for 19 feet and 4-inch increase in height to allow for a building that is 74 feet and 4 inches in height, with a setback at 63 feet and 9 inches in height, in lieu of the maximum height of 55 foot height with a set back at 45 feet allowed pursuant to the Glencoe-Maxella Specific Plan. The second off-menu incentive would allow for a 68 percent increase in Floor Area Ratio (FAR) from 1.75:1 to 2.94:1 to allow for 23,345 sf of floor area in lieu of the maximum 13,879 sf. Therefore, the construction of a 27-unit apartment complex would be consistent with the General Plan designation and zoning. The project is also located within the Los Angeles Coastal Transportation Corridor Specific Plan, where most development projects require a Transportation Impact Assessment Fee (TIA Fee) as

[4] As defined by the Gleoncoe-Maxella Specific Plan, CM refers to Commercial Manufacturing, GM refers to Glencoe-Maxella, 2D refers to the density and height regulations set forth in Sections 6D and E of the Specific Plan, and CA refers to Commercial and Artcraft uses set forth in Section 13.06 of the LAMC.

[5] Los Angeles Municipal Code, Chapter 1 (Planning and Zoning Code), Section 12.10 "R3" Multiple Dwelling Zone, C4. Lot Area.

[6] Breakform Design, 13481 Beach Avenue Plan Set, February 8, 2023.

[7] Breakform Design, 13481 Beach Avenue Plan Set, February 8, 2023.

calculated by Los Angeles Department of Transportation (LADOT). The Applicant would comply with the TIA payment procedures and pay the required fee as determined by the LADOT.

Using the applicant's waivers and/or concession options, the project would provide 15 of the normally required 28 vehicle parking spaces, 45 of the required 45 long-term bicycle parking spaces and 8 of the required five (5) short-term bicycle parking spaces in compliance with the LAMC. Additionally, the project would provide 2,421 sf of open space over the required 2,725 sf of open space due to the on-menu incentive which allows for a 11.1 percent decrease in required open space. Therefore, the project would be consistent with all applicable general plan designation, general plan policies and applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five (5) acres substantially surrounded by urban uses.

The project site is located within the city limits of the City of Los Angeles. The project site consists of approximately 7,931.3 sf of land[8], or 0.20 acres, and is surrounded by existing urban uses, including commercial uses to the north, commercial and multi-family residential to the east, commercial to the south, and commercial and single family residential to the west. Therefore, the project is consistent with this condition.

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

The project site is located within a highly urbanized portion of the City of Los Angeles. The surrounding urban landscape including the project site has been developed for decades. The project site is currently developed with residential buildings, hardscape and landscape vegetation. The subject property does not have reported occurrences of special-status species in the California Natural Diversity Database (CNDDB) maintained by the California Department of Fish and Wildlife (CDFW), with the exception of one occurrence of Ventura Marsh milk-vetch (*Astragalus pycnostachyus var. lanosissimus*) within the project vicinity. However, the species was extirpated and is no longer a concern within the area[9] In addition, the project site does not include riparian areas or other sensitive plant communities. Therefore, the project site has no substantive value as habitat for endangered, rare, or threatened species.

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

Transportation Effects

The project would have a significant impact if the project would conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)(1), relating to Vehicle Miles Traveled (VMT). CEQA Guidelines Section 15064.3(b)(1) applies to land use projects and states, "Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally,

[8] Breakform Design, 13481 Beach Avenue Plan Set, February 8, 2023.

[9] California Department of Fish and Wildlife, Biogeographic Information and Observation System (BIOS), Accessed on August 16, 2022 at: https://apps.wildlife.ca.gov/bios/?al=ds85.

projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact." Both of the following City of Los Angeles Transportation Assessment Guidelines (TAG) screening criteria must be met in order to require further analysis of a land use project's VMT contribution: the land use project would both generate a net increase of 250 or more daily vehicle trips and the project would generate a net increase in daily VMT. If a project contains retail land uses, further analysis may be required if the retail portion exceeds 50,000 net square feet.

In order to determine if both criteria are triggered by the project, a run of the City of Los Angeles VMT Calculator[10] was performed, and VMT Calculator Output Data Sheets are included as **Attachment A**. The VMT Calculator run determined that the project's 20 new multi-family residences, seven (7) new affordable housing residences, and 795 square feet of retail would generate 159 average daily trips (ADT), and 1,096 daily VMT, before taking into account removal of existing land uses and inclusion of project features that reduce ADT and VMT (such as reduced vehicle parking spaces). The project would remove the existing single-family residence and the existing triplex, which currently generate a combined total of 22 ADT and 151 daily VMT. The proposed project would result in a project-related net increase of 133 ADT and 923 daily VMT (accounting removal of existing land uses and inclusion of project features that reduce ADT and VMT), which would be below the City's screening criteria of 250 ADT. In addition, the proposed 795 sf of commercial retail would be below the City's screening criteria of more than 50,000 square feet of retail for a VMT analysis to be required. As such, the VMT generated by the project would not result in a significant effect relating to transportation, and further analysis of the project's VMT contribution would not be warranted.

Noise Effects

Construction

Construction activities and associated noise would be temporary and be restricted to daytime hours pursuant to Los Angeles Municipal Code (LAMC) Section 41.40. The maximum noise level of construction equipment is regulated by LAMC Section 112.05 to 75 dB at 50 feet from the source; however, the LAMC indicates such restrictions do not apply where technically infeasible despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment. Based on the Lmax noise levels of construction equipment provided in the Federal Highway Administration Construction Noise Handbook, **Table II-1, Construction Noise Levels – Regulatory Compliance**. provides construction equipment noise levels with the use of mufflers and sound barriers required by LAMC Section 112.05.

[10] Los Angeles Department of Transportation, VMT Calculator 1.3, July 7, 2020, model run August 16, 2022.

Table II-1
Construction Noise Levels – Regulatory Compliance

Phase	Equipment [1]	#	Lmax at 50 ft (dBA)[2]	LAMC Sec. 112.05 Compliance	Reduced Lmax at 50 ft (dBA) [3]
Demolition	Concrete Industrial Saws	1	90	Barrier	75
	Rubber Tired Dozers	1	82	Barrier	67
	Backhoes	2	78	Barrier	63
Site Preparation	Backhoes	1	78	Barrier	63
Grading	Rubber Tired Dozers	1	82	Barrier	66
	Backhoes	1	78	Barrier	67
Building Construction	Cranes	1	81	Barrier	63
	Forklifts	2	75	None	75
	Loaders	2	79	Barrier	60
Paving	Cement and Mortar Mixers	4	79	Barrier	64
	Pavers	1	77	Barrier	64
	Rollers	1	80	Barrier	62
	Backhoe	1	78	Barrier	65
Architectural Coating	Air Compressors	1	78	Barrier	63

[1] Construction Equipment List Generated by CalEEMod Version 2020.4.0, Envicom Corporation, August 17, 2022.
[2] Source: Federal Highway Administration, Construction Noise Handbook, 2006, Ch. 9, Construction Equipment Noise Levels and Ranges.
[3] Calculated reductions based on compliance with noise reduction standards in LAMC Section 112.05.

As shown in the final column of Table II-1, regulatory compliance with LAMC Section 112.05 standards, requiring mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment) would reduce the construction noise levels to less than 75 dBA at 50 feet through barriers or enclosures formed by sound transmission obscuring products. Specification sheets documenting the reasonably expected effectiveness of barriers or enclosures for reducing noise levels are provided in **Attachment B**. The examples provided in Attachment B show the reasonably expected effectiveness of these products in reducing noise levels. Therefore, construction related temporary noise level increases would be less than significant with regulatory compliance measures incorporated.

Operations

Pursuant to LAMC Section 112.02, the project would be considered to exceed operational noise ordinance standards if it would increase the ambient noise level on another property by more than 5 dBA.

This project does not propose to develop industrial, manufacturing, or institutional facilities that are associated with loud stationary noise sources. The project would introduce new stationary noise sources in the form of Heating, Ventilation, and Air Conditioning (HVAC) units.

It is assumed that the project would include rooftop HVAC units for each of the 27 dwelling units, the residential lobby, and the retail use for a total of 29 HVAC units. Based on noise levels

for HVAC units similar to those expected to be used in the project, each HVAC unit would produce a noise level of 68 dBA Leq at 3.3 ft.

This analysis assumes all 29 roof-mounted HVAC units are in simultaneous use as a "worst-case" scenario although actual HVAC use would depend on weather conditions and tenant occupancy. Given that decibels are expressed in logarithmic units, they cannot be added or subtracted arithmetically and must be combined using the formula $L = 10 \cdot \log_{10} (\sum_{i=1}^{n} 10^{Li/10})$; where: L = composite noise level, n = number of individual noise levels being summed, and Li = individual noise level. Addition of the reference noise levels for the 29 HVAC units would result in a composite reference noise level of 82.6 dBA at 3.3 feet, a value that is used to calculate noise levels at greater distances. Of the nearby sensitive lands uses, the property which would experience the greatest level of noise from HVAC operation would be the multifamily residences to the southeast at 13480 Beach Avenue, approximately 81 horizontal feet from the nearest edge of the project rooftop area in which HVAC units could potentially be placed. At this distance, noise levels would be reduced by 27.8 dBA to 54.8 dBA based on the previously provided equation for distance attenuation of a point source. In addition, the roofline would decrease noise levels by a further 12 dBA based on the Federal Transit Administration (FTA) methodology for calculating barrier insertion loss[11] for a final noise level of 42.8 dBA (i.e., 82.6 dBA – 27.8 dBA – 12 dBA = 42.8 dBA).

LAMC Section 111.03 establishes a presumed ambient noise levels of 60 dBA during the day and 55 dB at night for the CM zone. Based on the formula for the addition of decibels, the addition of 42.8 dBA from the 29 proposed HVAC units to the ambient daytime noise level would result in an increase of 0.1 dBA above the presumed daytime ambient noise level of 60 dBA for the CM zone, which the residences are within. At nighttime, the HVAC would result in a 0.3 dBA increase above the presumed nighttime ambient noise level of 55 dBA. All other property boundaries would experience lower levels of HVAC noise. Therefore, operational HVAC noise would not exceed the ambient noise level by more than 5 dBA in compliance with LAMC Section 112.02. In addition, noise levels would potentially be further reduced by the roofline and parapet.

Generally, it takes a doubling of traffic volumes to increase traffic noise levels by 3 dBA, which is the level at which changes are barely perceptible to the human ear.[12] The major sources of traffic noise in the project vicinity are Washington Boulevard and Lincoln Boulevard. Based on City of Los Angeles VMT Calculator,[13] the project would generate a net increase of 133 ADT. A traffic volume increase of 133 ADT on either roadway would far less than double traffic volumes, and would therefore result in a noise level increase far below 3 dBA As such, the additional traffic generated by the project would not be expected to result in a significant noise impact.

[11] U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Report No. FTA Report No. 0123, September 2018.

[12] U.S. Dept. of Transportation, Federal Highway Administration, Highway Traffic Noise Analysis and Abatement Policy and Guidance, Accessed on August 17, 2022 at: https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide00.cfm.

[13] Los Angeles Department of Transportation, VMT Calculator 1.3, July 7 2020, model run August 16, 2022.

Air Quality Effects

The project's potential air quality effects were evaluated by estimating the potential construction and operational emissions of criteria pollutants and comparing those levels to significance thresholds provided by the Southern California Air Quality Management District (SCAQMD). The project's emissions were estimated using the CalEEMod 2020.4.0 model provided by SCAQMD for the purposes of evaluating air quality impacts of proposed projects.

Projects in the SCAQMD with daily emissions that exceed any of the emission thresholds provided in **Table II-2, SCAQMD Daily Maximum Emissions Thresholds,** may be considered significant under CEQA guidelines.

Table II-2
SCAQMD Daily Maximum Emissions Thresholds

Pollutant	Construction (lbs./day)	Operations (lbs./day)
ROG	75	55
NO_X	100	55
CO	550	550
SO_x	150	150
PM-10	150	150
PM-2.5	55	55
South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, Revision: April 2019.		

Construction activity emissions considered demolition of existing structures, site preparation, grading, building construction, paving, and architectural coating (including painting or other surface treatments). Following construction, emission from operations of the project would result from mobile sources (vehicle use), area sources (including on-site maintenance, landscaping, and use of natural gas), and off-site electricity generation to serve the project. **Table II-3, Maximum Daily Emissions**, summarizes the project's maximum daily emissions estimated by CalEEMod for short-term construction and long-term operations (model outputs provided in **Attachment C**).

Table II-3
Maximum Daily Emissions

Daily Emissions (pounds/day)	ROG	NO_X	CO	SO_2	PM-10	PM-2.5
Construction[(a)]						
Max. Daily Construction Emissions	39.1	18.5	8.0	0.06	4.2	1.9
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Y/N	No	No	No	No	No	No
Operations (pounds/day)						
Max. Daily Operations Emissions	1.1	0.5	6.0	0.01	0.9	0.3
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	No	No	No	No	No	No

Source: CalEEMod output, August 17, 2022.
[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

As shown in Table II-3, the project would not exceed SCAQMD significance thresholds and would therefore not result in a significant effect relating to air quality.

Localized Significance Thresholds (LSTs) were developed to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. The LST methodology addresses specific emissions, namely oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and they are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

For the proposed project, LST impacts were evaluated using SCAQMD screening table thresholds for a 1-acre site with a source-receptor distance of 25 meters, the most stringent parameter for which the screening tables provide thresholds. This evaluation is based on maximum daily onsite construction emissions that would occur during any phase of project construction. Daily emissions would typically be lower than the reported maximum amounts. The table below shows the relevant threshold and the estimated peak daily onsite emissions for each pollutant during project construction to establish the highest level of onsite emissions to be evaluated for LST impacts. As shown in **Table II-4, Project Related LST Evaluation**, the project's maximum daily onsite construction emissions would not exceed the relevant LST screening table thresholds for LST-related criteria pollutants, and impacts would be less than significant.

Table II-4
Project Related LST Evaluation

1 acre/25 meters/Northwest Coastal LA County	Project LST Emissions (pounds/day)			
	NOX	CO	PM-10	PM-2.5
LST Threshold	103	562	4	3
Peak Onsite Daily Emissions	6.7	7.4	2.6	1.4
Significant Impact? Yes/No	No	No	No	No
Source: CalEEMod output dated August 17, 2022. Maximum daily emissions reported for summer or winter season, whichever is greater. Includes application of water for dust suppression as required by SCAQMD Rule 403.				

Water Quality Effects

The proposed infill development would replace existing residential land uses with new, higher density residential uses, which would not significantly differ in potential water quality effects. Existing utilities would provide water supplies and wastewater treatment services as under existing conditions. The project would be served by existing infrastructure including vertical laterals which connect to existing sewer main lines located on Beach Avenue[14] maintained by the City Department of Public Works. The project does not propose on-site groundwater extraction to serve future uses and does not propose on-site wastewater treatment. The proposed 27 residential

[14] City of Los Angeles, Navigate LA, Accessed on August 17, 2022 at: https://navigatela.lacity.org/navigatela/.

units, commercial retail and one-level of subterranean parking would not be anticipated to generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality.

Stormwater runoff currently leaves the site by sheet flow and drains northeast down Del Rey Avenue and is conveyed to one (1) of two (2) existing catch basins located southeast of the intersection of Washington Boulevard and Del Rey Avenue.[15] During the construction phase (including site preparation, excavation, and grading), City Ordinance No. 178,132 would require the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to minimize erosion and sediment from leaving the site via storm water runoff through the implementations of Best Management Practices (BMPs), such as silt fencing and/or sand bags to reduce the velocity of runoff leaving the site and filter storm water to reduce erosion or siltation offsite.

During operations, stormwater runoff generated by the proposed buildings and hardscape surfaces would be required comply with the City Low Impact Development (LID) Ordinance No. 181899 to manage the quality of stormwater runoff to reduce offsite runoff and improve water quality through infiltration, evapotranspiration, retention for onsite use, or a biofiltration system, which will be included in the final design plans to be reviewed during plan check. Runoff generated by hardscape surfaces would also be required to comply with City Ordinance No. 172,176 and No. 173,494 which specify Stormwater and Urban Runoff Pollution Control requirements including the application of BMPs. Compliance with these applicable regulations would ensure the project would not have a significant adverse effect relating to water quality.

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

The project site is located in an urbanized area of the City's Glencoe-Maxella Specific Plan and consists of two (2) parcels currently developed with one (1) existing single-family residential structure and one multi-family residential structure served by existing utility and public service providers. The proposed project would replace the two (2) existing residences with a 27-unit apartment complex. The proposed project would be served by the same utility and public service providers that serve the site and surrounding vicinity under existing conditions, including:[16]

- Los Angeles Fire Department Station 63
- Los Angeles Police Department West Bureau
- City of Los Angeles Department of Public Works
- City of Los Angeles Department of Recreation and Parks

The proposed project would add a net increase of 23 new dwelling units to the site and 795 sf of commercial retail area, consistent with existing planning and zoning (as described in Section II.a), on which utilities and public service agencies base their service and facility planning. The project would be served by existing public service providers, is consistent with existing planning and

[15] City of Los Angeles, Drainage Map No. 561, Accessed on August 17, 2022 at: http://navigatela.lacity.org/common/mapgallery/pdf/stormwater/drainage_maps_images/561.pdf.
[16] City of Los Angeles, ZIMAS, Accessed on August 16, 2022 at: http://zimas.lacity.org/.

zoning, and would not substantially increase demand for utilities or public services over existing conditions. As described in Section III.b., below, the project's 27 new apartments would provide housing for an estimated net 67 persons. The City projects the City's future population for the year 2045 to increase by 837,500 over 2016 estimates, accommodating growth, such as the project's added population, that utilities and public service agencies use for planning purposes. As the increase in units would not be substantial and would be within the projected City growth, the project would be adequately served by required utilities and public services.

III. CONSIDERATION OF EXCEPTIONS

Section 15300.2 of the CEQA Statutes and Guidelines provides a list of exceptions for consideration of a project as categorically exempt. The exemptions that apply to the project are listed and discussed below:

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

This project proposes an infill development of residential and minor retail uses within an urban setting surrounded by existing residential and commercial uses. The project's environmental effects regarding traffic, noise, air quality, and water quality would be less than significant, as discussed above. According to the Southern California Association of Governments (SCAG) Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Connect SoCal Plan) Demographics & Growth Forecast,[17] the population of the City of Los Angeles in 2016 was 3,933,800 with 1,367,000 households. Based on this data, the City's average household size is approximately 2.9 persons per dwelling unit, and therefore, the project's 27 new apartments would provide housing for an estimated 78 persons. The proposed removal of the existing single family residential unit and the existing triplex from the site would result in a net increase of 23 dwelling units and approximately 67 additional persons residing within the site, which would represent an increase of less than 0.002 percent in the City's housing and population totals for the year 2016.

SCAG projects the City's future population and housing supply for the year 2045 in the 2020 RTP/SCS to increase by 837,500 and 426,000, respectively, over the 2016 estimates. As such, the project's net increase of 67 persons and 23 residential units on the site would represent less than 0.008 percent of the projected City increases of housing and 0.005 percent increase of the projected increases of population over that time period. The project's net increases of a small fraction of one percent of the projected growth in housing and population for the City would have a less than cumulatively considerable contribution to projected growth in the City and any associated population related impacts such as increases in demand for municipal services that would arise from other foreseeable development. In addition, the project site is located within an urbanized area and is already developed with existing residential uses, and would not have any

[17] Southern California Association of Governments (SCAG) Connect SoCal 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy Demographics & Growth Forecast Technical Report, Adopted September 3, 2020.

significant impacts, as evaluated in this Categorical Exemption analysis. Therefore, the proposed development of a 27-unit apartment building and removal of one (1) single-family residence and one (1) triplex on the project site would not be expected to result in a cumulatively considerable contribution to impacts involving other past, present, or future projects in the area.

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

The construction and operation of a proposed seven-story apartment building with 27 units and one (1) floor of subterranean parking surrounded by existing residential uses would not have a significant effect on the environment due to unusual circumstances. As discussed in Section II, the project would not have a significant effect on the environment, and there are no unusual site conditions or issues at the site location that would warrant further environmental analysis.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

There are no designated state scenic highways located within the project vicinity.[18] According to the Mobility Plan 2035, an Element of the City's General Plan, the project is located east of a designated Boulevard I, Lincoln Boulevard (Blvd). However, the project site is not visible from Lincoln Blvd and would not result in damage to scenic resources as the site is located in an urbanized area and is infill development. Therefore, the project would not impact resources located within an officially designated state scenic highway.

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

The project is not located within a site which is included in any list compiled pursuant to Section 65962.5 of the Government Code, commonly referred to as the Cortese List. The site is not listed on the California Department of Toxic Substances Control maintained EnviroStor online data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues[19] and is not listed on the State Water Resources Control Board GeoTracker online data management system for tracking sites that require cleanup, such as Leaking Underground Storage Tanks (LUSTs).[20] The South Coast Air Quality Management District (SCAQMD) Rule 1403 regulates the removal

[18] Caltrans, Scenic Highways, Accessed on August 16, 2022 at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways.

[19] Department of Toxic Substances Control, EnviroStor, Hazardous Waste and Substances Site List, Accessed on August 16, 2022 at: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=13481+beach+ave.

[20] State Water Resources Control Board, GeoTracker, Accessed on August 16, 2022 at: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=13481+beach+avenue.

and disposal of asbestos containing materials, and the Occupational Safety and Health Administration (OSHA) requirements provides safety requirements regarding removal of lead-based paint. Therefore, the project is not identified as a hazardous waste site and would not be in conflict with this exception for a Class 32 In-Fill Development Categorical Exemption.

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

The project site was not identified on Historic Places LA, the Los Angeles Historic Resources Inventory,[21] or in the City's Zone Information and Map Access System (ZIMAS) as a Los Angeles Historical Cultural Monument, Los Angeles Historic Preservation Overlay Zone, National Register of Historic Places, Potential Historic Multi-Family Resident, Existing or Potential Residential Historic District or National Historic Landmark. Based on Historic Places LA, the ZIMAS database and site plans, the project would not cause a substantial adverse change in the significance of a historical resource.

IV. CONCLUSION

Based on the above information and attached documentation, this analysis shows that development of the proposed 13481 Beach Avenue Project would be consistent with the criteria for a Class 32 Categorical Exemption under CEQA Statute Section 15332.

ATTACHMENTS:
Attachment A – VMT Calculator Output Data Sheets, dated August 16, 2022
Attachment B – Barrier Specification Sheets
Attachment C – CalEEMod Output Data Sheets, dated August 17, 2022

[21] City of Los Angeles, Historic Places LA, Accessed on August 16, 2022 at: http://www.historicplacesla.org/map.

ATTACHMENT A
VMT Calculator Output Data Sheets, dated August 16, 2022

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

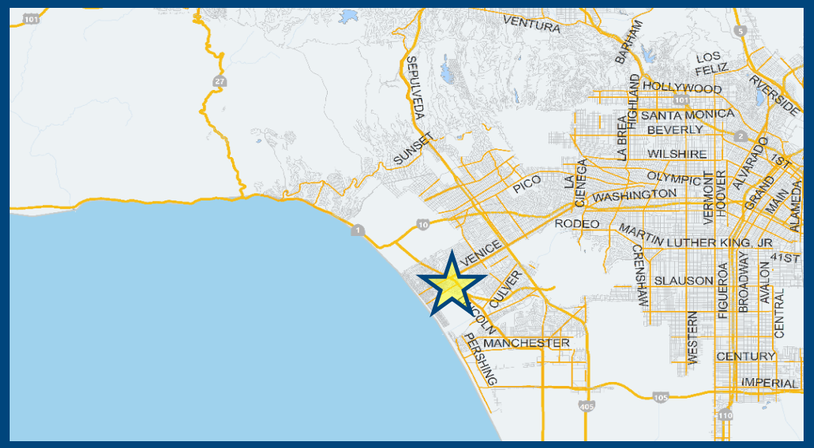
Project Information

Project: 13481 Beach Ave Condo Project

Scenario:

Address: 13481 E BEACH AVE, 90292

www



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
Housing | Multi-Family	3	DU
Housing | Single Family	1	DU
Housing | Multi-Family	3	DU

☐ 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
Retail | General Retail	0.795	ksf
Housing | Multi-Family	20	DU
Housing | Affordable Housing - Family	7	DU
Retail | General Retail	0.795	ksf

☐ 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
22 Daily Vehicle Trips	159 Daily Vehicle Trips
151 Daily VMT	1,096 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. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	137 Net Daily Trips
The net increase in daily VMT ≤ 0	945 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.795 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

8/17/22

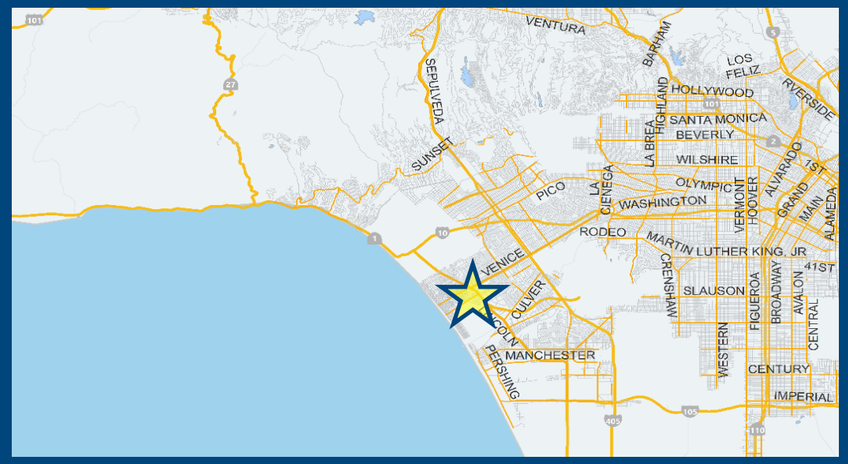
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 13481 Beach Ave Condo Project

Scenario:

Address: 13481 E BEACH AVE, 90292



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	20	DU
Housing | Affordable Housing - Family	7	DU
Retail | General Retail	0.795	ksf

TDM Strategies

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

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

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility
☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Bike Parking Per LAMC
☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Secure Bike Parking and Showers
☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
133 Daily Vehicle Trips	**133** Daily Vehicle Trips
923 Daily VMT	**923** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 7.4 15% Below APC	**Household: N/A** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

ATTACHMENT B
Barrier Specification Sheets

Acoustical Surfaces, Inc.

SOUNDPROOFING, ACOUSTICS, NOISE & VIBRATION CONTROL SPECIALISTS

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- Industrial durability
- Simple and quick installation system
- Lightweight for easy handling
- Unique roll-up design for compact storage and transportation
- Double or triple up for noise 'hot spots'
- Ability to add branding or messages
- Range of accessories available
- Weatherproof – absorbs sound but not water
- Fire retardant
- 1 person can do the job of 2 or 3 people

Why is it all too often we see construction sites with fencing but no regard for sound issues created from the construction that is taking place? This is due to the fact that there has not been an efficient means of treating this type of noise that was cost effective ***until now.***

Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

BENEFITS: Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

APPLICATIONS: Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

DIMENSIONS: 6.56' × 4.49'.

WEIGHT: 13 lbs.

ACOUSTIC PERFORMANCE: 10-20dB noise reduction (greater if barrier is doubled up).

INSTALLATION: The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

Echo Barrier Transmission Loss Field Data							
	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

ATTACHMENT C
CalEEMod Output Data Sheets, dated August 17, 2022

13481 Beach Avenue Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

13481 Beach Avenue Project

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	16.00	Space	0.00	6,376.00	0
Other Non-Asphalt Surfaces	3.37	1000sqft	0.08	3,208.30	0
Apartments Mid Rise	27.00	Dwelling Unit	0.10	29,490.00	77
Strip Mall	0.80	1000sqft	0.00	795.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 7 residential levels and 1 subterranean parking level w/ elevator. 7,931.3 sf lot with 29,490 gross sf residential, 795 sf retail, & 6,376 sf parking. 3,208.3 sf paved surface equals lot size minus building footprint (4,723 sf).

Construction Phase - Grading phase extended based on grading quantity/hauling trips.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Equipment list based on project site/characteristics.

Off-road Equipment -

13481 Beach Avenue Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-road Equipment - Graders would not be used on a site of this size.

Trips and VMT -

Demolition - 2,614 sf of building demolition and 2,560 sf of pavement demolition.

Grading - 7931.3 sf lot size. 2,763 cubic yards of soil export.

Vehicle Trips - 133 net vehicle trips calculated by LADOT with LADOT VMT Calculator. Assumed 107 net daily vehicle trips from the 27 dwelling units (80%) and 26 retail trips from the 0.795 ksf retail (20%).

Woodstoves - The apartments would not have woodstoves or fireplaces.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403.

Area Mitigation -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	4.00
tblConstructionPhase	PhaseEndDate	6/21/2023	6/23/2023
tblConstructionPhase	PhaseEndDate	6/7/2023	6/9/2023
tblConstructionPhase	PhaseEndDate	1/18/2023	1/20/2023
tblConstructionPhase	PhaseEndDate	6/14/2023	6/16/2023
tblConstructionPhase	PhaseStartDate	6/15/2023	6/19/2023
tblConstructionPhase	PhaseStartDate	1/19/2023	1/23/2023
tblConstructionPhase	PhaseStartDate	6/8/2023	6/12/2023
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	22.95	0.00
tblFireplaces	NumberNoFireplace	2.70	0.00
tblFireplaces	NumberWood	1.35	0.00
tblGrading	AcresOfGrading	0.00	0.50
tblGrading	MaterialExported	0.00	2,763.00

13481 Beach Avenue Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblLandUse	LandUseSquareFeet	6,400.00	6,376.00
tblLandUse	LandUseSquareFeet	3,370.00	3,208.30
tblLandUse	LandUseSquareFeet	27,000.00	29,490.00
tblLandUse	LotAcreage	0.14	0.00
tblLandUse	LotAcreage	0.71	0.10
tblLandUse	LotAcreage	0.02	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblVehicleTrips	ST_TR	4.91	3.96
tblVehicleTrips	ST_TR	42.04	32.70
tblVehicleTrips	SU_TR	4.09	3.96
tblVehicleTrips	SU_TR	20.43	32.70
tblVehicleTrips	WD_TR	5.44	3.96
tblVehicleTrips	WD_TR	44.32	32.70
tblWoodstoves	NumberCatalytic	1.35	0.00
tblWoodstoves	NumberNoncatalytic	1.35	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

13481 Beach Avenue Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	39.1220	18.4523	7.9710	0.0601	6.5580	0.3785	6.9365	2.9662	0.3509	3.3171	0.0000	6,480.2836	6,480.2836	0.5921	0.8824	6,758.0387
Maximum	**39.1220**	**18.4523**	**7.9710**	**0.0601**	**6.5580**	**0.3785**	**6.9365**	**2.9662**	**0.3509**	**3.3171**	**0.0000**	**6,480.2836**	**6,480.2836**	**0.5921**	**0.8824**	**6,758.0387**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	39.1220	18.4523	7.9710	0.0601	3.8122	0.3785	4.1907	1.5706	0.3509	1.9215	0.0000	6,480.2836	6,480.2836	0.5921	0.8824	6,758.0387
Maximum	**39.1220**	**18.4523**	**7.9710**	**0.0601**	**3.8122**	**0.3785**	**4.1907**	**1.5706**	**0.3509**	**1.9215**	**0.0000**	**6,480.2836**	**6,480.2836**	**0.5921**	**0.8824**	**6,758.0387**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**41.87**	**0.00**	**39.58**	**47.05**	**0.00**	**42.07**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

13481 Beach Avenue Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7235	0.0257	2.2287	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0153	4.0153	3.8600e-003	0.0000	4.1118
Energy	7.2300e-003	0.0618	0.0264	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003		78.8356	78.8356	1.5100e-003	1.4500e-003	79.3041
Mobile	0.3753	0.4092	3.7201	8.0200e-003	0.8734	5.9700e-003	0.8793	0.2326	5.5400e-003	0.2382		817.4639	817.4639	0.0582	0.0362	829.7056
Total	**1.1060**	**0.4966**	**5.9752**	**8.5300e-003**	**0.8734**	**0.0233**	**0.8967**	**0.2326**	**0.0229**	**0.2555**	**0.0000**	**900.3148**	**900.3148**	**0.0635**	**0.0377**	**913.1215**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7235	0.0257	2.2287	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0153	4.0153	3.8600e-003	0.0000	4.1118
Energy	7.2300e-003	0.0618	0.0264	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003		78.8356	78.8356	1.5100e-003	1.4500e-003	79.3041
Mobile	0.3753	0.4092	3.7201	8.0200e-003	0.8734	5.9700e-003	0.8793	0.2326	5.5400e-003	0.2382		817.4639	817.4639	0.0582	0.0362	829.7056
Total	**1.1060**	**0.4966**	**5.9752**	**8.5300e-003**	**0.8734**	**0.0233**	**0.8967**	**0.2326**	**0.0229**	**0.2555**	**0.0000**	**900.3148**	**900.3148**	**0.0635**	**0.0377**	**913.1215**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2023	1/13/2023	5	10	
2	Site Preparation	Site Preparation	1/14/2023	1/16/2023	5	1	
3	Grading	Grading	1/17/2023	1/20/2023	5	4	
4	Building Construction	Building Construction	1/23/2023	6/9/2023	5	100	
5	Paving	Paving	6/12/2023	6/16/2023	5	5	
6	Architectural Coating	Architectural Coating	6/19/2023	6/23/2023	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.08

Residential Indoor: 59,717; Residential Outdoor: 19,906; Non-Residential Indoor: 1,193; Non-Residential Outdoor: 398; Striped Parking Area: 575 (Architectural Coating – sqft)

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	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

13481 Beach Avenue Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Graders	0	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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	4	10.00	0.00	24.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	2	5.00	0.00	345.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	24.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5093	0.0000	0.5093	0.0771	0.0000	0.0771			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698		1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.5093**	**0.2821**	**0.7914**	**0.0771**	**0.2698**	**0.3469**		**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.8700e-003	0.3270	0.0847	1.4100e-003	0.0420	1.9800e-003	0.0440	0.0115	1.8900e-003	0.0134		154.4010	154.4010	8.4800e-003	0.0245	161.9198
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	0.0246	0.3322	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		94.7354	94.7354	2.5600e-003	2.4700e-003	95.5339
Total	**0.0393**	**0.3516**	**0.4169**	**2.3500e-003**	**0.1538**	**2.6500e-003**	**0.1564**	**0.0412**	**2.5100e-003**	**0.0437**		**249.1364**	**249.1364**	**0.0110**	**0.0270**	**257.4537**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2292	0.0000	0.2292	0.0347	0.0000	0.0347			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698	0.0000	1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.2292**	**0.2821**	**0.5113**	**0.0347**	**0.2698**	**0.3045**	**0.0000**	**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.8700e-003	0.3270	0.0847	1.4100e-003	0.0420	1.9800e-003	0.0440	0.0115	1.8900e-003	0.0134		154.4010	154.4010	8.4800e-003	0.0245	161.9198
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	0.0246	0.3322	9.4000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		94.7354	94.7354	2.5600e-003	2.4700e-003	95.5339
Total	**0.0393**	**0.3516**	**0.4169**	**2.3500e-003**	**0.1538**	**2.6500e-003**	**0.1564**	**0.0412**	**2.5100e-003**	**0.0437**		**249.1364**	**249.1364**	**0.0110**	**0.0270**	**257.4537**

13481 Beach Avenue Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.1514	1.5357	2.2313	3.1200e-003		0.0758	0.0758		0.0698	0.0698		301.5765	301.5765	0.0975		304.0149
Total	**0.1514**	**1.5357**	**2.2313**	**3.1200e-003**	**0.5303**	**0.0758**	**0.6061**	**0.0573**	**0.0698**	**0.1270**		**301.5765**	**301.5765**	**0.0975**		**304.0149**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0103	7.3900e-003	0.0997	2.8000e-004	0.0335	2.0000e-004	0.0337	8.8900e-003	1.9000e-004	9.0800e-003		28.4206	28.4206	7.7000e-004	7.4000e-004	28.6602
Total	**0.0103**	**7.3900e-003**	**0.0997**	**2.8000e-004**	**0.0335**	**2.0000e-004**	**0.0337**	**8.8900e-003**	**1.9000e-004**	**9.0800e-003**		**28.4206**	**28.4206**	**7.7000e-004**	**7.4000e-004**	**28.6602**

13481 Beach Avenue Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.1514	1.5357	2.2313	3.1200e-003		0.0758	0.0758		0.0698	0.0698	0.0000	301.5765	301.5765	0.0975		304.0149
Total	**0.1514**	**1.5357**	**2.2313**	**3.1200e-003**	**0.2386**	**0.0758**	**0.3144**	**0.0258**	**0.0698**	**0.0955**	**0.0000**	**301.5765**	**301.5765**	**0.0975**		**304.0149**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0103	7.3900e-003	0.0997	2.8000e-004	0.0335	2.0000e-004	0.0337	8.8900e-003	1.9000e-004	9.0800e-003		28.4206	28.4206	7.7000e-004	7.4000e-004	28.6602
Total	**0.0103**	**7.3900e-003**	**0.0997**	**2.8000e-004**	**0.0335**	**2.0000e-004**	**0.0337**	**8.8900e-003**	**1.9000e-004**	**9.0800e-003**		**28.4206**	**28.4206**	**7.7000e-004**	**7.4000e-004**	**28.6602**

13481 Beach Avenue Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.9924	0.0000	4.9924	2.5374	0.0000	2.5374			0.0000			0.0000
Off-Road	0.6459	6.6891	4.2822	9.1300e-003		0.3070	0.3070		0.2825	0.2825		884.1300	884.1300	0.2860		891.2786
Total	**0.6459**	**6.6891**	**4.2822**	**9.1300e-003**	**4.9924**	**0.3070**	**5.2994**	**2.5374**	**0.2825**	**2.8199**		**884.1300**	**884.1300**	**0.2860**		**891.2786**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1750	11.7509	3.0453	0.0505	1.5097	0.0712	1.5809	0.4139	0.0681	0.4820		5,548.7860	5,548.7860	0.3048	0.8812	5,818.9932
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	0.0172	0.0123	0.1661	4.7000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		47.3677	47.3677	1.2800e-003	1.2300e-003	47.7670
Total	**0.1922**	**11.7632**	**3.2114**	**0.0510**	**1.5656**	**0.0715**	**1.6371**	**0.4288**	**0.0684**	**0.4972**		**5,596.1536**	**5,596.1536**	**0.3061**	**0.8824**	**5,866.7601**

13481 Beach Avenue Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2466	0.0000	2.2466	1.1419	0.0000	1.1419			0.0000			0.0000
Off-Road	0.6459	6.6891	4.2822	9.1300e-003		0.3070	0.3070		0.2825	0.2825	0.0000	884.1300	884.1300	0.2860		891.2786
Total	**0.6459**	**6.6891**	**4.2822**	**9.1300e-003**	**2.2466**	**0.3070**	**2.5536**	**1.1419**	**0.2825**	**1.4243**	**0.0000**	**884.1300**	**884.1300**	**0.2860**		**891.2786**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1750	11.7509	3.0453	0.0505	1.5097	0.0712	1.5809	0.4139	0.0681	0.4820		5,548.7860	5,548.7860	0.3048	0.8812	5,818.9932
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	0.0172	0.0123	0.1661	4.7000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		47.3677	47.3677	1.2800e-003	1.2300e-003	47.7670
Total	**0.1922**	**11.7632**	**3.2114**	**0.0510**	**1.5656**	**0.0715**	**1.6371**	**0.4288**	**0.0684**	**0.4972**		**5,596.1536**	**5,596.1536**	**0.3061**	**0.8824**	**5,866.7601**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.5600e-003	0.2009	0.0767	9.3000e-004	0.0320	9.7000e-004	0.0330	9.2200e-003	9.3000e-004	0.0102		100.3102	100.3102	3.3400e-003	0.0144	104.6956
Worker	0.0825	0.0592	0.7972	2.2500e-003	0.2683	1.6100e-003	0.2699	0.0711	1.4900e-003	0.0726		227.3649	227.3649	6.1400e-003	5.9200e-003	229.2814
Total	**0.0881**	**0.2601**	**0.8739**	**3.1800e-003**	**0.3003**	**2.5800e-003**	**0.3029**	**0.0804**	**2.4200e-003**	**0.0828**		**327.6750**	**327.6750**	**9.4800e-003**	**0.0204**	**333.9769**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.5600e-003	0.2009	0.0767	9.3000e-004	0.0320	9.7000e-004	0.0330	9.2200e-003	9.3000e-004	0.0102		100.3102	100.3102	3.3400e-003	0.0144	104.6956
Worker	0.0825	0.0592	0.7972	2.2500e-003	0.2683	1.6100e-003	0.2699	0.0711	1.4900e-003	0.0726		227.3649	227.3649	6.1400e-003	5.9200e-003	229.2814
Total	**0.0881**	**0.2601**	**0.8739**	**3.1800e-003**	**0.3003**	**2.5800e-003**	**0.3029**	**0.0804**	**2.4200e-003**	**0.0828**		**327.6750**	**327.6750**	**9.4800e-003**	**0.0204**	**333.9769**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**		**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0619	0.0444	0.5979	1.6900e-003	0.2012	1.2100e-003	0.2024	0.0534	1.1100e-003	0.0545		170.5237	170.5237	4.6000e-003	4.4400e-003	171.9610
Total	**0.0619**	**0.0444**	**0.5979**	**1.6900e-003**	**0.2012**	**1.2100e-003**	**0.2024**	**0.0534**	**1.1100e-003**	**0.0545**		**170.5237**	**170.5237**	**4.6000e-003**	**4.4400e-003**	**171.9610**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**	**0.0000**	**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0619	0.0444	0.5979	1.6900e-003	0.2012	1.2100e-003	0.2024	0.0534	1.1100e-003	0.0545		170.5237	170.5237	4.6000e-003	4.4400e-003	171.9610
Total	**0.0619**	**0.0444**	**0.5979**	**1.6900e-003**	**0.2012**	**1.2100e-003**	**0.2024**	**0.0534**	**1.1100e-003**	**0.0545**		**170.5237**	**170.5237**	**4.6000e-003**	**4.4400e-003**	**171.9610**

13481 Beach Avenue Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.9131					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**39.1048**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0172	0.0123	0.1661	4.7000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		47.3677	47.3677	1.2800e-003	1.2300e-003	47.7670
Total	**0.0172**	**0.0123**	**0.1661**	**4.7000e-004**	**0.0559**	**3.4000e-004**	**0.0562**	**0.0148**	**3.1000e-004**	**0.0151**		**47.3677**	**47.3677**	**1.2800e-003**	**1.2300e-003**	**47.7670**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.9131					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**39.1048**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0172	0.0123	0.1661	4.7000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		47.3677	47.3677	1.2800e-003	1.2300e-003	47.7670
Total	**0.0172**	**0.0123**	**0.1661**	**4.7000e-004**	**0.0559**	**3.4000e-004**	**0.0562**	**0.0148**	**3.1000e-004**	**0.0151**		**47.3677**	**47.3677**	**1.2800e-003**	**1.2300e-003**	**47.7670**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	lb/day										lb/day					
Mitigated	0.3753	0.4092	3.7201	8.0200e-003	0.8734	5.9700e-003	0.8793	0.2326	5.5400e-003	0.2382		817.4639	817.4639	0.0582	0.0362	829.7056
Unmitigated	0.3753	0.4092	3.7201	8.0200e-003	0.8734	5.9700e-003	0.8793	0.2326	5.5400e-003	0.2382		817.4639	817.4639	0.0582	0.0362	829.7056

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	106.92	106.92	106.92	365,362	365,362
Enclosed Parking with Elevator	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Strip Mall	26.00	26.00	26.00	49,461	49,461
Total	132.92	132.92	132.92	414,823	414,823

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
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
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Enclosed Parking with Elevator	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Other Non-Asphalt Surfaces	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Strip Mall	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.2300e-003	0.0618	0.0264	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003		78.8356	78.8356	1.5100e-003	1.4500e-003	79.3041
NaturalGas Unmitigated	7.2300e-003	0.0618	0.0264	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003		78.8356	78.8356	1.5100e-003	1.4500e-003	79.3041

13481 Beach Avenue Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	666.552	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839
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
Other Non-Asphalt Surfaces	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
Strip Mall	3.55027	4.0000e-005	3.5000e-004	2.9000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.4177	0.4177	1.0000e-005	1.0000e-005	0.4202
Total		**7.2300e-003**	**0.0618**	**0.0264**	**3.9000e-004**		**5.0000e-003**	**5.0000e-003**		**5.0000e-003**	**5.0000e-003**		**78.8356**	**78.8356**	**1.5100e-003**	**1.4500e-003**	**79.3041**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.666552	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839
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
Other Non-Asphalt Surfaces	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
Strip Mall	0.00355027	4.0000e-005	3.5000e-004	2.9000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.4177	0.4177	1.0000e-005	1.0000e-005	0.4202
Total		**7.2300e-003**	**0.0618**	**0.0264**	**3.9000e-004**		**5.0000e-003**	**5.0000e-003**		**5.0000e-003**	**5.0000e-003**		**78.8356**	**78.8356**	**1.5100e-003**	**1.4500e-003**	**79.3041**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

13481 Beach Avenue Project - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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					
Mitigated	0.7235	0.0257	2.2287	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0153	4.0153	3.8600e-003	0.0000	4.1118
Unmitigated	0.7235	0.0257	2.2287	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0153	4.0153	3.8600e-003	0.0000	4.1118

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0533					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6030					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0671	0.0257	2.2287	1.2000e-004		0.0124	0.0124		0.0124	0.0124		4.0153	4.0153	3.8600e-003		4.1118
Total	**0.7235**	**0.0257**	**2.2287**	**1.2000e-004**		**0.0124**	**0.0124**		**0.0124**	**0.0124**	**0.0000**	**4.0153**	**4.0153**	**3.8600e-003**	**0.0000**	**4.1118**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0533					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6030					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0671	0.0257	2.2287	1.2000e-004		0.0124	0.0124		0.0124	0.0124		4.0153	4.0153	3.8600e-003		4.1118
Total	**0.7235**	**0.0257**	**2.2287**	**1.2000e-004**		**0.0124**	**0.0124**		**0.0124**	**0.0124**	**0.0000**	**4.0153**	**4.0153**	**3.8600e-003**	**0.0000**	**4.1118**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

13481 Beach Avenue Project

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	16.00	Space	0.00	6,376.00	0
Other Non-Asphalt Surfaces	3.37	1000sqft	0.08	3,208.30	0
Apartments Mid Rise	27.00	Dwelling Unit	0.10	29,490.00	77
Strip Mall	0.80	1000sqft	0.00	795.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 7 residential levels and 1 subterranean parking level w/ elevator. 7,931.3 sf lot with 29,490 gross sf residential, 795 sf retail, & 6,376 sf parking. 3,208.3 sf paved surface equals lot size minus building footprint (4,723 sf).

Construction Phase - Grading phase extended based on grading quantity/hauling trips.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Equipment list based on project site/characteristics.

Off-road Equipment -

13481 Beach Avenue Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-road Equipment - Graders would not be used on a site of this size.

Trips and VMT -

Demolition - 2,614 sf of building demolition and 2,560 sf of pavement demolition.

Grading - 7931.3 sf lot size. 2,763 cubic yards of soil export.

Vehicle Trips - 133 net vehicle trips calculated by LADOT with LADOT VMT Calculator. Assumed 107 net daily vehicle trips from the 27 dwelling units (80%) and 26 retail trips from the 0.795 ksf retail (20%).

Woodstoves - The apartments would not have woodstoves or fireplaces.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403.

Area Mitigation -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	4.00
tblConstructionPhase	PhaseEndDate	6/21/2023	6/23/2023
tblConstructionPhase	PhaseEndDate	6/7/2023	6/9/2023
tblConstructionPhase	PhaseEndDate	1/18/2023	1/20/2023
tblConstructionPhase	PhaseEndDate	6/14/2023	6/16/2023
tblConstructionPhase	PhaseStartDate	6/15/2023	6/19/2023
tblConstructionPhase	PhaseStartDate	1/19/2023	1/23/2023
tblConstructionPhase	PhaseStartDate	6/8/2023	6/12/2023
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	22.95	0.00
tblFireplaces	NumberNoFireplace	2.70	0.00
tblFireplaces	NumberWood	1.35	0.00
tblGrading	AcresOfGrading	0.00	0.50
tblGrading	MaterialExported	0.00	2,763.00

13481 Beach Avenue Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblLandUse	LandUseSquareFeet	6,400.00	6,376.00
tblLandUse	LandUseSquareFeet	3,370.00	3,208.30
tblLandUse	LandUseSquareFeet	27,000.00	29,490.00
tblLandUse	LotAcreage	0.14	0.00
tblLandUse	LotAcreage	0.71	0.10
tblLandUse	LotAcreage	0.02	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblVehicleTrips	ST_TR	4.91	3.96
tblVehicleTrips	ST_TR	42.04	32.70
tblVehicleTrips	SU_TR	4.09	3.96
tblVehicleTrips	SU_TR	20.43	32.70
tblVehicleTrips	WD_TR	5.44	3.96
tblVehicleTrips	WD_TR	44.32	32.70
tblWoodstoves	NumberCatalytic	1.35	0.00
tblWoodstoves	NumberNoncatalytic	1.35	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

13481 Beach Avenue Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	39.1208	17.9550	8.0388	0.0601	6.5580	0.3784	6.9364	2.9662	0.3507	3.3169	0.0000	6,477.0771	6,477.0771	0.5927	0.8814	6,754.5411
Maximum	**39.1208**	**17.9550**	**8.0388**	**0.0601**	**6.5580**	**0.3784**	**6.9364**	**2.9662**	**0.3507**	**3.3169**	**0.0000**	**6,477.0771**	**6,477.0771**	**0.5927**	**0.8814**	**6,754.5411**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	39.1208	17.9550	8.0388	0.0601	3.8122	0.3784	4.1906	1.5706	0.3507	1.9213	0.0000	6,477.0771	6,477.0771	0.5927	0.8814	6,754.5411
Maximum	**39.1208**	**17.9550**	**8.0388**	**0.0601**	**3.8122**	**0.3784**	**4.1906**	**1.5706**	**0.3507**	**1.9213**	**0.0000**	**6,477.0771**	**6,477.0771**	**0.5927**	**0.8814**	**6,754.5411**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**41.87**	**0.00**	**39.59**	**47.05**	**0.00**	**42.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

13481 Beach Avenue Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7235	0.0257	2.2287	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0153	4.0153	3.8600e-003	0.0000	4.1118
Energy	7.2300e-003	0.0618	0.0264	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003		78.8356	78.8356	1.5100e-003	1.4500e-003	79.3041
Mobile	0.3824	0.3789	3.7941	8.3700e-003	0.8734	5.9600e-003	0.8793	0.2326	5.5400e-003	0.2382		853.5263	853.5263	0.0565	0.0347	865.2683
Total	**1.1131**	**0.4663**	**6.0492**	**8.8800e-003**	**0.8734**	**0.0233**	**0.8967**	**0.2326**	**0.0229**	**0.2555**	**0.0000**	**936.3772**	**936.3772**	**0.0618**	**0.0361**	**948.6842**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7235	0.0257	2.2287	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0153	4.0153	3.8600e-003	0.0000	4.1118
Energy	7.2300e-003	0.0618	0.0264	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003		78.8356	78.8356	1.5100e-003	1.4500e-003	79.3041
Mobile	0.3824	0.3789	3.7941	8.3700e-003	0.8734	5.9600e-003	0.8793	0.2326	5.5400e-003	0.2382		853.5263	853.5263	0.0565	0.0347	865.2683
Total	**1.1131**	**0.4663**	**6.0492**	**8.8800e-003**	**0.8734**	**0.0233**	**0.8967**	**0.2326**	**0.0229**	**0.2555**	**0.0000**	**936.3772**	**936.3772**	**0.0618**	**0.0361**	**948.6842**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2023	1/13/2023	5	10	
2	Site Preparation	Site Preparation	1/14/2023	1/16/2023	5	1	
3	Grading	Grading	1/17/2023	1/20/2023	5	4	
4	Building Construction	Building Construction	1/23/2023	6/9/2023	5	100	
5	Paving	Paving	6/12/2023	6/16/2023	5	5	
6	Architectural Coating	Architectural Coating	6/19/2023	6/23/2023	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.08

Residential Indoor: 59,717; Residential Outdoor: 19,906; Non-Residential Indoor: 1,193; Non-Residential Outdoor: 398; Striped Parking Area: 575 (Architectural Coating – sqft)

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	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

13481 Beach Avenue Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Graders	0	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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	4	10.00	0.00	24.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	2	5.00	0.00	345.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	24.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

13481 Beach Avenue Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5093	0.0000	0.5093	0.0771	0.0000	0.0771			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698		1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.5093**	**0.2821**	**0.7914**	**0.0771**	**0.2698**	**0.3469**		**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	5.2000e-003	0.3132	0.0836	1.4000e-003	0.0420	1.9800e-003	0.0440	0.0115	1.8900e-003	0.0134		154.2384	154.2384	8.5000e-003	0.0245	161.7498
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	0.3614	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		100.0075	100.0075	2.5200e-003	2.3100e-003	100.7583
Total	**0.0372**	**0.3355**	**0.4450**	**2.3900e-003**	**0.1538**	**2.6500e-003**	**0.1564**	**0.0412**	**2.5100e-003**	**0.0437**		**254.2460**	**254.2460**	**0.0110**	**0.0268**	**262.5081**

13481 Beach Avenue Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2292	0.0000	0.2292	0.0347	0.0000	0.0347			0.0000			0.0000
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698	0.0000	1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**	**0.2292**	**0.2821**	**0.5113**	**0.0347**	**0.2698**	**0.3045**	**0.0000**	**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	5.2000e-003	0.3132	0.0836	1.4000e-003	0.0420	1.9800e-003	0.0440	0.0115	1.8900e-003	0.0134		154.2384	154.2384	8.5000e-003	0.0245	161.7498
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	0.3614	9.9000e-004	0.1118	6.7000e-004	0.1125	0.0296	6.2000e-004	0.0303		100.0075	100.0075	2.5200e-003	2.3100e-003	100.7583
Total	**0.0372**	**0.3355**	**0.4450**	**2.3900e-003**	**0.1538**	**2.6500e-003**	**0.1564**	**0.0412**	**2.5100e-003**	**0.0437**		**254.2460**	**254.2460**	**0.0110**	**0.0268**	**262.5081**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.1514	1.5357	2.2313	3.1200e-003		0.0758	0.0758		0.0698	0.0698		301.5765	301.5765	0.0975		304.0149
Total	**0.1514**	**1.5357**	**2.2313**	**3.1200e-003**	**0.5303**	**0.0758**	**0.6061**	**0.0573**	**0.0698**	**0.1270**		**301.5765**	**301.5765**	**0.0975**		**304.0149**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	9.6000e-003	6.6900e-003	0.1084	3.0000e-004	0.0335	2.0000e-004	0.0337	8.8900e-003	1.9000e-004	9.0800e-003		30.0023	30.0023	7.6000e-004	6.9000e-004	30.2275
Total	**9.6000e-003**	**6.6900e-003**	**0.1084**	**3.0000e-004**	**0.0335**	**2.0000e-004**	**0.0337**	**8.8900e-003**	**1.9000e-004**	**9.0800e-003**		**30.0023**	**30.0023**	**7.6000e-004**	**6.9000e-004**	**30.2275**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.1514	1.5357	2.2313	3.1200e-003		0.0758	0.0758		0.0698	0.0698	0.0000	301.5765	301.5765	0.0975		304.0149
Total	**0.1514**	**1.5357**	**2.2313**	**3.1200e-003**	**0.2386**	**0.0758**	**0.3144**	**0.0258**	**0.0698**	**0.0955**	**0.0000**	**301.5765**	**301.5765**	**0.0975**		**304.0149**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	9.6000e-003	6.6900e-003	0.1084	3.0000e-004	0.0335	2.0000e-004	0.0337	8.8900e-003	1.9000e-004	9.0800e-003		30.0023	30.0023	7.6000e-004	6.9000e-004	30.2275
Total	**9.6000e-003**	**6.6900e-003**	**0.1084**	**3.0000e-004**	**0.0335**	**2.0000e-004**	**0.0337**	**8.8900e-003**	**1.9000e-004**	**9.0800e-003**		**30.0023**	**30.0023**	**7.6000e-004**	**6.9000e-004**	**30.2275**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.9924	0.0000	4.9924	2.5374	0.0000	2.5374			0.0000			0.0000
Off-Road	0.6459	6.6891	4.2822	9.1300e-003		0.3070	0.3070		0.2825	0.2825		884.1300	884.1300	0.2860		891.2786
Total	**0.6459**	**6.6891**	**4.2822**	**9.1300e-003**	**4.9924**	**0.3070**	**5.2994**	**2.5374**	**0.2825**	**2.8199**		**884.1300**	**884.1300**	**0.2860**		**891.2786**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1871	11.2548	3.0040	0.0504	1.5097	0.0710	1.5807	0.4139	0.0679	0.4819		5,542.9434	5,542.9434	0.3055	0.8802	5,812.8834
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	0.0160	0.0112	0.1807	4.9000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		50.0038	50.0038	1.2600e-003	1.1500e-003	50.3792
Total	**0.2031**	**11.2659**	**3.1847**	**0.0509**	**1.5656**	**0.0713**	**1.6370**	**0.4288**	**0.0682**	**0.4970**		**5,592.9472**	**5,592.9472**	**0.3067**	**0.8814**	**5,863.2625**

13481 Beach Avenue Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2466	0.0000	2.2466	1.1419	0.0000	1.1419			0.0000			0.0000
Off-Road	0.6459	6.6891	4.2822	9.1300e-003		0.3070	0.3070		0.2825	0.2825	0.0000	884.1300	884.1300	0.2860		891.2786
Total	**0.6459**	**6.6891**	**4.2822**	**9.1300e-003**	**2.2466**	**0.3070**	**2.5536**	**1.1419**	**0.2825**	**1.4243**	**0.0000**	**884.1300**	**884.1300**	**0.2860**		**891.2786**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1871	11.2548	3.0040	0.0504	1.5097	0.0710	1.5807	0.4139	0.0679	0.4819		5,542.9434	5,542.9434	0.3055	0.8802	5,812.8834
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	0.0160	0.0112	0.1807	4.9000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		50.0038	50.0038	1.2600e-003	1.1500e-003	50.3792
Total	**0.2031**	**11.2659**	**3.1847**	**0.0509**	**1.5656**	**0.0713**	**1.6370**	**0.4288**	**0.0682**	**0.4970**		**5,592.9472**	**5,592.9472**	**0.3067**	**0.8814**	**5,863.2625**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.7600e-003	0.1919	0.0744	9.3000e-004	0.0320	9.6000e-004	0.0330	9.2200e-003	9.2000e-004	0.0101		100.1412	100.1412	3.3600e-003	0.0144	104.5156
Worker	0.0768	0.0535	0.8674	2.3700e-003	0.2683	1.6100e-003	0.2699	0.0711	1.4900e-003	0.0726		240.0181	240.0181	6.0500e-003	5.5400e-003	241.8200
Total	**0.0826**	**0.2455**	**0.9417**	**3.3000e-003**	**0.3003**	**2.5700e-003**	**0.3029**	**0.0804**	**2.4100e-003**	**0.0828**		**340.1593**	**340.1593**	**9.4100e-003**	**0.0199**	**346.3356**

13481 Beach Avenue Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.7600e-003	0.1919	0.0744	9.3000e-004	0.0320	9.6000e-004	0.0330	9.2200e-003	9.2000e-004	0.0101		100.1412	100.1412	3.3600e-003	0.0144	104.5156
Worker	0.0768	0.0535	0.8674	2.3700e-003	0.2683	1.6100e-003	0.2699	0.0711	1.4900e-003	0.0726		240.0181	240.0181	6.0500e-003	5.5400e-003	241.8200
Total	**0.0826**	**0.2455**	**0.9417**	**3.3000e-003**	**0.3003**	**2.5700e-003**	**0.3029**	**0.0804**	**2.4100e-003**	**0.0828**		**340.1593**	**340.1593**	**9.4100e-003**	**0.0199**	**346.3356**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**		**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0576	0.0402	0.6505	1.7800e-003	0.2012	1.2100e-003	0.2024	0.0534	1.1100e-003	0.0545		180.0136	180.0136	4.5400e-003	4.1500e-003	181.3650
Total	**0.0576**	**0.0402**	**0.6505**	**1.7800e-003**	**0.2012**	**1.2100e-003**	**0.2024**	**0.0534**	**1.1100e-003**	**0.0545**		**180.0136**	**180.0136**	**4.5400e-003**	**4.1500e-003**	**181.3650**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**	**0.0000**	**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0576	0.0402	0.6505	1.7800e-003	0.2012	1.2100e-003	0.2024	0.0534	1.1100e-003	0.0545		180.0136	180.0136	4.5400e-003	4.1500e-003	181.3650
Total	**0.0576**	**0.0402**	**0.6505**	**1.7800e-003**	**0.2012**	**1.2100e-003**	**0.2024**	**0.0534**	**1.1100e-003**	**0.0545**		**180.0136**	**180.0136**	**4.5400e-003**	**4.1500e-003**	**181.3650**

13481 Beach Avenue Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.9131					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**39.1048**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0160	0.0112	0.1807	4.9000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		50.0038	50.0038	1.2600e-003	1.1500e-003	50.3792
Total	**0.0160**	**0.0112**	**0.1807**	**4.9000e-004**	**0.0559**	**3.4000e-004**	**0.0562**	**0.0148**	**3.1000e-004**	**0.0151**		**50.0038**	**50.0038**	**1.2600e-003**	**1.1500e-003**	**50.3792**

13481 Beach Avenue Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.9131					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**39.1048**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0160	0.0112	0.1807	4.9000e-004	0.0559	3.4000e-004	0.0562	0.0148	3.1000e-004	0.0151		50.0038	50.0038	1.2600e-003	1.1500e-003	50.3792
Total	**0.0160**	**0.0112**	**0.1807**	**4.9000e-004**	**0.0559**	**3.4000e-004**	**0.0562**	**0.0148**	**3.1000e-004**	**0.0151**		**50.0038**	**50.0038**	**1.2600e-003**	**1.1500e-003**	**50.3792**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	lb/day										lb/day					
Mitigated	0.3824	0.3789	3.7941	8.3700e-003	0.8734	5.9600e-003	0.8793	0.2326	5.5400e-003	0.2382		853.5263	853.5263	0.0565	0.0347	865.2683
Unmitigated	0.3824	0.3789	3.7941	8.3700e-003	0.8734	5.9600e-003	0.8793	0.2326	5.5400e-003	0.2382		853.5263	853.5263	0.0565	0.0347	865.2683

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	106.92	106.92	106.92	365,362	365,362
Enclosed Parking with Elevator	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Strip Mall	26.00	26.00	26.00	49,461	49,461
Total	132.92	132.92	132.92	414,823	414,823

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
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
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Enclosed Parking with Elevator	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Other Non-Asphalt Surfaces	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Strip Mall	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.2300e-003	0.0618	0.0264	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003		78.8356	78.8356	1.5100e-003	1.4500e-003	79.3041
NaturalGas Unmitigated	7.2300e-003	0.0618	0.0264	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003		78.8356	78.8356	1.5100e-003	1.4500e-003	79.3041

13481 Beach Avenue Project - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	666.552	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839
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
Other Non-Asphalt Surfaces	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
Strip Mall	3.55027	4.0000e-005	3.5000e-004	2.9000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.4177	0.4177	1.0000e-005	1.0000e-005	0.4202
Total		**7.2300e-003**	**0.0618**	**0.0264**	**3.9000e-004**		**5.0000e-003**	**5.0000e-003**		**5.0000e-003**	**5.0000e-003**		**78.8356**	**78.8356**	**1.5100e-003**	**1.4500e-003**	**79.3041**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.666552	7.1900e-003	0.0614	0.0261	3.9000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003		78.4179	78.4179	1.5000e-003	1.4400e-003	78.8839
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
Other Non-Asphalt Surfaces	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
Strip Mall	0.00355027	4.0000e-005	3.5000e-004	2.9000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.4177	0.4177	1.0000e-005	1.0000e-005	0.4202
Total		**7.2300e-003**	**0.0618**	**0.0264**	**3.9000e-004**		**5.0000e-003**	**5.0000e-003**		**5.0000e-003**	**5.0000e-003**		**78.8356**	**78.8356**	**1.5100e-003**	**1.4500e-003**	**79.3041**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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					
Mitigated	0.7235	0.0257	2.2287	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0153	4.0153	3.8600e-003	0.0000	4.1118
Unmitigated	0.7235	0.0257	2.2287	1.2000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	4.0153	4.0153	3.8600e-003	0.0000	4.1118

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0533					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6030					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0671	0.0257	2.2287	1.2000e-004		0.0124	0.0124		0.0124	0.0124		4.0153	4.0153	3.8600e-003		4.1118
Total	**0.7235**	**0.0257**	**2.2287**	**1.2000e-004**		**0.0124**	**0.0124**		**0.0124**	**0.0124**	**0.0000**	**4.0153**	**4.0153**	**3.8600e-003**	**0.0000**	**4.1118**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0533					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6030					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0671	0.0257	2.2287	1.2000e-004		0.0124	0.0124		0.0124	0.0124		4.0153	4.0153	3.8600e-003		4.1118
Total	**0.7235**	**0.0257**	**2.2287**	**1.2000e-004**		**0.0124**	**0.0124**		**0.0124**	**0.0124**	**0.0000**	**4.0153**	**4.0153**	**3.8600e-003**	**0.0000**	**4.1118**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

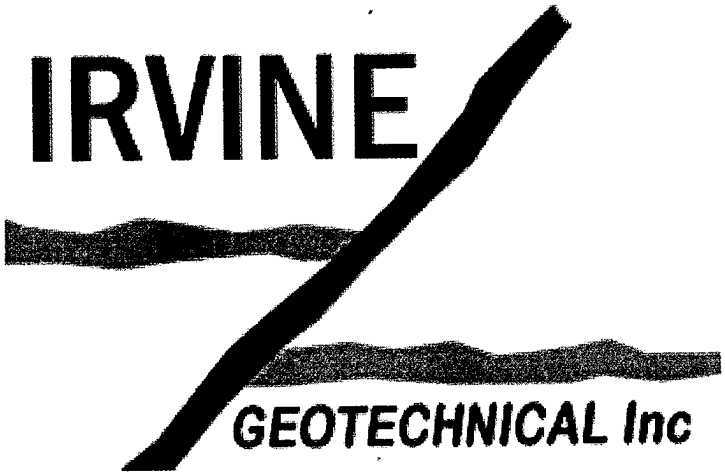
Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation



GEOTECHNICAL ENGINEERING EXPLORATION
PROPOSED MIXED-USE RETAIL/RESIDENTIAL BUILDING
LOTS 22 & 23, CRIBB & SINCLAIR'S VENICE ANNEX TRACT
13481 BEACH AVENUE
VENICE, CALIFORNIA

FOR BREAKFORM DESIGN

IRVINE GEOTECHNICAL, INC. PROJECT NUMBER IC 17072-I

AUGUST 15, 2017

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INTRODUCTION

This report has been prepared per our agreement and summarizes findings of Irvine Geotechnical's geotechnical engineering exploration performed on the site. The purpose of this study is to evaluate the nature, distribution and engineering properties of the earth materials underlying the site with respect to the design and construction of the proposed project.

INTENT

It is the intent of this report to assist in the design and completion of the proposed project. The recommendations are intended to reduce geotechnical risks affecting the project. The professional opinions and advice presented in this report are based upon commonly accepted standards and are subject to the general conditions described in the NOTICE section of this report.

EXPLORATION

The scope of the field exploration was determined from our initial site visit and consultation with the client. The preliminary plans prepared by Breakform Design were considered prior to beginning work on this project. Exploration was conducted using techniques normally applied to this type of project in this setting. This report is limited to the area of the exploration and the proposed project as shown on the enclosed Site Plan. Conditions affecting portions of the property outside the area explored, are beyond the scope of this report.

Exploration was conducted on June 16, 2017 with the aid of a hollow-stem auger drill rig. It included drilling two borings to depths of 20 to 60 feet. Samples of the earth materials were obtained and delivered to the soils engineering laboratory of Soil Labworks, LLC for testing and analysis. The borings were logged by the staff engineer.

Office tasks included laboratory testing of selected soil samples, researching records on file at the City of Los Angeles, reviewing historical topographic maps and aerial photographs, preparing the Site Plan and performing engineering analysis. Earth materials exposed in the test pits borings are described on the enclosed Log Borings. Appendix I contains a discussion of the laboratory testing procedures and results.

The proposed project and the location of the borings are shown on the Site Plan.

PROPOSED PROJECT

Information concerning the proposed project was provided by the client. The preliminary plans prepared by Breakform Design were a guide for exploring the site and preparing this report. It is proposed to redevelop the site with a mixed-use retail/residential development. The building will consist of 5 stories of living/commercial space over one level of

subterranean parking. Retaining walls up to 12 feet high are planned to support excavations for the parking level. Foundation loads are unknown but are anticipated to be low kips for perimeter walls and moderate for columns.

Formal plans have not been prepared and await the conclusions and recommendations of this report.

SITE DESCRIPTION

The subject property consists of two mostly level and developed lots, in Venice/Del Rey section of the City of Los Angeles, California. It is located at the northeast corner of the intersection of Beach Avenue and Del Rey Avenue, just east of Lincoln Boulevard and south of Washington Boulevard, and north of Marina Del Rey. The site is developed with two, one-story, single-family residences. The surrounding area is developed with single-family residences, apartment buildings, and commercial/retail buildings.

The site is essentially level with a slight slope from from north to south. Physical relief across the property is about 12 inches with slope gradients flatter than 10:1.

Vegetation on the site is sparse and consists of some small trees and shrubs. Surface drainage generally is by sheet flow runoff down the contours of the land toward the south.

GROUNDWATER

Groundwater was encountered during exploration at depths of 17 to 18 feet. Seasonal fluctuations in groundwater levels may occur due to variations in climate, irrigation, and other factors not evident at the time of the exploration. Fluctuations in groundwater levels may also occur across the site. Groundwater will be encountered during construction activities and will be a factor for design of permanent retaining walls and slabs.

Historically highest groundwater in this area of Venice/Del Rey is estimated to be about 7 feet below the ground surface (Plate 1.2, *Historically Highest Groundwater Contours and Borehole Log Data Locations, Venice 7½ Minute Quadrangle in Seismic Hazard Zone Report for the Venice Quadrangle,* SHZR-036).

EARTH MATERIALS

Fill

Fill, associated with previous site grading, underlies portions of the site to a maximum observed thickness of 2½ feet in both borings. The fill thickness elsewhere on the site likely ranges from less than a foot to several feet. The fill consists of silty sand and clayey sand that is grey-brown, slightly moist, and medium dense to dense. The fill contains some trash and construction debris.

Alluvium

Natural alluvium underlies the entire site and were encountered to the total depths of the borings. The alluvium consists of admixtures of sand, gravel, clay, and silt that are brown, green, and orange, slightly moist to saturated, and medium dense to very dense (sand) and stiff to very stiff (silt and clay).

GENERAL SEISMIC CONSIDERATIONS

Southern California is located in an active seismic region and numerous known and undiscovered earthquake faults are present in the region. Hazards associated with fault rupture and earthquakes include direct affects such as strong ground shaking and ground rupture, as well as secondary effects such as liquefaction, landsliding and lurching. The United States Geological Survey (USGS), California Geologic Survey (CGS), Southern

California Earthquake Center (SCEC), private consultants and universities have been studying earthquakes in southern California for several decades. Early studies were directed toward earthquake prediction and early warning of strong ground shaking. Research and practice have shown that earthquake prediction is not practical or sufficiently accurate to benefit the general public. Also, several recent and damaging earthquakes have occurred on faults that were unknown prior to rupture. Current standards and the California Building Code call for earthquake resistant design of structures as opposed to prediction.

Alquist-Priolo Fault Rupture Hazard Study Zone

California faults are classified as active, potentially active or inactive. Faults from past geologic periods of mountain building, but do not display any evidence of recent offset are considered "inactive" or "potentially active." Faults that have historically produced earthquakes or show evidence of movement within the Holocene (past 11,000 years) are considered "active faults." Active faults that are capable of causing large earthquakes may also cause ground rupture. The Alquist-Priolo Act of 1972 was enacted to protect structures from hazards associated with fault ground rupture. No known active faults cross the subject property and the site is not located within an Alquist-Priolo Fault Rupture Hazard Study Zone. The ground rupture hazard at the site is considered nil.

Building Code Seismic Coefficients

Seismic design parameters within the Building Code include amplification of the seismic forces on the structure depending on the soil type, distance to seismic source and intensity of shaking. The purpose of the code seismic design parameters is to prevent collapse of structures and loss of life during strong ground shaking. Cosmetic damage should be expected.

The following table lists the applicable seismic coefficients for the 2017 Los Angeles Building Code.

SEISMIC COEFFICIENTS (2017 Los Angeles Building Code)		
Latitude = 33.9903°N Longitude = 118.4466°W	Short Period (0.2s)	One-Second Period
Earth Materials and Site Class Chapter 20 - ASCE 7	Alluvium - D	
Seismic Design Category from Table 1613.3.5(1) and 1613.3.5(2)	D	
Spectral Accelerations from Figures 1613.3 (1) through 1613.3(6)	S_s = 1.754 (g)	S_1 = 0.669 (g)
Site Coefficients from Tables 1613.3.3 (1) and 1613.3.3 (2)	F_A = 1.0	F_V = 1.5
Spectral Response Accelerations from Equations 16-37 and 16-38	S_{MS} = 1.754 (g)	S_{M1} = 1.004 (g)
Design Accelerations from Equations 16-39 and 16-40	S_{DS} = 1.169 (g)	S_{D1} = 0.669

Seismic Hazards

The principal seismic hazard to the subject property and proposed project is strong ground shaking from earthquakes produced by local faults. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels, moment-resisting frames and reinforcement. Additional precautions may be taken to protect personal property and reduce the chance of injury, including strapping water heaters and securing furniture and appliances. It is likely that the subject property will be shaken by future earthquakes produced in southern California. However, secondary effects such as surface rupture, lurching, liquefaction, consolidation, ridge shattering, and landsliding should not occur at the subject property.

Seismic Hazard Zones

The California State Legislature enacted the Seismic Hazards Mapping Act of 1990, which was prompted by damaging earthquakes in California, and was intended to protect public safety from the effects of strong ground shaking, liquefaction, landslides, and other earthquake-related hazards. The Seismic Hazards Mapping Act requires that the State Geologist delineate various "seismic hazards zones." The maps depicting the zones are released by the California Geological Survey.

The Seismic Hazards Mapping Act requires a site investigation by a certified engineering geologist and/or civil engineer with expertise in geotechnical engineering, for projects sited within a hazard zone. The investigation is to include recommendations for a "minimum level of mitigation" that should reduce the risk of ground failure during an earthquake to a level that does not cause the collapse of buildings for human occupancy. The Seismic Hazards Mapping Act does not require mitigation to a level of no ground failure and/or no structural damage.

Seismic Hazard Zone delineations are based on correlation of a combination of factors, including: surface distribution of soil deposits; physical relief; depth to historic high groundwater; shear strength of the soils; and occurrence of past seismic deformation. The subject property is located within the United States Geologic Survey, Venice Quadrangle. Seismic hazards within the Venice Quadrangle were evaluated by the CGS in their report, *"Seismic Hazard Zone Report for the Venice 7.5-minute Quadrangle, Los Angeles County, California, Seismic Hazard Zone Report* 036." According to the Seismic Hazard Zones Map, the subject property is within an area that has been subject to, or may be subject to liquefaction.

Ground Motion

Spectral accelerations and peak ground accelerations at the site were determined for the Risk-Targeted Maximum Considered Earthquake (MCE_R) and Geometric Mean Peak Ground Acceleration (MCE_G) following the procedures in ASCE 7-10 and the 2017 Building Code. The computed PGA_M for this site is 0.664g. According to the USGS deaggregation website (https://earthquake.usgs.gov/hazards/interactive/), and using a ground motion with a 10 percent probability of exceedance in 50 years, the modal de-aggregated earthquake PGA and moment magnitude are 0.564g and 6.33, respectively. For a ground motion with a 2 percent probability of exceedance in 50 years, the modal de-aggregated earthquake PGA and moment magnitude are 1.052g and 7.3, respectively. The modal distance to the ground motion source is 10.5 km. It is our understanding that the fundamental period of the proposed building will be less than ½ second.

Liquefaction

Liquefaction is a process that occurs when saturated sediments are subjected to repeated strain reversals during an earthquake. The strain reversals cause increased pore water pressure such that the internal pore pressure approaches the overburden pressure and the shear strength approaches zero. Liquefied soils may be subject to flow or excessive strain, which can cause settlement. Liquefaction occurs in soils below the groundwater table. Soils commonly subject to liquefaction include loose to medium dense sand and silty sand. Predominantly fine-grained soils, such as silts and clay, are less susceptible to liquefaction. Generally, plastic soils with a clay content of greater than 15 percent, a Plasticity Index greater than 18, and/or a fines content (percent passing the 200 sieve) greater than 30 to 50 percent, are not considered subject to liquefaction.

In conformance with current Grading Division's policy, the liquefaction hazard was computed for ground motions representing recurrence intervals of 475 years and 2,475 years, which

is roughly represented by 2/3(PGA_M) and PGA_M. A design magnitude earthquake of 6.33 was used to magnitude weight the liquefaction resistance. It was assumed that the groundwater will be within 7 feet of the ground surface (historic high groundwater).

The stresses, strains, and safety factor for liquefaction were calculated using the methodologies by T.L. Youd, et. al., (*Liquefaction Resistance of Soils: Summary Report from the 1996 NCEER and 1998 NCEER/NSF Workshops on Evaluation of Liquefaction Resistance of Soils*, 1998), P.K. Robertson (*Cyclic Liquefaction and its Evaluation Based on the SPT and CPT, 1997*), P.K. Robertson, 2009, (*Guide to Cone Penetration Testing for Geotechnical Engineering*), "*Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California*" (Southern California Earthquake Center, 2002), California Geological Survey, Special Publication 117A, (*Guidelines for Evaluating and Mitigating Seismic Hazards in California, 2008*) and R. B. Seed, et. al., 2003, *(Recent Advances in Soil Liquefaction Engineering: a Unified and Consistent Framework).*

The last column of *"Liquefaction Analysis Using SPT Data"* lists the calculated safety factor of the soils encountered in Boring 1. The N_{60} tip resistance was converted to an equivalent SPT N_{60CS} blow count using published correlations and following he recommendations of SP117A. The calculations were performed for PGA_M, and 2/3 PGA_M, ground motions.

For the 2/3 PGA_M, ground motions, the computed safety factor for liquefaction is greater than 1.3 for all of the layers. For the PGA_M, ground motions, the computed safety factor for liquefaction is greater than 1.0 for all of the layers. Thus, the liquefaction potential of the site is slight.

The liquefaction and associated secondary settlement hazards are negligible. Thus, special foundations or ground improvements are not required for this site to mitigate the liquefaction hazard.

Dynamic Settlement

Dissipation of excess pore pressure after liquefaction can result in settlement. The volumetric strain and accompanying settlement of saturated soils was estimated using procedures developed by Ishihara and Yoshimine.

The enclosed Seismic Settlement calculations indicate 0.0 inches of dynamic settlement for the 2/3 PGA_M, ground motion and 0.0 inches for the PGA_M, ground motion. According to the referenced 2002 SCEC publication, differential settlement is typically of ½ to ⅔ of the total settlement for Holocene sediments. Because liquefaction and dynamic settlement are not predicted, the potential for seismic differential settlement is negligible.

Lateral Spreading Hazard

Saturated soils that have experienced liquefaction may be subject to lateral spreading where located adjacent to free-faces, such as slopes, channels, and rivers. The site is remote to free-faces and the lateral spreading hazard at the site is nil.

CONCLUSIONS AND RECOMMENDATIONS

General Findings

The conclusions and recommendations of this exploration are based upon two borings, research of available records, consultation, years of experience observing similar properties in similar settings and review of the development plans. It is the finding of Irvine Geotechnical that construction of the proposed project is feasible from a geotechnical engineering standpoint provided the advice and recommendations contained in this report are included in the plans and are implemented during construction.

The recommended bearing material is the alluvium, which was encountered within 2½ feet of the ground surface. The existing fill is not recommended for foundation or slab support. The basement level will penetrate the fill and conventional foundations and/or a mat foundation are recommended to support the building.

Geotechnical Issues

Geotechnical issues affecting the site include temporary excavations adjacent to existing property lines and public right-of-way required to construct the basement walls and the presence of historically shallow ground water.

Shoring will be required for this project.

Basement walls and slabs deeper than 7 feet will have to be designed for a hydrostatic condition.

SITE PREPARATION

Surficial materials consisting of fill are present on the site. Remedial grading is recommended to improve site conditions for any near grade slabs or ramps.

General Grading Specifications

The following guidelines may be used in preparation of the grading plan and job specifications. Irvine Geotechnical would appreciate the opportunity of reviewing the plans to insure that these recommendations are included. The grading contractor should be provided with a copy of this report.

A. The site should be prepared to receive compacted fill by removing all vegetation, debris, existing fill, and disturbed soils. The exposed excavated area should be observed by the soils engineer prior to placing compacted fill. The exposed grade should be scarified to a depth of six inches, moistened to optimum moisture content, and recompacted to 90 percent of the maximum density.

B. Fill, consisting of soil approved by the soils engineer, shall be placed in horizontal lifts and compacted in six inch layers with suitable compaction equipment. The excavated onsite materials are considered satisfactory for reuse in the controlled fills. Any imported fill shall be observed by the soils engineer prior to use in fill areas. Rocks larger than six inches in diameter shall not be used in the fill.

C. The fill shall be compacted to at least 90 percent of the maximum laboratory density for the material used. Where cohesionless soil (less than 15 percent finer than 0.005 millimeters) is used for fill, it shall be compacted to a minimum of 95 percent relative compaction. The fill should be placed at a moisture content that is at or within 3 percent over optimum. The maximum density and optimum moisture content shall be determined by ASTM D 1557-12 or equivalent.

D. Field observation and testing shall be performed by the soils engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional compactive effort shall be made with adjustment of the moisture content, as necessary, until 90 percent compaction is obtained. One compaction test is required for each 500 cubic yards or two vertical feet of fill placed.

Excavation Characteristics

The boring did not encounter hard, cemented bedrock, boulders or highly cemented layers. Groundwater should be anticipated for drilled excavations deeper than 16 to 18 feet. Some of the sand layers in the older alluvium may have high flow rates, which may result in flowing sand where exposed in excavations. Precautions to prevent caving within drilled foundations and tie-backs, such as casing or drilling muds, may be required. Lagging will be required for shoring.

Water should be pumped from drilled shafts prior to placing concrete. Alternatively, water within drilled shafts may be displaced by pouring the concrete from the bottom-up using a tremmie pipe. The compressive strength of the concrete should be increased by 1,000 psi over the design strength for concrete placed below the water table.

FOUNDATION DESIGN

General Conditions

The following foundation recommendations are minimum requirements. The structural engineer may require footings that are deeper, wider, or larger in diameter, depending on the final loads.

Spread Footings

Continuous and/or pad footings may be used to support the proposed structures provided they are founded in alluvium. Continuous footings should be a minimum of 12 inches in width. Pad footings should be a minimum of 24 inches square. The following chart contains the recommended allowable design parameters.

Bearing Material	Minimum Embedment Depth of Footing (Inches)	Vertical Bearing (psf)	Coefficient of Friction	Passive Earth Pressure (pcf)	Maximum Earth Pressure (psf)
Alluvium	24	2,000	0.30	250	4,000

Increases in the bearing value are allowable at a rate of 400 pounds per square foot for each additional foot of footing width or depth to a maximum of 4,000 pounds per square foot. For bearing calculations, the weight of the concrete in the footing may be neglected.

The bearing value shown above is for the total of dead and frequently applied live loads and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces.

The on-site soils are in the low expansion range (EI = 28). Footings should be reinforced following the recommendations of the structural engineer. It is recommended that continuous footings be reinforced with a minimum of four #4 steel bars; two placed near the top and two near the bottom of the footings. Footings should be cleaned of all loose soil, moistened, free of shrinkage cracks and approved by the geotechnical engineer prior to placing forms, steel or concrete.

Footings should not be supported by retaining wall backfill or derive support within the active wedge behind the retaining wall. Foundations adjacent to basements should be deepened below a 1:1 plane projected up from the base of the retaining wall. Alternatively, foundations adjacent to basements may be designed as a grade beam and structurally connected to the wall.

Mat Foundation

A mat-type foundation system is may be used to support the basement below a depth of 7 feet to resist hydrostatic uplift forces. The mat may also be used to eliminate the need to deepened keyways for the retaining walls. A net foundation pressure of 2,000 psf may be assumed along the base of the mat. Coefficient of sliding friction along the base of the mat may be assumed to be 0.30. For computing deflection of the foundation system, a modulus of subgrade reaction k_s of 65 pounds/in^3 (110 kips/ft^3) may be assumed.

Foundation Settlement

Settlement of the foundation system is expected to occur on initial application of loading. A settlement of ¼ to ½ inch may be anticipated. Differential settlement should not exceed ¼ inch.

RETAINING WALLS

General Design - Static Loading

Cantilevered retaining walls up to 12 feet high that support alluvium and approved retaining wall backfill, may be designed for an equivalent fluid pressure of 35 pounds per cubic foot. Restrained basement walls that are pinned at the top by a non-yielding floor should be designed for an at-rest earth pressure. The recommended design at-rest earth pressure on restrained basement walls is an equivalent fluid pressure of 70 pcf.

A full hydrostatic force should also be added to the soil pressure for basement walls deeper than 7 feet.

Seismic Surcharge

In conformance with the Building Code, retaining walls higher than 6 feet were considered for seismic loading for the design ground motion resulting from the Maximum Considered Earthquake. The horizontal coefficient of seismic increment (K_E) and seismic increment (P_E) were estimated following procedures by Sitar, N. et. al.,2010, (*Seismic Earth Pressures on Deep Building Basements,* SEAOC 2010 Convention Proceedings). Spectral accelerations at the site were determined for the Maximum Considered Earthquake (MCE) following the procedures in ASCE 7-10 and the 2016 Building Code. The computed PGA_M for this site is

0.664g. The horizontal coefficient of seismic increment (K_E) was assumed to be $\frac{1}{3}(PGA_M)$ = 0.221g.

The force required in addition to the static design force to raise the safety factor to at least 1.0 (P_E) was checked using a computerized version of the Mononobe-Okabe method. Ground motion was assumed to be 0.221g.

The recommended static and seismic forces for 12 foot high retaining walls are shown in the following table. Where the unbalanced seismic force is higher than the static design pressure, the seismic increment was converted to an equivalent fluid pressure.

DESIGN EARTH PRESSURES - WALLS > 6 FEET			
Surface Slope Gradient	Static Design Force	Seismic Force*	Seismic Surcharge
Level	12ft^2 * 35 pcf /2=2.520 kips	3.441 kips	13 pcf
Restrained	12t^2 * 70 pcf /2=5.040 kips	3.441 kips	0 pcf

* See Calculation sheets

Surcharge Loading

Retaining walls that are surcharged by traffic and/or structural loads should be designed to withstand the surcharge. For traffic within 10 feet of retaining walls, the recommended traffic surcharge is 100 psf, distributed evenly over the upper 10 feet of wall. Irvine Geotechnical would be happy to assist the structural engineer in evaluating the surcharge pressure and the point of application from concentrated structural loads.

Subdrain

The recommended design earth pressures assume a free-draining backfill and no buildup of hydrostatic pressures. Retaining walls should be provided with a subdrain or weepholes covered with a minimum of 12 inches of ¾ inch crushed gravel. Not all subdrain systems and pipes are approved by all Building Departments. It is recommended that the Building Department be consulted when using non-conventional systems. The subdrain system should discharge to the atmosphere or to an engineered sump via gravity. Surface drains should not be connected to the subdrain system.

Backfill

Retaining wall backfill should be compacted to a minimum of 90 percent of the maximum density as determined by ASTM D 1557-12. Where access between the retaining wall and the temporary excavation prevents the use of compaction equipment, retaining walls should be backfilled with ¾ inch crushed gravel to within 2 feet of the ground surface. Where the area between the wall and the excavation exceeds 18 inches, the gravel must be vibrated or wheel-rolled, and tested for compaction. The upper 2 feet of backfill above the gravel should consist of a compacted fill blanket to the surface. Retaining wall backfill should be capped with a paved surface drain or a concrete slab.

TEMPORARY EXCAVATIONS

Temporary excavations will be required to construct the proposed retaining walls. The excavations could be up to 13 feet in height and will expose fill over alluvium. Where not surcharged by existing footings or structures or located near property lines, the fill and alluvium are capable of maintaining vertical excavations up to 5 feet. Where vertical excavations in the fill and alluvium exceed 5 feet in height, the upper portion should be trimmed to 1:1 (45 degrees).

It should be noted that regardless of stability, excavations that remove lateral support from property lines or existing structures are not allowed by the Code. The following section from Chapter 33 of the Building Code governs temporary excavations:

3307.3 Temporary excavations and shoring.

3307.3.1 General. Excavations shall not remove the lateral support from a public way, from an adjacent property or from an existing structure. For the purpose of this section, the lateral support shall be considered to have been removed when any of the following conditions exist:

1. The excavation exposes any adverse geological formations, which would affect the lateral support of a public way or an adjacent structure.

2. The excavation extends below a plane extending downward at an angle of 45 degrees from the edge of the public way or an adjacent property.

Exception: Normal footing excavations not exceeding two feet in depth will not be construed as removing lateral support.

3. The excavation extends below a plane extending downward at an angle of 45 degrees from the bottom of an existing structure.

Vertical excavations removing lateral or vertical support from existing foundations or property lines will require the use of temporary shoring.

Shoring

Temporary shoring should be designed for an equivalent fluid pressure of 30 pounds per cubic foot per the enclosed calculations. Shoring that is integrated into the permanent retaining walls should be designed for earth pressures conforming to the RETAINING WALL section of this report.

Shoring may consist of cast-in-place concrete piles with wood lagging or sheeting. Shoring piles should be a minimum of 12 inches in diameter and a minimum of 6 feet into alluvium below the base of the excavation. Piles may be assumed fixed 3 feet below the base of the excavation. For the vertical forces, piles may be designed for a skin friction of 300 pounds per square foot for that portion of pile in contact with the alluvium. Soldier piles should be spaced a maximum of 10 feet on center.

The friction value is for the total of dead and frequently applied live loads and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces. Resistance to lateral loading may be provided by passive earth pressure within the alluvium below the base of the excavation.

Passive earth pressure may be computed as an equivalent fluid having a density of 250 pounds per cubic foot. The maximum allowable earth pressure is 4,000 pounds per square foot. For design of isolated piles, the allowable passive and maximum earth pressures may be increased by 100 percent. Piles spaced more than 3 pile diameters on center may be considered isolated.

Lagging

Due to the sandy nature of the alluvium, lagging will be required between piles. Due to arching in the soils, the pressure on the lagging will be less that on the shoring piles. It is recommended that the lagging be designed for the full design pressure but be limited to a maximum of 400 pounds per square foot. The void between the lagging and the back-cut should be slurry-filled and observed by a representative of the geotechnical engineer.

Deflection Monitoring

Prior to construction and excavation for the project, it is recommended that the existing conditions along the property lines be documented and surveyed. Documentation should include photographs and descriptions of the offsite structures and conditions. Survey monuments should be affixed to representative structures and to points along the property line and offsite. The survey points should be measured prior to construction to form a baseline for determining settlement and/or deformation. Upon installation of the shoring system, survey monuments should be affixed to the tops of representative piles so that deflection can be measured.

Some deflection is expected for a well designed and constructed cantilevered shoring system. Where offsite structures are located more than 12 feet of the shored excavation, it is recommended that deflection be limited to 1 inch. Where offsite structures are located within 12 feet of the shored excavation, it is recommended that the deflection be limited to ½ inch or less.

The shored excavations and offsite structures should be visually inspected everyday. Survey monuments should be measured weekly during the excavating and lagging processes. The frequency of surveying may be increased to every two weeks once the shoring system is installed and the building is under construction. Should the surveys reveal offsite deformation or excessive deflection of the shoring system, the shoring engineer and geotechnical engineer should be notified. Excessive deflection may require additional anchors and/or internal bracing to restrain the shoring system.

A representative of the geotechnical engineer should be present during grading to see temporary slopes. All excavations should be stabilized within 30 days of initial excavation. Water should not be allowed to pond on top of the excavations nor to flow toward them. No vehicular surcharge should be allowed within three feet of the top of the cut.

CORROSION

The pH of the soils is near neutral and not a factor in corrosion. The chloride content is low and not a factor in design. The sulfate content is negligible and not a factor in concrete design. The resistivity indicates that the soils are corrosive to ferrous metals.

FLOOR SLABS & CONCRETE DECKING

Floor and garage slabs should be cast over firm alluvium or approved compacted fill. The undisturbed natural soils will provide adequate support to the lower level floor slab or mat. Any large cobbles that are encountered at the planned subterranean level should be removed and replaced with finer compacted material to obtain a level subgrade. To provide uniform slab support, the soils required to backfill voids should be compacted to at least 95 percent. Construction activities and prolonged exposure to the environment can cause deterioration of prepared subgrades. Therefore, we recommend that appropriate tests be conducted on the final subgrade soils immediately prior to slab on grade construction to determine their condition and requirements for any remedial grading.

Saturated soils disturbed during construction may require special processing or replacement. Gravel may have to be imported to stabilize the bottom excavation to prepare the area for the mat foundation or slab.

Slabs and mat foundations located below a depth of 7 feet should be designed for a hydrostatic uplift force. The hydrostatic head is to be measured as the distance in elevation between the bottom of the slab and 7 feet below the ground surface.

Concrete decking and paving outside of the building footprint should be cast over firm alluvium or an approved compacted fill cap. The ground should be prepared and the fill placed in conformance with th SITE PREPARATION section of this report.

Slabs should be at least 4 inches thick and reinforced with a minimum of #4 bars on 16 inch centers, each way. Care should be taken to cast the reinforcement near the center of the slab. For interior slabs and slabs with a floor covering, a moisture barrier is recommended. For performance and concrete curing, it recommended that the vapor barrier be 10-mil thick and placed over at least two inches of clean sand and then covered by at least two inches of clean sand. The topping sand is intended to prevent punctures during placement of the reinforcing steel and to and aid in the concrete cure.

Slabs which will be provided with a moisture-sensitive floor covering should be designed to resist moisture in conformance with ACI 302.2R-06 (*Guide for Concrete Slabs that Receive Moisture-Sensitive Flooring Material*). Specifications for under-slab vapor retarder/barrier are typically the responsibility of the architect or flooring specialist. We would be happy to assist the architect and/or flooring specialist on their specifications for moisture protection of slabs that are to receive moisture sensitive coverings.

Many agencies require floor slabs be constructed in conformance with the Green Building Code that requires slabs be poured directly on top of the vapor barrier, which is to be underlain by four inches of gravel. Since the vapor barrier is to be placed on the gravel, it is important to exercise care to prevent damaging the moisture barrier during construction. From a geotechnical engineering standpoint, a vapor barrier may be placed over 4 inches of gravel, provided that the vapor barrier is of sufficient strength to resist punctures and tearing. If plastic sheeting is used, this may require a greater than 10 mil thickness. Bentonitic barriers such as Miraclay or Volclay may also be used as long as they conform to the minimum requirements of durability, strength and waterproofing. Vapor barriers should conform to ASTM E 1745 and ACI 302.2R-06 (Guide for Concrete Slabs that Receive Moisture-Sensitive Flooring Materials).

Decking that caps a retaining wall should be provided with a flexible joint to allow for the normal one to two percent deflection of the retaining wall. Decking that does not cap a retaining wall should not be tied to the wall. The space between the wall and the deck will require periodic caulking to prevent moisture intrusion into the retaining wall backfill.

It should be noted that cracking of concrete floor slabs is very common during curing. The cracking occurs because concrete shrinks as it dries. Crack control joints which are commonly used in exterior decking to control such cracking are normally not used in interior slabs. The reinforcement recommended above is intended to reduce cracking and its proper placement is critical to the slab's performance. The minor shrinkage cracks which often form in interior slabs generally do not present a problem when carpeting, linoleum, or wood floor coverings are used. The slab cracks can, however, lead to surface cracks in brittle floor coverings such as ceramic tile. A mortar bed or slip sheet is recommended between the slab and tile to limit, the potential for cracking.

Slabs should be protected with a polyethylene plastic vapor barrier placed beneath the slab. This barrier is intended to prevent the upward migration of moisture from the subgrade soils through the porous concrete slab. It should be noted that vapor barriers are penetrated by any number of elements including water lines, drain lines, and footings. These barriers are therefore not completely watertight. It is recommended that a surface seal be placed on slabs which will receive a wood floor. The floor installer should be consulted regarding an adequate product.

DRAINAGE

Control of site drainage is important for the performance of the proposed project. Pad and roof drainage should be collected and transferred to the street or approved location in non-erosive drainage devices. Drainage should not be allowed to pond on the pad or against any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over

any descending slope. Planters located within retaining wall backfill should be sealed to prevent moisture intrusion into the backfill. Drainage control devices require periodic cleaning, testing and maintenance to remain effective.

Infiltration

Due to the shallow depth to groundwater and the liquefaction potential, onsite infiltration of surface runoff is not considered feasible.

WATERPROOFING

Interior and exterior retaining walls are subject to moisture intrusion, seepage, and leakage and should be waterproofed. Waterproofing paints, compounds, or sheeting can be effective if properly installed. Equally important is the use of a subdrain that daylights to the atmosphere. The subdrain should be covered with ¾ inch crushed gravel to help the collection of water. Yard areas above the wall should be sealed or properly drained to prevent moisture contact with the wall or saturation of wall backfill.

PLAN REVIEW

Formal plans ready for submittal to the Building Department should be reviewed by Irvine Geotechnical. Any change in scope of the project may require additional work.

SITE OBSERVATIONS DURING CONSTRUCTION

Please advise Irvine Geotechnical at least 24 hours prior to any required site visit. The agency approved plans and permits should be at the jobsite and available to our representative. The project consultant will perform the observation and post a notice at the jobsite of his visit and findings. This notice should be given to the agency inspector.

During construction, a number of reviews by this office are recommended to verify site geotechnical conditions and conformance with the intent of the recommendations for construction. Although not all possible geotechnical observation and testing services are required by the reviewing agency, the more site reviews requested, the lower the risk of future problems. It is recommended that all grading, foundation, and drainage excavations be seen by a representative of the geotechnical engineer PRIOR to placing fill, forms, pipe, concrete, or steel. Any fill which is placed should be approved, tested, and verified if used for engineering purposes. Temporary excavations should be observed by a representative of the Geotechnical Engineer.

The following site reviews are advised or required. Should the observations reveal any unforeseen hazards, the engineer will recommend treatment.

Pre-construction meeting	Advised
Temporary excavations	Required
Shoring pile and lagging installation	Required
Bottom excavation for removals	Required
Keyway excavations and benching	Required
Subdrains	Required
Compaction of fill	Required
Foundation excavations	Required
Slab subgrade moisture barrier membrane	Advised
Slab subgrade rock placement	Advised
Slab steel placement	Advised
Subdrain and rock placement behind retaining walls	Required
Compaction of retaining wall backfill	Required
Compaction of utility trench backfill	Advised

Irvine Geotechnical requires at least a 24 hour notice prior to any required site visits. The approved plans and building/grading permits should be on the job and available to the project consultant.

FINAL INSPECTION

Many projects are required by the agency to have final geologic and soils engineering reports upon completion of the grading.

CONSTRUCTION SITE MAINTENANCE

It is the responsibility of the contractor to maintain a safe construction site. When excavations exist on a site, the area should be fenced and warning signs posted. All pile excavations must be properly covered and secured. Soil generated by foundation and subgrade excavations should be either removed from the site or properly placed as a certified compacted fill. Soil must not be spilled over any descending slope. Workers should not be allowed to enter any unshored trench excavations over five feet deep.

GENERAL CONDITIONS

This report and the exploration are subject to the following NOTICE. Please read the NOTICE carefully, it limits our liability.

NOTICE

In the event of any changes in the design or location of any structure, as outlined in this report, the conclusions and recommendations contained herein may not be considered valid unless the changes are reviewed by us and the conclusions and recommendations are modified or reaffirmed after such review.

The subsurface conditions and excavation characteristics described herein have been projected from excavations on the site as indicated and should in no way be construed to reflect any variations that may occur between these excavations or that may result from changes in subsurface conditions.

Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, irrigation, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the site. High groundwater levels can be extremely hazardous. Saturation of earth materials can cause subsidence or slippage of the site.

If conditions encountered during construction appear to differ from those disclosed herein, notify us immediately so we may consider the need for modifications. Compliance with the design concepts, specifications or recommendations during construction requires the review of the geotechnical engineer during the course of construction.

THE EXPLORATION WAS PERFORMED ONLY ON A PORTION OF THE SITE, AND CANNOT BE CONSIDERED AS INDICATIVE OF THE PORTIONS OF THE SITE NOT EXPLORED.

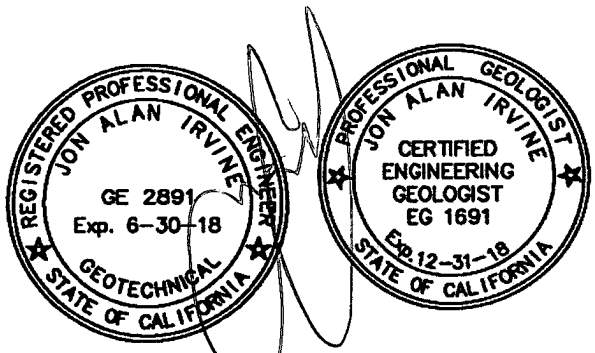
This report is issued and made for the sole use and benefit of the client, is not transferable and is as of the exploration date. Any liability in connection herewith shall not exceed the fee for the exploration. No warranty, expressed or implied, is made or intended in connection with the above exploration or by the furnishing of this report or by any other oral

or written statement.

THIS REPORT WAS PREPARED ON THE BASIS OF THE PRELIMINARY DEVELOPMENT PLAN OR CONCEPT FURNISHED. FINAL PLANS SHOULD BE REVIEWED BY THIS OFFICE AS ADDITIONAL GEOTECHNICAL WORK MAY BE REQUIRED.

Irvine Geotechnical appreciates the opportunity to provide our service on this project. Any questions concerning the data or interpretation of this report should be directed to the undersigned.

Respectfully submitted,
Irvine Geotechnical, Inc.



Jon A. Irvine
E.G. 1691/G.E. 2891
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Enc: Appendix I - Laboratory Testing by Soil Labworks
Moisture-Density Relationship (Plate A)
Shear Test Diagrams (Plates B-1 & B-2)
Consolidation Diagrams (Plate C-1)
Atterberg Limit Charts (5)
Appendix II - Liquefaction Analysis
Liquefaction Analysis Using SPT Data - Boring 1 (4 pages)
Historic Groundwater
Vicinity Map
Regional Geologic Map
Log of Borings (4 Pages)
Calculation Sheets (2)
Site Plan

xc: (4) Addressee

STATEMENT OF RESPONSIBILITY - SOIL TESTING BY SOIL LABWORKS, LLC

Laboratory testing by Soil Labworks, LLC was performed under the supervision of the undersigned engineer. Irvine Geotechnical and Jon A. Irvine has reviewed referenced laboratory testing report dated July 12, 2017 and the results appear to be reasonable for this area of Venice/Del Rey. Irvine Geotechnical and the undersigned engineer concurs with the findings of Soil Labworks, LLC and accepts professional responsibility for utilizing the data.

SOIL LABWORKS LLC

SL17.2493
July 12, 2017

Irvine Geotechnical
145 N. Sierra Madre Boulevard
Suite 1
Pasadena, California 91107

Subject: Laboratory Testing

Site: 13451 Beach Boulevard
Marina Del Rey, California

Job: IRVINE/BREAKFORM- BEACH

Laboratory testing for the subject property was performed by Soil Labworks, LLC., under the supervision of the undersigned Engineer. Samples of the earth materials were obtained from the subject property by personnel of Irvine Geotechnical and transported to the laboratory of Soil Labworks for testing and analysis. The laboratory tests performed are described and results are attached.

Services performed by this facility for the subject property were conducted in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions.

Respectfully Submitted:

SOIL LABWORKS, LLC

JON A. IRVINE
G.E. 2891

REGISTERED PROFESSIONAL ENGINEER
JON ALAN IRVINE
GE 2891
Exp. 6-30-18
GEOTECHNICAL
STATE OF CALIFORNIA

Enc: Appendix

2500 Townsgate Road, Suite E, Westlake Village, California 91361
(805) 370-1338 FAX (805) 371-4693

SOIL LABWORKS LLC

SL17.2493
July 12, 2017

APPENDIX

Laboratory Testing

Sample Retrieval - Drill Rig

Samples of earth materials were obtained at frequent intervals by driving a thick-walled steel sampler conforming to the most recent 2016 version of ASTM D 3550-01 (2007) with successive drops of a 140 pound hammer falling 30". The earth material was retained in brass rings of 2.416 inches inside diameter and 1.00 inch height. The central portion of the sample was stored in close-fitting, water-tight containers for transportation to the laboratory. Standard Penetration Tests (SPT) were performed at discrete intervals within the 8 inch diameter, hollow stem auger borings drilled on the site. The tests were performed using the 1-3/8 inch inside diameter, split-barrel sampler in accordance with ASTMD1586-11. Standard penetration test samples were retained in air-tight bags.

Classification

The field classification was verified in the laboratory in accordance with the Unified Soil Classification System. The classification is shown on the Plates. Tests performed in the laboratory to assist in classification include Atterberg Limits and grain size distribution.

Moisture Density

The field moisture content and dry density were determined for each of the soil samples. The dry density was determined in pounds per cubic foot following ASTM 2937-17. The moisture content was determined as a percentage of the dry soil weight conforming to ASTM 2216-10. The results are presented below in the following table. The percent saturation was calculated on the basis of an estimated specific gravity. Description of earth materials used in this report and shown on the attached Plates were provided by the client.

Test Pit/Boring No.	Sample Depth (Feet)	Soil Type	Dry Density (pcf)	Moisture Content (percent)	Percent Saturation (G_s=2.65)
B1	3	Alluvium	115.9	15.8	98
B2	3	Alluvium	118.8	14.5	98
B2	5	Alluvium	115.9	16.4	100
B2	10	Alluvium	117.2	10.5	68
B2	15	Alluvium	123.3	3.7	29
B2	20	Alluvium	108.0	17.8	89

2500 Townsgate Road, Suite E, Westlake Village, California 91361
(805) 370-1338 FAX (805) 371-4693

Compaction Character

Compaction tests were performed on bulk samples of the earth materials in accordance with ASTM D1557-12ei. The results of the tests are provided on the table below and on the "Moisture-Density Relationship", A-Plates. The specific gravity of the alluvium was estimated from the compaction curves.

Test Pit/Boring No.	Sample Depth (Feet)	Soil Type	Maximum Dry Density (pcf)	Optimum Moisture Content (Percent)
B2	2-6	Alluvium	124.2	10.3

Shear Strength

The peak and ultimate shear strengths of the alluvium were determined by performing consolidated and drained direct shear tests in conformance with ASTM D3080/D3080M-11. The tests were performed in a strain-controlled machine manufactured by GeoMatic. The rate of deformation was 0.01 inches per minute. Samples were sheared under varying confining pressures, as shown on the "Shear Test Diagrams," B-Plates. Remolded samples were prepared at 90 percent of the maximum density for shear tests. The remolding procedure consists of selecting a representative sample from a bulk bag and sieving it through a No. 4 sieve. The moisture content of the material is then determined. A formula is then used to calculate the weight of the material that must fit in a ring when compacted to 90 percent of the maximum density. This calculated amount of material is then weighed out and pounded into a ring until all the material is used and the ring is full. The moisture conditions during testing are shown on the following table and on the B-Plates. The samples indicated as saturated were artificially saturated in the laboratory. All saturated samples were sheared under submerged conditions.

Test Pit/ Boring No.	Sample Depth (Feet)	Dry Density (pcf)	As-Tested Moisture Content (percent)
B1	3	115.9	20.9
B2*	2-6	111.8	19.5

* Sample remolded to 90 % of the laboratory maximum density.

Consolidation

One-dimensional consolidation tests were performed on samples of the alluvium in a consolidometer manufactured by GeoMatic in conformance with ASTM D2435/D2435M-11. The tests were performed on 1-inch high samples retained in brass rings. The samples were initially loaded to approximately ½ of the field over-burden pressure and then unloaded to compensate for the effects of possible disturbance during sampling. Loads were then applied in a geometric progression and resulting deformation recorded. Water was added at a specific load to determine the effect of saturation. The results are plotted on the "Consolidation Test," C-Plates.

Expansion Index

The expansive character of the alluvium was determined by performing Expansion Index Tests in accordance with UBC 18.2 and ASTM 4829-11. A bulk sample of earth material was compacted at a specific moisture content using one fifth the compacted energy for the modified proctor test. The sample was then saturated and the expansion measured. The results of the tests are provided on the following table.

Test Pit No.	Sample Depth (Feet)	Soil Type	Expansion Index
B2	2-6	Alluvium	28

Atterberg Limits

Atterberg limits determinations were performed on samples of the soil/alluvium in accordance with ASTMD4318-10e1. The test results are presented on the table below.

Test Pit/Boring No.	Sample Depth (Ft)	Soil Type	Liquid Limit	Plastic Limit	Plasticity Index
B1	15	Alluvium	26	26	0
B1	27.5	Alluvium	33	26	7
B1	32.5	Alluvium	32	25	7
B1	37.5	Alluvium	45	23	22
B1	42.5	Alluvium	36	18	18

Grain Size Distribution

The amount of material in the soil finer than 1 No. 200 sieve was determined on selected samples in conformance with ASTM D1140-17. Wash sieving disperses clay and other fine material that are removed from the soil during the test. The percent of fine material in the soil sample is the calculated base on the loss of mass. The results are present in the table below.

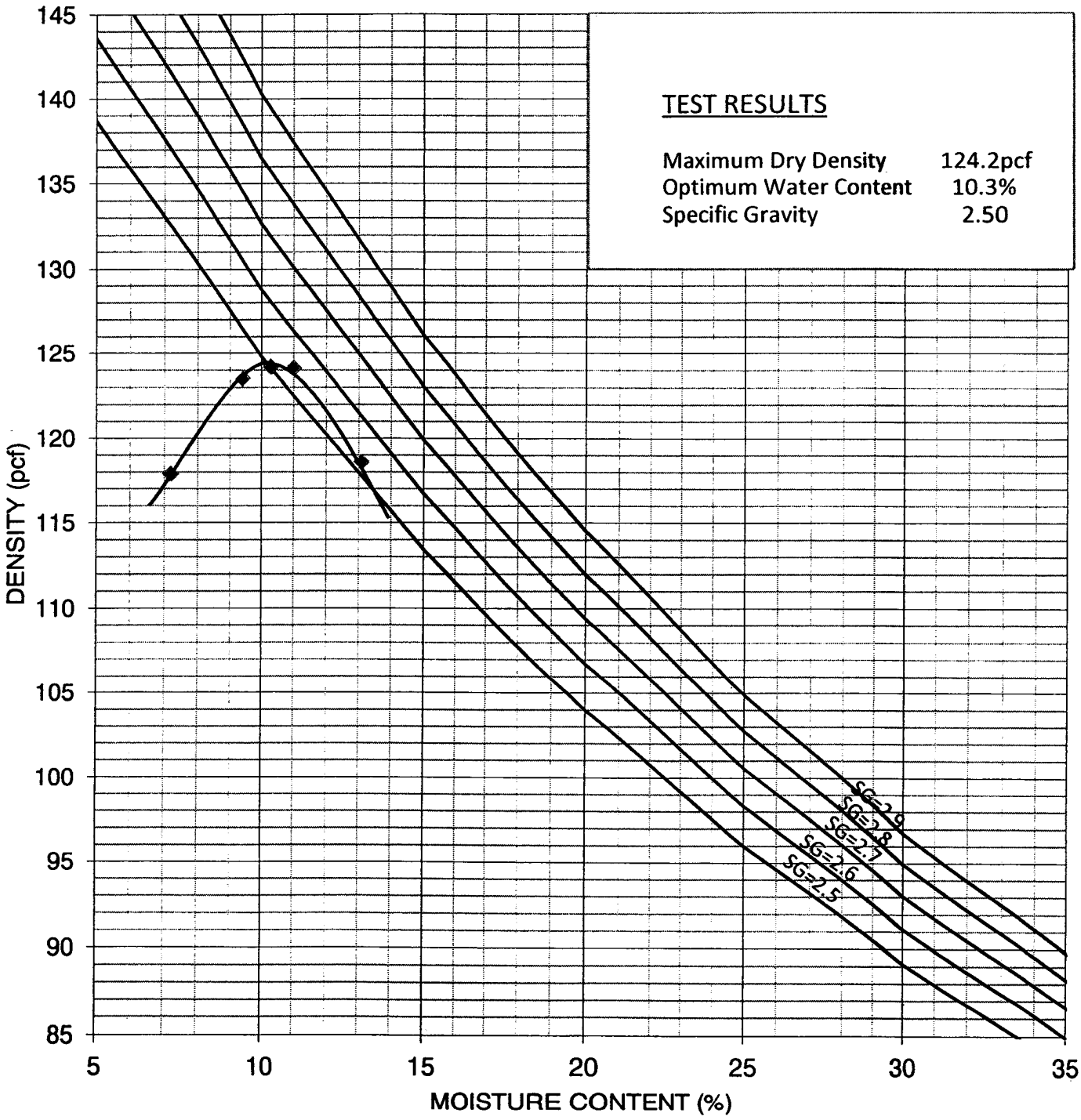
Boring No	Depth	Soil Type	(%) Passing 200 Sieve
B1	7.5	Alluvium	51.1
B1	17.5	Alluvium	85.7
B1	20	Alluvium	41.4
B1	27.5	Alluvium	54.9
B1	32.5	Alluvium	58.9
B1	35	Alluvium	48.9
B1	47.5	Alluvium	37.8

SOIL LABWORKS LLC

MOISTURE-DENSITY RELATIONSHIP A-1

JN: SL17.2493 CONSULTANT: JAI
CLIENT; IRVINE/Breakform-13451 Beach Blvd
B2 @ 2-6'
EARTH MATERIAL: ALLUVIUM

NOTE: ASTM Test Method D-1557-12



SOIL LABWORKS LLC

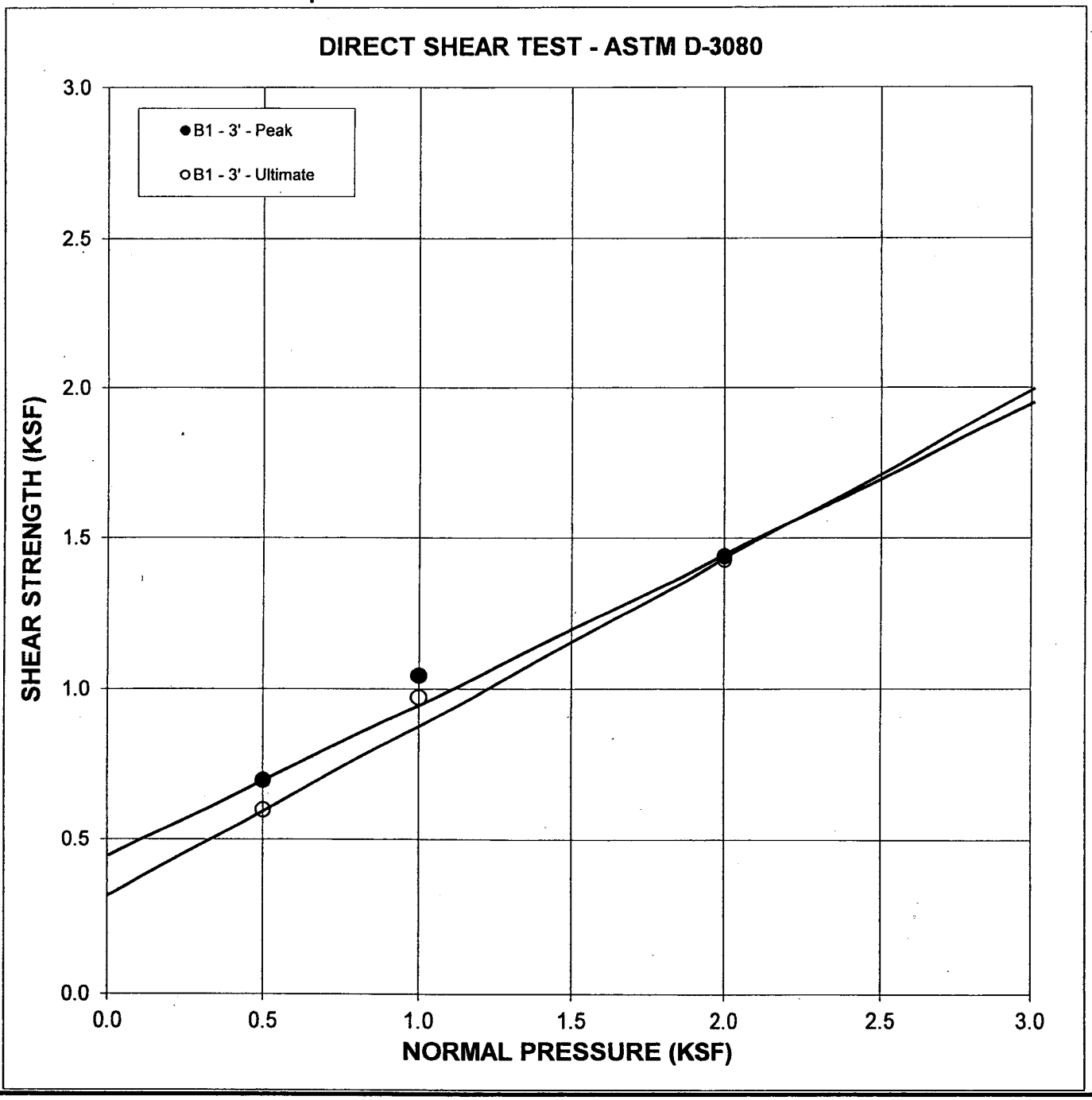
SHEAR DIAGRAM B-1

JN: SL17.2493 CONSULTANT JAI
CLIENT: Irvine/Breakform-13451 Beach Blvd

EARTH MATERIAL: ALLUVIUM

	PEAK	ULTIMATE	
Phi Angle	26	28.5	degrees
Cohesion	445	315	psf

Average Moisture Content	20.9%
Average Dry Density (pcf)	115.9
Percent Saturation	100.0%



SOIL LABWORKS LLC

SHEAR DIAGRAM B-2

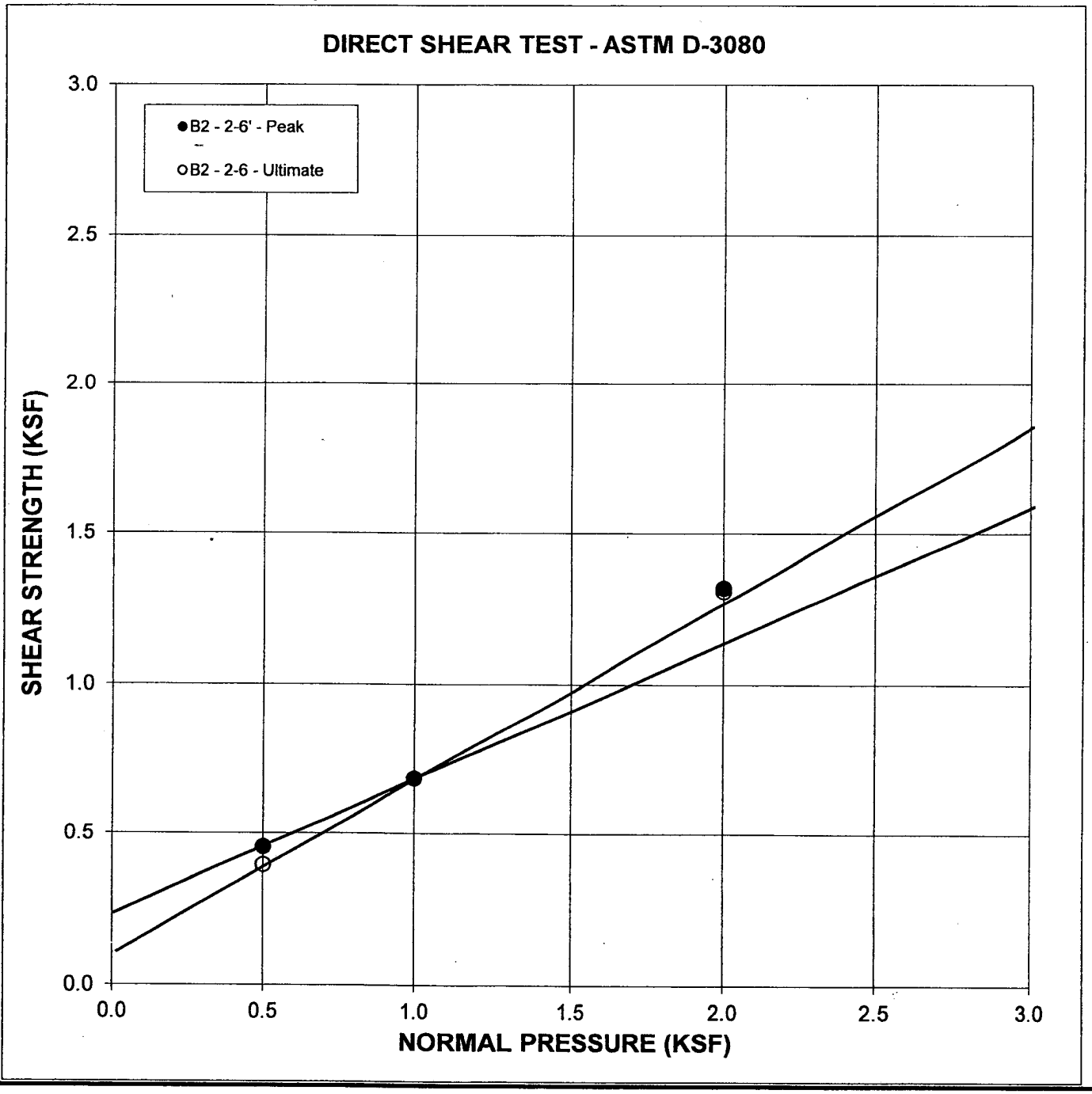
JN: SL17.2493 CONSULTANT JAI
CLIENT: Irvine/Breakform-13451 Beach Blvd

EARTH MATERIAL: ALLUVIUM

Sample remolded to 90 % of the laboratory maximum density

	PEAK	ULTIMATE	
Phi Angle	24	29.5	degrees
Cohesion	230	105	psf

Average Moisture Content	19.5%
Average Dry Density (pcf)	111.8
Percent Saturation	100.0%

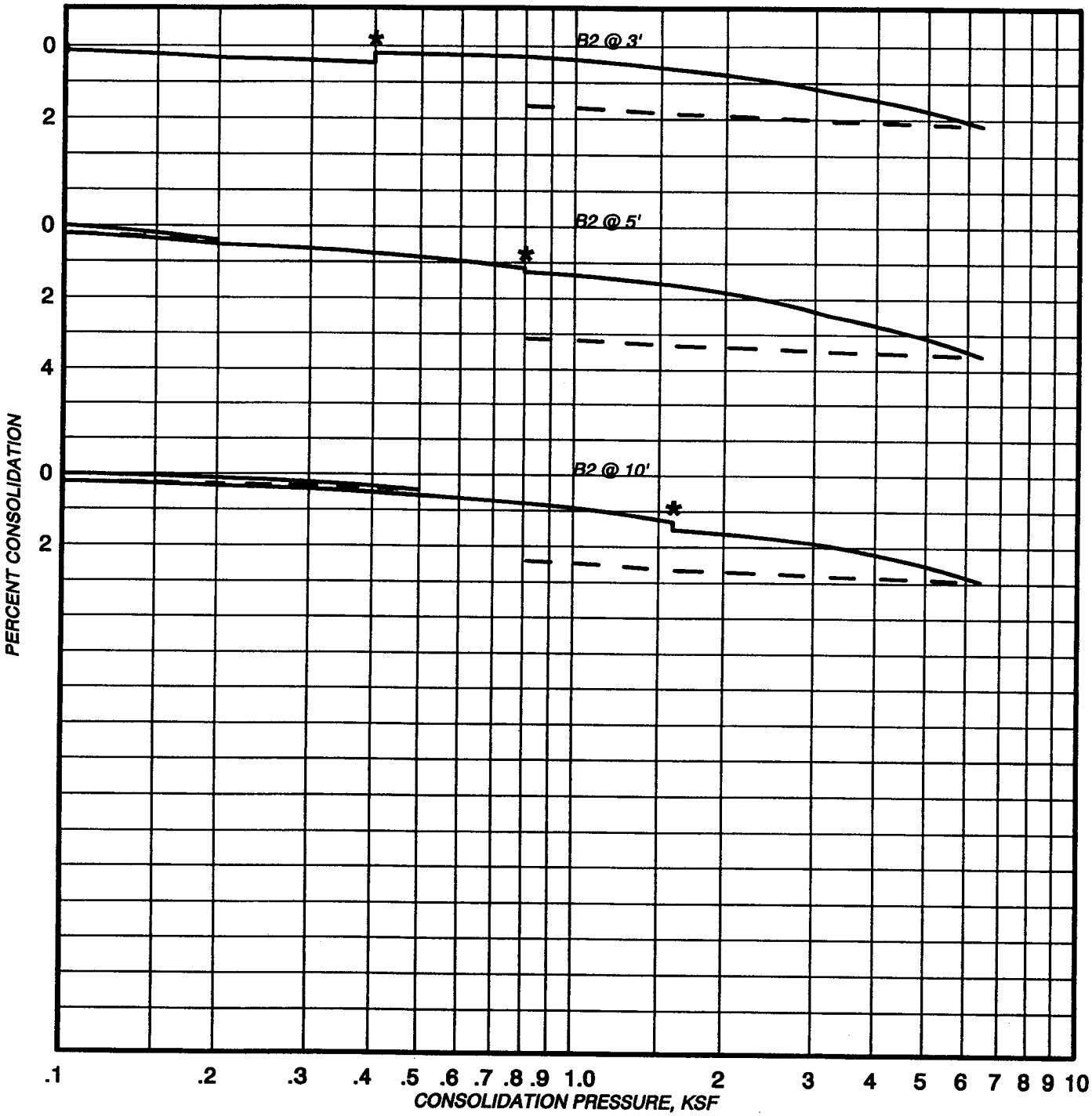


CONSOLIDATION TEST

PROJECT: 2493 IRVINE BREAKFORM-13451 BEACH BLVD

SAMPLES: B2 @ 3'; B2 @ 5'; B2 @ 10'

ALLUVIUM



* Water Added

PLATE:

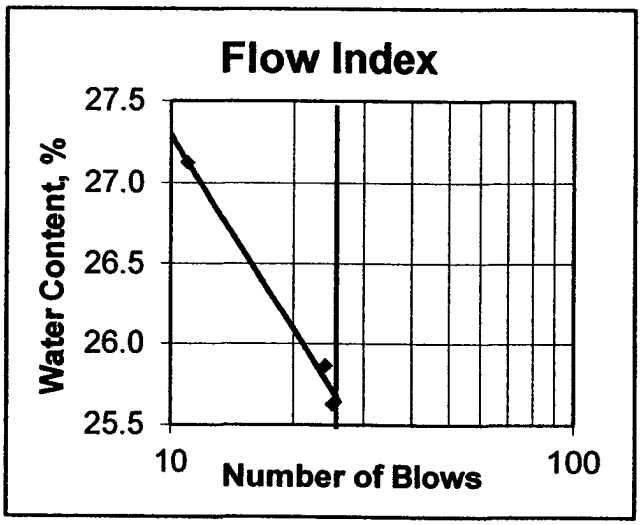
File No.: SL17.2493 July 12, 2017

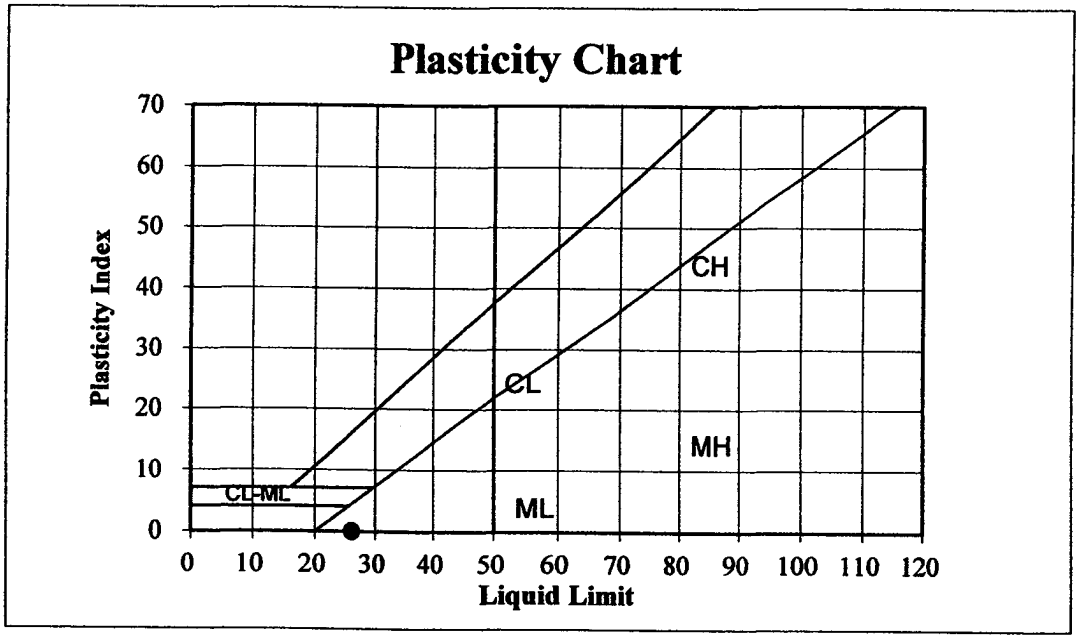
PLASTICITY INDEX

ASTM D-4318

Job Name: Irvine/Breakform-13451 Beach Blvd
Sample ID: B1 @ 15
Soil Description: SM

DATA SUMMARY				TEST RESULTS	
Number of Blows:	11	24	25	**LIQUID LIMIT**	**26**
Water Content, %	27.1	25.9	25.6	**PLASTIC LIMIT**	**26**
Plastic Limit:	25.8	25.4		**PLASTICITY INDEX**	**0**





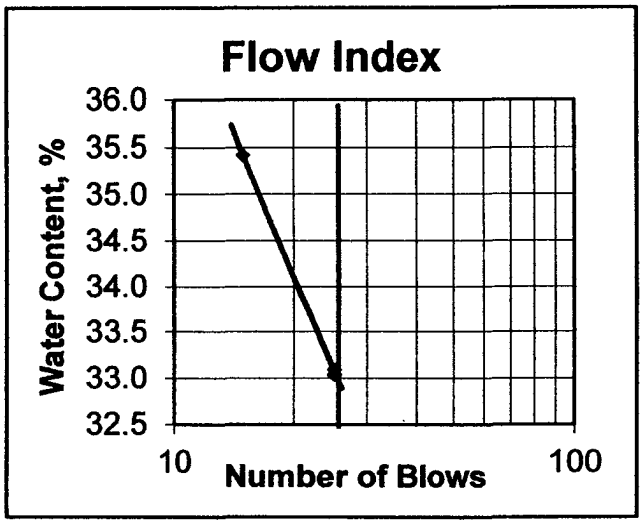
File No.: SL17.2493 July 12, 2017

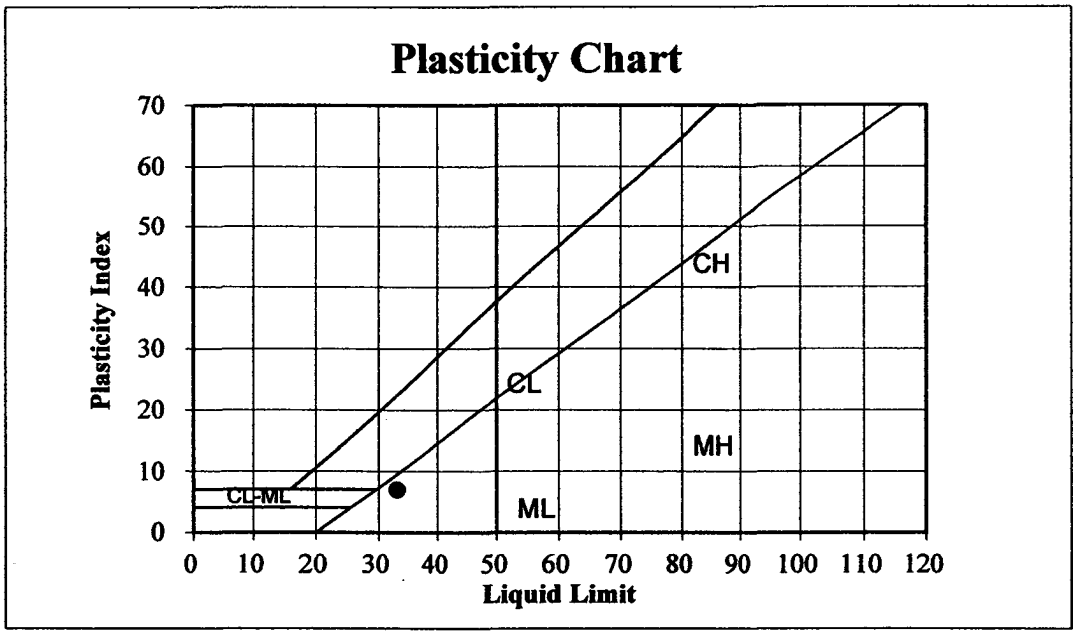
PLASTICITY INDEX

ASTM D-4318

Job Name: Irvine/Breakform-13451 Beach Blvd
Sample ID: B1 @ 27.5
Soil Description: ML/SM

DATA SUMMARY				TEST RESULTS	
Number of Blows:	15	25	25	**LIQUID LIMIT**	**33**
Water Content, %	35.4	33.0	33.1	**PLASTIC LIMIT**	**26**
Plastic Limit:	25.9	26.0		**PLASTICITY INDEX**	**7**





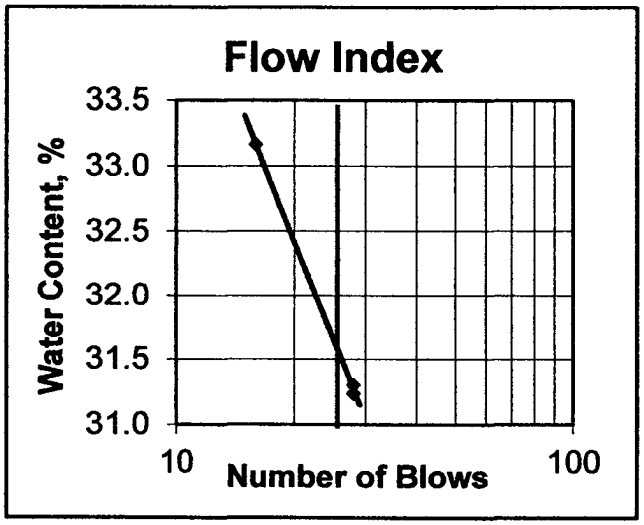
File No.: SL17.2493 July 12, 2017

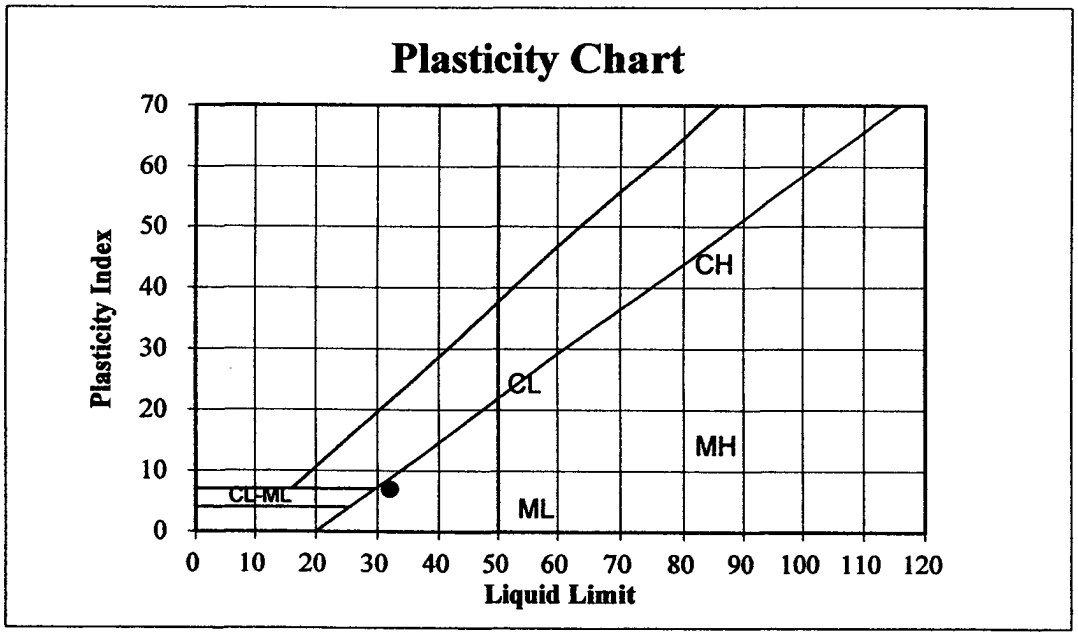
PLASTICITY INDEX

ASTM D-4318

Job Name: Irvine/Breakform-13451 Beach Blvd
Sample ID: B1 @ 32.5
Soil Description: ML/SM

DATA SUMMARY				TEST RESULTS	
Number of Blows:	16	28	28	LIQUID LIMIT	32
Water Content, %	33.2	31.3	31.2	PLASTIC LIMIT	25
Plastic Limit:	25.1	25.1		PLASTICITY INDEX	7





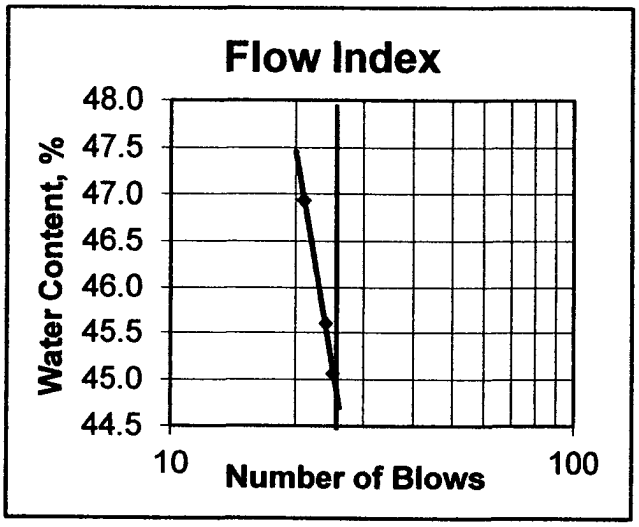
File No.: SL17.2493 July 12, 2017

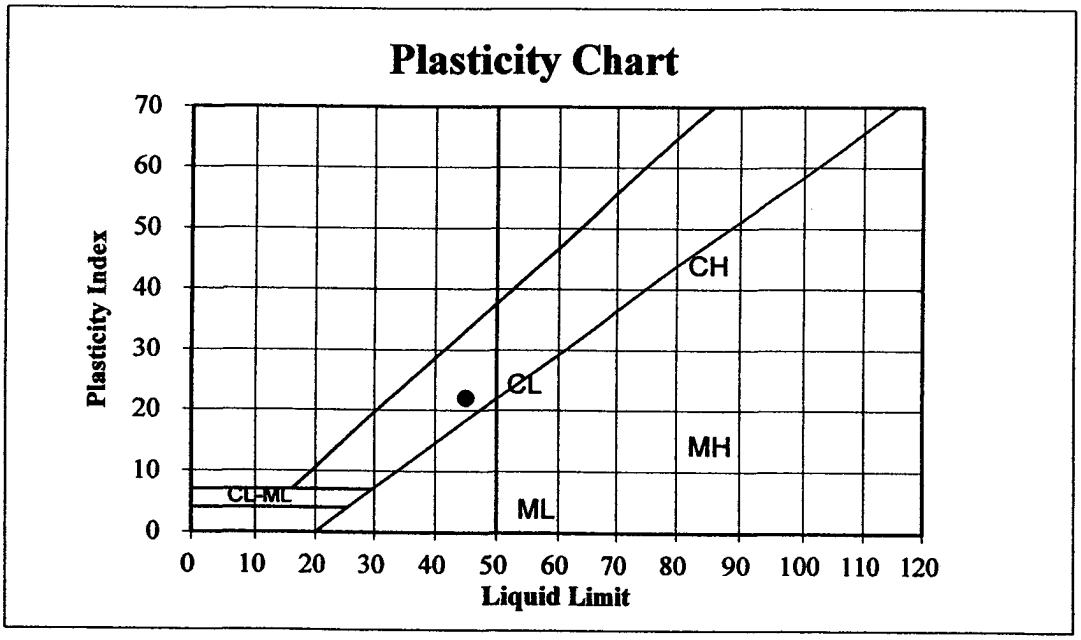
PLASTICITY INDEX

ASTM D-4318

Job Name: Irvine/Breakform-13451 Beach Blvd
Sample ID: B1 @ 37.5
Soil Description: CL

DATA SUMMARY				TEST RESULTS	
Number of Blows:	21	24	25	**LIQUID LIMIT**	**45**
Water Content, %	46.9	45.6	45.1	**PLASTIC LIMIT**	**23**
Plastic Limit:	22.7	22.6		**PLASTICITY INDEX**	**22**





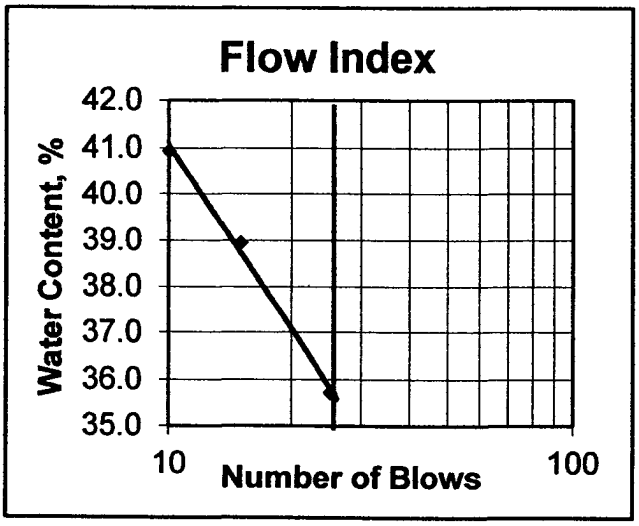
File No.: SL17.2493 July 12, 2017

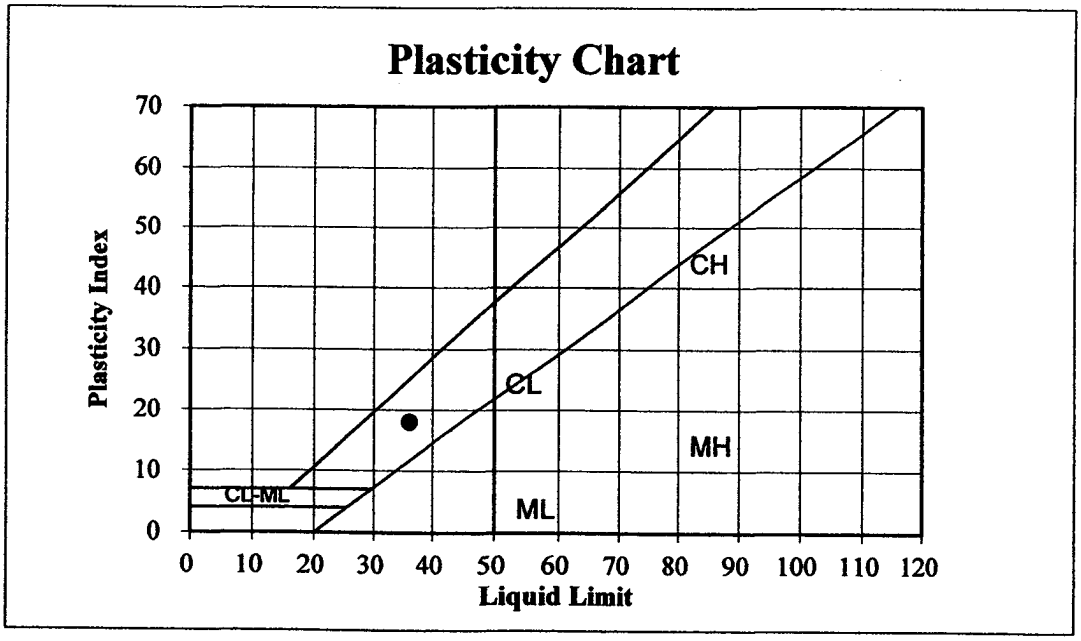
PLASTICITY INDEX

ASTM D-4318

Job Name: Irvine/Breakform-13451 Beach Blvd
Sample ID: B1 @ 42.5
Soil Description: CL

DATA SUMMARY				TEST RESULTS	
Number of Blows:	10	15	25	**LIQUID LIMIT**	**36**
Water Content, %	40.9	39.0	35.7	**PLASTIC LIMIT**	**18**
Plastic Limit:	17.6	17.9		**PLASTICITY INDEX**	**18**





IRVINE GEOTECHNICAL Inc

RETAINING WALL

IC: **17072** CONSULT: **JAI**
CLIENT: **BREAKFORM BEACH**

CALCULATION SHEET #

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED RETAINING WALLS. THE WALL HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. USE THE MONONOBE-OKABE METHOD FOR SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	FILL	WALL HEIGHT	12 feet
SHEAR DIAGRAM:	B-1	BACKSLOPE ANGLE:	0 degrees
COHESION:	105 psf	SURCHARGE:	0 pounds
PHI ANGLE:	29.5 degrees	SURCHARGE TYPE:	U Uniform
DENSITY	135 pcf	INITIAL FAILURE ANGLE:	30 degrees
SAFETY FACTOR:	1	FINAL FAILURE ANGLE:	70 degrees
WALL FRICTION	0 degrees	INITIAL TENSION CRACK:	2 feet
CD (C/FS):	105.0 psf	FINAL TENSION CRACK:	10 feet

PHID = ATAN(TAN(PHI)/FS) = 29.5 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0.221 %g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 %g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	51 degrees
AREA OF TRIAL FAILURE WEDGE	56.5 square feet
TOTAL EXTERNAL SURCHARGE	0.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	7625.2 pounds
NUMBER OF TRIAL WEDGES ANALYZED	369 trials
LENGTH OF FAILURE PLANE	12.7 feet
DEPTH OF TENSION CRACK	2.1 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	8.0 feet
CALCULATED HORIZONTAL THRUST ON WALL	**3440.2 pounds**

THE CALCULATION INDICATES THAT FOR THE DESIGN GROUND MOTION, THE UNBALANCED FORCE ON RETAINING WALLS IS 3.441 KIPS.

IRVINE GEOTECHNICAL Inc

SHORING PILE

IC: **17072** CONSULT: **JAI**
CLIENT: **BREAKFORM BEACH**

CALCULATION SHEET #

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED RETAINING WALLS. THE WALL HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. ASSUME THE BACKFILL IS SATURATED WITH NO EXCESS HYDROSTATIC PRESSURE. USE THE MONONOBE-OKABE METHOD FOR SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	ALLUVIUM	RETAINED LENGTH	13 feet
SHEAR DIAGRAM:	B-1	BACKSLOPE ANGLE:	0 degrees
COHESION:	315 psf	SURCHARGE:	400 pounds
PHI ANGLE:	28.5 degrees	SURCHARGE TYPE:	U Uniform
DENSITY	135 pcf	INITIAL FAILURE ANGLE:	30 degrees
SAFETY FACTOR:	1.25	FINAL FAILURE ANGLE:	70 degrees
PILE FRICTION	5 degrees	INITIAL TENSION CRACK:	2 feet
CD (C/FS):	252.0 psf	FINAL TENSION CRACK:	10 feet

PHID = ATAN(TAN(PHI)/FS) = 23.5 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0 %g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 %g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	55 degrees
AREA OF TRIAL FAILURE WEDGE	56.0 square feet
TOTAL EXTERNAL SURCHARGE	2000.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	9561.4 pounds
NUMBER OF TRIAL WEDGES ANALYZED	369 trials
LENGTH OF FAILURE PLANE	12.2 feet
DEPTH OF TENSION CRACK	3.0 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	7.0 feet
CALCULATED THRUST ON PILE	**2440.6 pounds**
CALCULATED EQUIVALENT FLUID PRESSURE	**28.9 pcf**
DESIGN EQUIVALENT FLUID PRESSURE	**30.0 pcf**

THE CALCULATION INDICATES THAT THE PROPOSED SHORING PILES MAY MAY BE DESIGNED FOR AN EQUIVALENT FLUID PRESSURE OF 30 POUNDS PER CUBIC FOOT. THE FLUID PRESSURE SHOULD BE MULTIPLIED BY THE PILE SPACING.

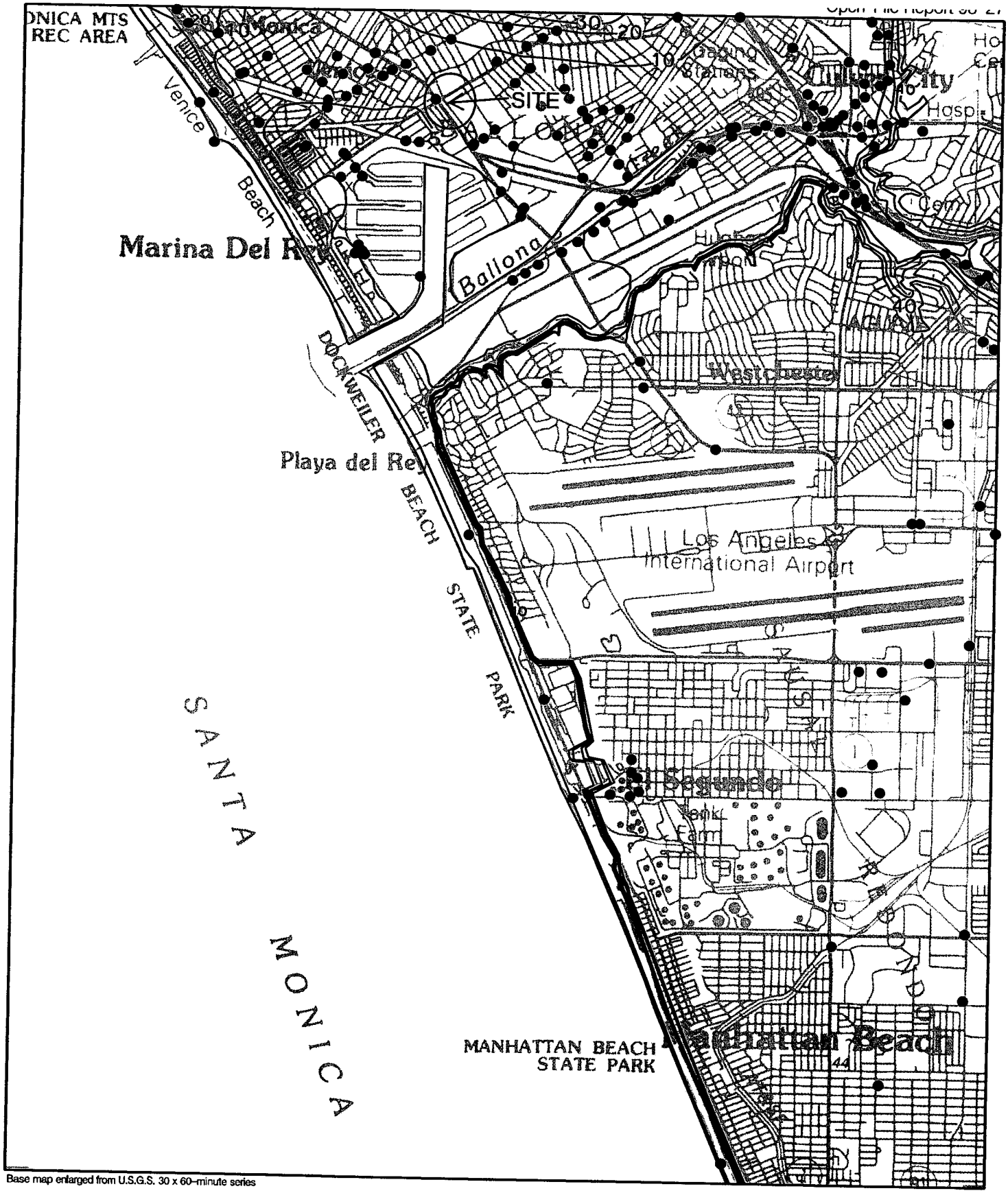


Plate 1.2 Historically Highest Ground Water Contours and Borehole Log Data Locations, Venice Quadrangle.

● Borehole Site

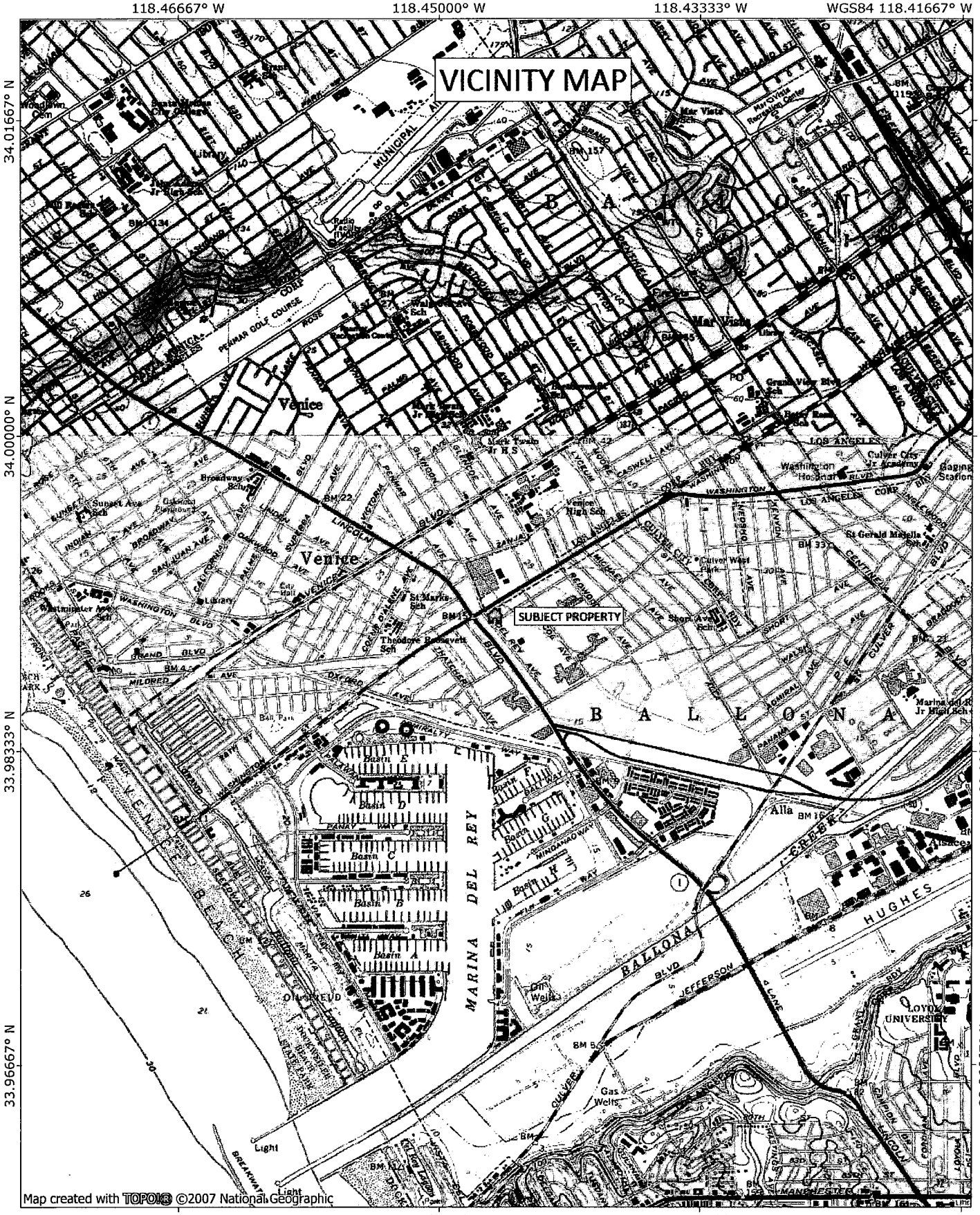
30 Depth to ground water in feet

X Site of historical earthquake-generated liquefaction. See "Areas of Past Liquefaction" discussion in text.

ONE MILE

SCALE

TOPO! map printed on 08/15/17 from "IRVINE.tpo"



118.46667° W | 118.45000° W | 118.43333° W | WGS84 118.41667° W

34.01667° N | 34.00000° N | 33.98333° N | 33.96667° N

NATIONAL GEOGRAPHIC

0 5 MILES
1000 0 1000 2000 3000 4000 5000 FEET
1 5 0 KILOMETERS 1
1000 0 METERS 1000

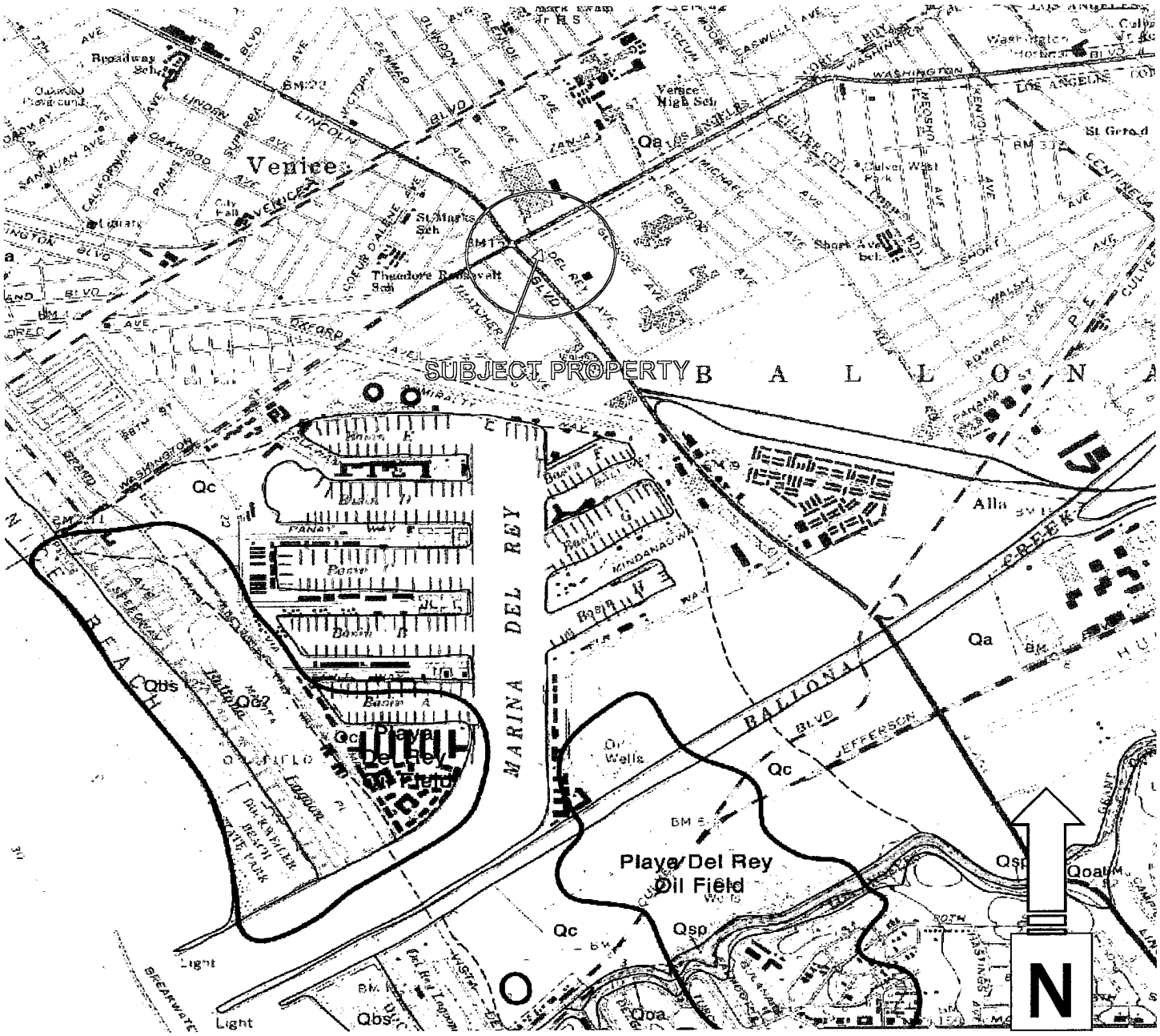
TN ★ MN
12°
08/15/17

IRVINE GEOTECHNICAL Inc

REGIONAL GEOLOGIC MAP

IC: **17072** CONSULT: **JAI**
CLIENT **BREAK FORM - BEACH**
SCALE: **1" = 2,000'**

REFERENCE: Geologic Map of the Venice and Inglewood Quadrangles, Los Angeles County, California, T.W. Dibblee, 2007



IRVINE GEOTECHNICAL Inc

LOG OF BORING

PROJECT IC17072 BREAKFORM BEACH
DRILL DATE 6/16/2017
LOG DATE 6/16/2017
LOGGED BY RC
DRILL TYPE HOLLOW-STEM
DIAMETER 8 INCHES

SURFACE ELEVATION 21 feet
DRILLING CONTRACTOR Choice Drilling
SURFACE CONDITIONS Gravel Parking Lot

BORING 1

Sample Type	Sample Depth (feet)	Blows per foot	Moisture (%)	Dry Unit Weight (pcf)	Saturation (%)	USCS Code	Elevation (feet)	Depth (feet)	Lithologic Description
						SC	21.0	0	**FILL:** 6" Gravel over Clayey Sand, grey brown, moist, medium dense
							20.0	1	
							19.0	2	
R	3	7/17/24	15.8	115.9	98	SC	18.0	3	**ALLUVIUM:** Clayey Sand, mottled reddish-brown and grey-brown, moist, dense
							17.0	4	
SPT	5	7/9/11				SC	16.0	5	reddish-brown, medium dense
							15.0	6	
SPT	7.5	3/6/11				SM	14.0	7	Silty Sand, reddish-brown, moist, medium dense
							13.0	8	
							12.0	9	
SPT	10	7/9/12				SM	11.0	10	Silty Sand, yellow-brown, medium dense, moist
							10.0	11	
SPT	12.5	21/22/24				SW	9.0	12	
							8.0	13	Gravelly coarse Sand, orange-brown, slightly moist to moist, very dense
							7.0	14	
SPT	15	15/8/10				SW	6.0	15	Gravelly Sand with Clay Binder, yellow-brown, moist, medium dense
							5.0	16	
SPT	17.5	4/8/17				CL	4.0	17	Silty Clay, yellow-brown, firm, wet
							3.0	18	▼
							2.0	19	
SPT	20	7/9/11				SM	1.0	20	Silty Sand with Clay Binder, yellow-brown, wet, medium dense

IRVINE GEOTECHNICAL Inc

LOG OF BORING

PROJECT IC17072 BREAKFORM BEACH
DRILL DATE 6/16/2017
LOG DATE 6/16/2017
LOGGED BY RC
DRILL TYPE HOLLOW-STEM
DIAMETER 8 INCHES

SURFACE ELEVATION 21 feet
DRILLING CONTRACTOR Choice Drilling
SURFACE CONDITIONS Gravel Parking Lot

BORING 1

Sample Type	Sample Depth (feet)	Blows per foot	Moisture (%)	Dry Unit Weight (pcf)	Saturation (%)	USCS Code	Elevation (feet)	Depth (feet)	Lithologic Description
SPT	20	7/9/11				SM	1.0	20	Silty Sand with Clay Binder, yellow-brown, moist, wet, medium dense
							0.0	21	
SPT	22.5	15/19/21				SM	-1.0	22	
							-2.0	23	
							-3.0	24	Silty Sand, mottled orange-brown, and grey, wet, very dense
SPT	25	13/15/19				SM	-4.0	25	
							-5.0	26	
SPT	27.5	5/8/10				ML	-6.0	27	Clayey Silt, yellow-brown, moist, firm to stiff
							-7.0	28	
							-8.0	29	
SPT	30	8/13/15				SM	-9.0	30	Silty Sand with Clay binder, mottled yellow-brown and orange brown, dense, wet
							-10.0	31	
SPT	32.5	7/8/12				ML	-11.0	32	Clayey Silt, mottled orange-brown and yellow-brown, wet, stiff
							-12.0	33	
							-13.0	34	
SPT	35	5/7/8				CL	-14.0	35	Silty Clay, mottled reddish-brown and yellow-brown, stiff
							-15.0	36	
SPT	37.5	5/7/11				CL	-16.0	37	yellow-grey, wet, stiff to very stiff
							-17.0	38	
							-18.0	39	
SPT	40	7/7/11				CL	-19.0	40	

IRVINE GEOTECHNICAL Inc

LOG OF BORING

PROJECT IC17072 BREAKFORM BEACH
DRILL DATE 6/16/2017
LOG DATE 6/16/2017
LOGGED BY RC
DRILL TYPE HOLLOW-STEM
DIAMETER 8 INCHES

SURFACE ELEVATION 21 feet
DRILLING CONTRACTOR Choice Drilling
SURFACE CONDITIONS Gravel Parking Lot

BORING 1

Sample Type	Sample Depth (feet)	Blows per foot	Moisture (%)	Dry Unit Weight (pcf)	Saturation (%)	USCS Code	Elevation (feet)	Depth (feet)	Lithologic Description
SPT	40	7/7/11				CL	-19.0	40	Silty Clay, yellow-dark grey, moist, very stiff
							-20.0	41	
SPT	42.5	5/7/9				CL	-21.0	42	
							-22.0	43	
							-23.0	44	
SPT	45	5/7/11				CL	-24.0	45	
							-25.0	46	
SPT	47.5	7/9/13				SM	-26.0	47	Silty Sand with Clay binder, yellow grey, dense
							-27.0	48	
							-28.0	49	
SPT	50	9/18/24				SM	-29.0	50	Silty Sand, yellow-brown, medium dense, wet
							-30.0	51	
SPT	52.5	10/15/17				SM	-31.0	52	Gravelly Sand with Clay Binder, yellow-brown, wet, very dense
							-32.0	53	
							-33.0	54	
SPT	55	22-50/6"				SM	-34.0	55	
							-35.0	56	
SPT	57.5	27-50/6"				SM	-36.0	57	
							-37.0	58	
							-38.0	59	
SPT	60	32-50/6"				SM	-39.0	60	**END B1@ 60'**: Groundwater at 18', Fill to 30"

IRVINE GEOTECHNICAL Inc

LOG OF BORING

PROJECT IC17072 BREAKFORM BEACH
DRILL DATE 6/16/2017
LOG DATE 6/16/2017
LOGGED BY RC
DRILL TYPE HOLLOW-STEM
DIAMETER 8 INCHES

SURFACE ELEVATION 20.5 feet
DRILLING CONTRACTOR Choice Drilling
SURFACE CONDITIONS Gravel

BORING 2

Sample Type	Sample Depth (feet)	Blows per foot	Moisture (%)	Dry Unit Weight (pcf)	Saturation (%)	USCS Code	Elevation (feet)	Depth (feet)	Lithologic Description
						SC	20.5	0	**FILL:** 4" Concrete, no base over Clayey Sand, grey brown, moist, medium dense, some metal fragments
							19.5	1	
							18.5	2	
R	3	9/19/19	14.5	118.8	98	SC	17.5	3	**ALLUVIUM:** Clayey Sand, mottled reddish-brown, moist, dense
							16.5	4	
R	5	5/7/9	16.4	115.9	102	SC	15.5	5	
							14.5	6	
							13.5	7	
							12.5	8	
							11.5	9	
R	10	7/9/12	10.5	117.2	68	SM	10.5	10	Silty Sand with Clay binder, mottled orange-brown and yellow-brown, medium dense, moist
							9.5	11	
							8.5	12	
							7.5	13	
							6.5	14	
R	15	15/8/10	3.7	123.3	29	SM	5.5	15	Gravelly Sand with Clay Binder, yellow-brown, slightly moist to moist
							4.5	16	
							3.5	17	▼
							2.5	18	
							1.5	19	Coarse Sand, reddish brown, wet, dense to very dense
R	20	7/9/11	17.8	108.0	89	SW	0.5	20	**END B2@ 20':** Groundwater at 17', Fill to 30"

LIQUEFACTION ANALYSIS USING SPT DATA

Use procedures established by T.L. Youd, et. al., 1996 NCEER-96-0022, SCEC SP117, CGS SP117A, 2008 Guidelines for Evaluating & Mitigating Seismic Hazards & I.M. Idriss & R.W. Boulanger, 2008, Soil Liquefaction During Earthquakes

Horizontal Ground Acceleration (% g)	0.443 2/3 PGA_M	Energy Ratio C_E (Auto-hammer)	1.30 *
Analyzed Groundwater Depth (feet)	7.0	Borehole Diameter C_B (6 - 8")	1.15
Average Wet Unit Weight (pcf)	125.0	Groundwater Depth in Boring (feet)	18.0
Design Magnitude Earthquake	6.33	$(N_1)_{60} = N_M C_N C_E C_B C_R C_S$	$(N_1)_{60CS} = K_S(N_1)_{60}$
Magnitude Scaling Factor (MSF)	1.5	C_S (for no sample liner) = $1+(N_1)_{60}/100$	
		* Energy Ratio certification provided by drilling company	

Boring	Depth (feet)	Lithology	Blow Count (N80)	Total Stress (tons/ft2)	Effective Stress (tons/ft2)	Fines Content FC(%)	Plasticity Index	C_R	C_N	C_S	rd	$(N_1)_{60}$	$(N_1)_{60cs}$	NCEER 1998 CSR	NCEER 1998 CRR*MSF	Liquefaction Safety Factor
Boring 1																
1	3	Clayey Sand	25	0.188	0.188	0.0	0	0.75	1.59	1.30	0.99	58	58	0.2857	2.0000	No Water
1	5	Clayey Sand	20	0.313	0.313	0.0	0	0.75	1.45	1.30	0.99	42	42	0.2844	2.0000	No Water
1	7.5	Silty Sand	17	0.469	0.453	51.1	0	0.75	1.32	1.25	0.98	31	43	0.2924	2.0000	>1.3*
1	10	Silty Sand	21	0.625	0.531	0.0	0	0.85	1.21	1.30	0.98	42	42	0.3305	2.0000	>1.3*
1	12.5	Sand	46	0.781	0.610	0.0	0	0.85	1.11	1.30	0.97	84	84	0.3580	2.0000	>1.3*
1	15	Sand	18	0.938	0.688	17.7	0	0.85	1.03	1.24	0.97	29	34	0.3784	1.4375	3.80
1	17.5	Silty Clay	25	1.094	0.766	85.7	0	0.85	0.96	1.30	0.96	40	53	0.3940	2.0000	>1.3*
1	20	Silty Sand	20	1.250	0.844	41.4	0	0.95	0.92	1.26	0.95	33	45	0.4061	2.0000	>1.3*
1	22.5	Silty Sand	40	1.406	0.923	0.0	0	0.95	0.89	1.30	0.95	66	66	0.4155	2.0000	>1.3*
1	25	Silty Sand	34	1.563	1.001	0.0	0	0.95	0.86	1.30	0.94	54	54	0.4230	2.0000	>1.3*
1	27.5	Clayey Silt	18	1.719	1.079	54.9	0	0.95	0.84	1.21	0.94	26	36	0.4289	2.2559	5.26
1	30	Silty Sand	28	1.875	1.157	0.0	0	0.95	0.81	1.30	0.93	42	42	0.4334	2.0000	>1.3*
1	32.5	Clayey Silt	20	2.031	1.236	58.9	7	0.95	0.79	1.22	0.91	28	38	0.4302	2.0000	>1.3*
1	35	Silty Clay	15	2.188	1.314	48.9	0	1.00	0.77	1.17	0.89	20	29	0.4259	0.6858	1.61
1	37.5	Silty Clay	18	2.344	1.392	0.0	22	1.00	0.75	1.20	0.87	24	24	0.4209	0.4213	PI > 18
1	40	Silty Clay	18	2.500	1.470	0.0	22	1.00	0.73	1.20	0.85	24	24	0.4151	0.3989	PI > 18
1	42.5	Silty Clay	16	2.656	1.549	0.0	18	1.00	0.71	1.17	0.83	20	20	0.4087	0.3161	PI > 18
1	45	Silty Clay	18	2.813	1.627	0.0	18	1.00	0.69	1.19	0.81	22	22	0.4018	0.3635	PI > 18
1	47.5	Silty Sand	22	2.969	1.705	37.8	0	1.00	0.68	1.22	0.79	27	38	0.3945	2.0000	>1.3*
1	50	Silty Sand	42	3.125	1.783	0.0	0	1.00	0.66	1.30	0.77	54	54	0.3868	2.0000	>1.3*
1	52.5	Gravelly Sand	32	3.281	1.862	0.0	0	1.00	0.65	1.30	0.75	40	40	0.3787	2.0000	>1.3*
1	55	Gravelly Sand	72	3.438	1.940	0.0	0	1.00	0.63	1.30	0.73	88	88	0.3704	2.0000	>1.3*
1	57.5	Gravelly Sand	77	3.594	2.018	0.0	0	1.00	0.62	1.30	0.71	92	92	0.3618	2.0000	>1.3*
1	60	Gravelly Sand	82	3.750	2.096	0.0	0	1.00	0.60	1.30	0.69	96	96	0.3529	2.0000	>1.3*

DYNAMIC SETTLEMENT ANALYSIS USING SPT DATA
"SATURATED SAND SETTLEMENT"
Use procedure established by Ishihara and Yoshimine, 1992

Horizontal Ground Acceleration (% g)	0.443 2/3 PGA_M	Energy Ratio C_E (Auto-hammer)	1.30
Analyzed Groundwater Depth (feet)	7.0	Borehole Diameter C_B (6 - 8")	1.15
Average Wet Unit Weight (pcf)	125	Groundwater Depth in Boring (feet)	18.0
Design Magnitude Earthquake	6.33	Foundation Depth (feet)	1.5
Magnitude Scaling Factor (MSF)	1.54		

Boring	Depth (feet)	Interval Thickness (feet)	Lithology	Blow Count (N80)	Total Stress (tons/ft2)	Effective Stress (tons/ft2)	Blow Count N_{60}	SPT $(N_1)_{60}$ (blow/ft)	NCEER 1998 CSR	NCEER 1998 CRR*MSF	Liquefaction Safety Factor	Calculated Strain (%)	Calculated Settlement (inches)	Cumulative Settlement (inches)
Boring 1														
1	2.5	2.5	Clayey Sand	25	0.156	0.156	32.5	57.8	0.2857	2.0000	No Water	0.0000	0.00	0.00
1	5	2.5	Clayey Sand	20	0.313	0.313	26.0	42.4	0.2844	2.0000	No Water	0.0000	0.00	0.00
1	7.5	2.5	Silty Sand	17	0.469	0.469	22.1	42.7	0.2924	2.0000	>1.3*	0.0000	0.00	0.00
1	10	2.5	Silty Sand	21	0.625	0.625	27.3	41.8	0.3305	2.0000	>1.3*	0.0000	0.00	0.00
1	12.5	2.5	Sand	46	0.781	0.781	59.8	84.4	0.3580	2.0000	>1.3*	0.0000	0.00	0.00
1	15	2.5	Sand	18	0.938	0.938	23.4	34.1	0.3784	1.4375	3.7987	0.0000	0.00	0.00
1	17.5	2.5	Silty Clay	25	1.094	1.094	32.5	52.5	0.3940	2.0000	>1.3*	0.0000	0.00	0.00
1	20	2.5	Silty Sand	20	1.250	1.188	26.0	44.6	0.4061	2.0000	>1.3*	0.0000	0.00	0.00
1	22.5	2.5	Silty Sand	40	1.406	1.266	52.0	65.9	0.4155	2.0000	>1.3*	0.0000	0.00	0.00
1	25	2.5	Silty Sand	34	1.563	1.344	44.2	54.3	0.4230	2.0000	>1.3*	0.0000	0.00	0.00
1	27.5	2.5	Clayey Silt	18	1.719	1.422	23.4	36.3	0.4289	2.2559	5.2599	0.0000	0.00	0.00
1	30	2.5	Silty Sand	28	1.875	1.501	36.4	42.1	0.4334	2.0000	>1.3*	0.0000	0.00	0.00
1	32.5	2.5	Clayey Silt	20	2.031	1.579	26.0	38.1	0.4302	2.0000	>1.3*	0.0000	0.00	0.00
1	35	2.5	Silty Clay	15	2.188	1.657	19.5	29.3	0.4259	0.6858	1.6100	0.0000	0.00	0.00
1	37.5	2.5	Silty Clay	18	2.344	1.735	23.4	24.2	0.4209	0.4213	PI > 18	0.0000	0.00	0.00
1	40	2.5	Silty Clay	18	2.500	1.814	23.4	23.5	0.4151	0.3989	PI > 18	0.0000	0.00	0.00
1	42.5	2.5	Silty Clay	16	2.656	1.892	20.8	19.9	0.4087	0.3161	PI > 18	0.0000	0.00	0.00
1	45	2.5	Silty Clay	18	2.813	1.970	23.4	22.2	0.4018	0.3635	PI > 18	0.0000	0.00	0.00
1	47.5	2.5	Silty Sand	22	2.969	2.048	28.6	37.7	0.3945	2.0000	>1.3*	0.0000	0.00	0.00
1	50	2.5	Silty Sand	42	3.125	2.127	54.6	54.0	0.3868	2.0000	>1.3*	0.0000	0.00	0.00
1	52.5	2.5	Gravelly Sand	32	3.281	2.205	41.6	40.2	0.3787	2.0000	>1.3*	0.0000	0.00	0.00
1	55	2.5	Gravelly Sand	72	3.438	2.283	93.6	88.4	0.3704	2.0000	>1.3*	0.0000	0.00	0.00
1	57.5	2.5	Gravelly Sand	77	3.594	2.361	100.1	92.4	0.3618	2.0000	>1.3*	0.0000	0.00	0.00
1	60	2.5	Gravelly Sand	82	3.750	2.440	106.6	96.3	0.3529	2.0000	>1.3*	0.0000	0.00	0.00

LIQUEFACTION ANALYSIS USING SPT DATA

Use procedures established by T.L. Youd, et. al., 1996 NCEER-96-0022, SCEC SP117, CGS SP117A, 2008 Guidelines for Evaluating & Mitigating Seismic Hazards & I.M. Idriss & R.W. Boulanger, 2008, Soil Liquefaction During Earthquakes

Horizontal Ground Acceleration (% g)	0.664 PGA_M	Energy Ratio C_E (Auto-hammer)	1.30 *
Analyzed Groundwater Depth (feet)	7.0	Borehole Diameter C_B (6 - 8")	1.15
Average Wet Unit Weight (pcf)	125.0	Groundwater Depth in Boring (feet)	18.0
Design Magnitude Earthquake	6.33	$(N_1)_{60} = N_M C_N C_E C_B C_R C_S$	$(N_1)_{60CS} = K_S(N_1)_{60}$
Magnitude Scaling Factor (MSF)	1.5	C_S (for no sample liner) = $1+(N_1)_{60}/100$	
		* Energy Ratio certification provided by drilling company	

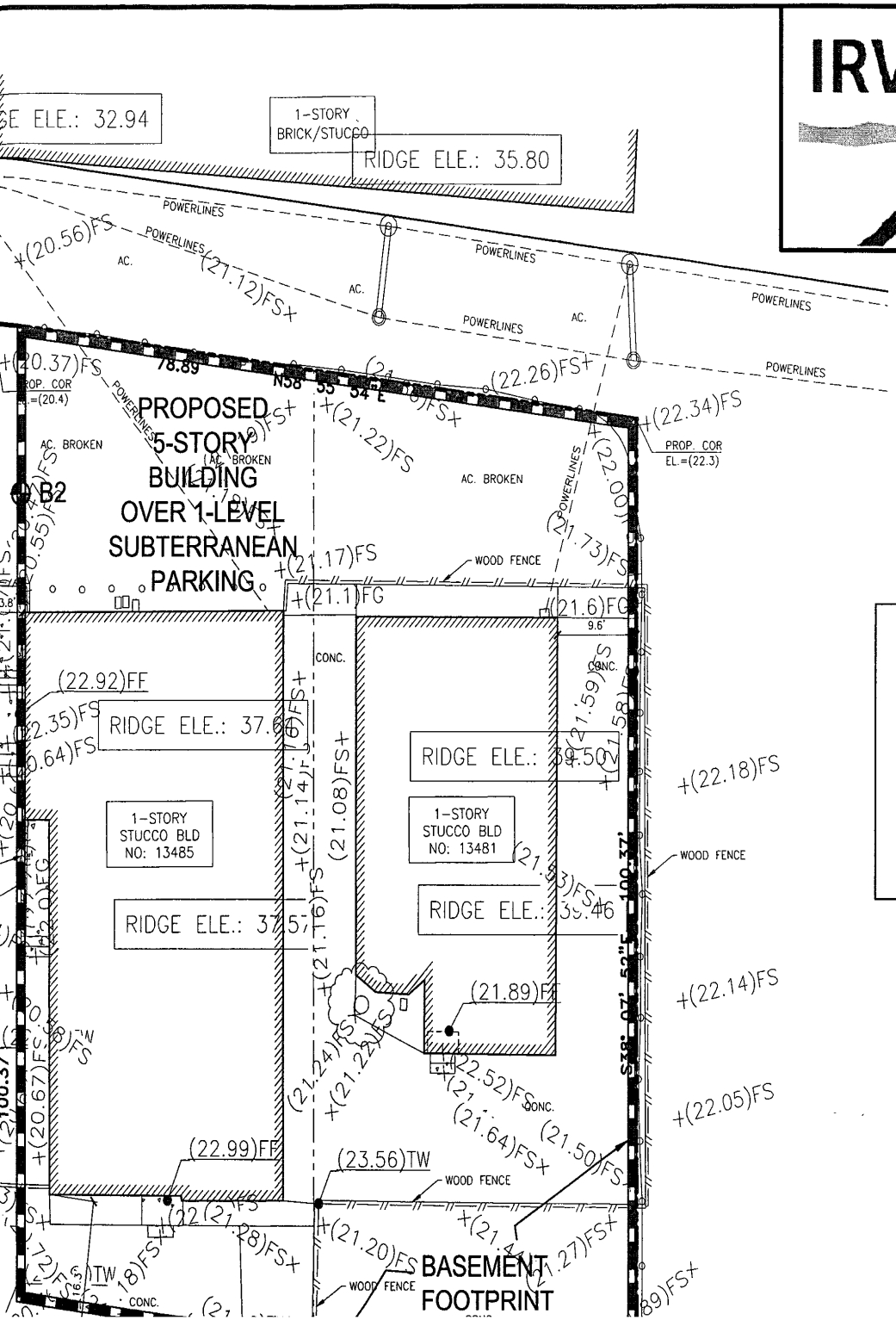
Boring	Depth (feet)	Lithology	Blow Count (N80)	Total Stress (tons/ft2)	Effective Stress (tons/ft2)	Fines Content FC(%)	Plasticity Index	C_R	C_N	C_S	rd	$(N_1)_{60}$	$(N_1)_{60cs}$	NCEER 1998 CSR	NCEER 1998 CRR*MSF	Liquefaction Safety Factor
Boring 1																
1	3	Clayey Sand	25	0.188	0.188	0.0	0	0.75	1.59	1.30	0.99	58	58	0.4286	2.0000	No Water
1	5	Clayey Sand	20	0.313	0.313	0.0	0	0.75	1.45	1.30	0.99	42	42	0.4266	2.0000	No Water
1	7.5	Silty Sand	17	0.469	0.453	51.1	0	0.75	1.32	1.25	0.98	31	43	0.4387	2.0000	>1.3*
1	10	Silty Sand	21	0.625	0.531	0.0	0	0.85	1.21	1.30	0.98	42	42	0.4958	2.0000	>1.3*
1	12.5	Sand	46	0.781	0.610	0.0	0	0.85	1.11	1.30	0.97	84	84	0.5370	2.0000	>1.3*
1	15	Sand	18	0.938	0.688	17.7	0	0.85	1.03	1.24	0.97	29	34	0.5676	1.4375	2.53
1	17.5	Silty Clay	25	1.094	0.766	85.7	0	0.85	0.96	1.30	0.96	40	53	0.5910	2.0000	>1.3*
1	20	Silty Sand	20	1.250	0.844	41.4	0	0.95	0.92	1.26	0.95	33	45	0.6091	2.0000	>1.3*
1	22.5	Silty Sand	40	1.406	0.923	0.0	0	0.95	0.89	1.30	0.95	66	66	0.6233	2.0000	>1.3*
1	25	Silty Sand	34	1.563	1.001	0.0	0	0.95	0.86	1.30	0.94	54	54	0.6345	2.0000	>1.3*
1	27.5	Clayey Silt	18	1.719	1.079	54.9	0	0.95	0.84	1.21	0.94	26	36	0.6433	2.2559	3.51
1	30	Silty Sand	28	1.875	1.157	0.0	0	0.95	0.81	1.30	0.93	42	42	0.6502	2.0000	>1.3*
1	32.5	Clayey Silt	20	2.031	1.236	58.9	7	0.95	0.79	1.22	0.91	28	38	0.6453	2.0000	>1.3*
1	35	Silty Clay	15	2.188	1.314	48.9	0	1.00	0.77	1.17	0.89	20	29	0.6389	0.6858	1.07
1	37.5	Silty Clay	18	2.344	1.392	0.0	22	1.00	0.75	1.20	0.87	24	24	0.6313	0.4213	PI > 18
1	40	Silty Clay	18	2.500	1.470	0.0	22	1.00	0.73	1.20	0.85	24	24	0.6226	0.3989	PI > 18
1	42.5	Silty Clay	16	2.656	1.549	0.0	18	1.00	0.71	1.17	0.83	20	20	0.6130	0.3161	PI > 18
1	45	Silty Clay	18	2.813	1.627	0.0	18	1.00	0.69	1.19	0.81	22	22	0.6027	0.3635	PI > 18
1	47.5	Silty Sand	22	2.969	1.705	37.8	0	1.00	0.68	1.22	0.79	27	38	0.5917	2.0000	>1.3*
1	50	Silty Sand	42	3.125	1.783	0.0	0	1.00	0.66	1.30	0.77	54	54	0.5801	2.0000	>1.3*
1	52.5	Gravelly Sand	32	3.281	1.862	0.0	0	1.00	0.65	1.30	0.75	40	40	0.5681	2.0000	>1.3*
1	55	Gravelly Sand	72	3.438	1.940	0.0	0	1.00	0.63	1.30	0.73	88	88	0.5555	2.0000	>1.3*
1	57.5	Gravelly Sand	77	3.594	2.018	0.0	0	1.00	0.62	1.30	0.71	92	92	0.5426	2.0000	>1.3*
1	60	Gravelly Sand	82	3.750	2.096	0.0	0	1.00	0.60	1.30	0.69	96	96	0.5294	2.0000	>1.3*

DYNAMIC SETTLEMENT ANALYSIS USING SPT DATA
"SATURATED SAND SETTLEMENT"

Use procedure established by Ishihara and Yoshimine, 1992

Horizontal Ground Acceleration (% g)	0.664 PGA_M	Energy Ratio C_E (Auto-hammer)	1.30
Analyzed Groundwater Depth (feet)	7.0	Borehole Diameter C_B (6 - 8")	1.15
Average Wet Unit Weight (pcf)	125	Groundwater Depth in Boring (feet)	18.0
Design Magnitude Earthquake	6.33	Foundation Depth (feet)	1.5
Magnitude Scaling Factor (MSF)	1.54		

Boring	Depth (feet)	Interval Thickness (feet)	Lithology	Blow Count (N80)	Total Stress (tons/ft2)	Effective Stress (tons/ft2)	Blow Count N_{60}	SPT $(N_1)_{60}$ (blow/ft)	NCEER 1998 CSR	NCEER 1998 CRR*MSF	Liquefaction Safety Factor	Calculated Strain (%)	Calculated Settlement (inches)	Cumulative Settlement (inches)
Boring 1														
1	2.5	2.5	Clayey Sand	25	0.156	0.156	32.5	57.8	0.4286	2.0000	No Water	0.0000	0.00	0.00
1	5	2.5	Clayey Sand	20	0.313	0.313	26.0	42.4	0.4266	2.0000	No Water	0.0000	0.00	0.00
1	7.5	2.5	Silty Sand	17	0.469	0.469	22.1	42.7	0.4387	2.0000	>1.3*	0.0000	0.00	0.00
1	10	2.5	Silty Sand	21	0.625	0.625	27.3	41.8	0.4958	2.0000	>1.3*	0.0000	0.00	0.00
1	12.5	2.5	Sand	46	0.781	0.781	59.8	84.4	0.5370	2.0000	>1.3*	0.0000	0.00	0.00
1	15	2.5	Sand	18	0.938	0.938	23.4	34.1	0.5676	1.4375	2.5324	0.0000	0.00	0.00
1	17.5	2.5	Silty Clay	25	1.094	1.094	32.5	52.5	0.5910	2.0000	>1.3*	0.0000	0.00	0.00
1	20	2.5	Silty Sand	20	1.250	1.188	26.0	44.6	0.6091	2.0000	>1.3*	0.0000	0.00	0.00
1	22.5	2.5	Silty Sand	40	1.406	1.266	52.0	65.9	0.6233	2.0000	>1.3*	0.0000	0.00	0.00
1	25	2.5	Silty Sand	34	1.563	1.344	44.2	54.3	0.6345	2.0000	>1.3*	0.0000	0.00	0.00
1	27.5	2.5	Clayey Silt	18	1.719	1.422	23.4	36.3	0.6433	2.2559	3.5066	0.0000	0.00	0.00
1	30	2.5	Silty Sand	28	1.875	1.501	36.4	42.1	0.6502	2.0000	>1.3*	0.0000	0.00	0.00
1	32.5	2.5	Clayey Silt	20	2.031	1.579	26.0	38.1	0.6453	2.0000	>1.3*	0.0000	0.00	0.00
1	35	2.5	Silty Clay	15	2.188	1.657	19.5	29.3	0.6389	0.6858	1.0733	0.0000	0.00	0.00
1	37.5	2.5	Silty Clay	18	2.344	1.735	23.4	24.2	0.6313	0.4213	PI > 18	0.0000	0.00	0.00
1	40	2.5	Silty Clay	18	2.500	1.814	23.4	23.5	0.6226	0.3989	PI > 18	0.0000	0.00	0.00
1	42.5	2.5	Silty Clay	16	2.656	1.892	20.8	19.9	0.6130	0.3161	PI > 18	0.0000	0.00	0.00
1	45	2.5	Silty Clay	18	2.813	1.970	23.4	22.2	0.6027	0.3635	PI > 18	0.0000	0.00	0.00
1	47.5	2.5	Silty Sand	22	2.969	2.048	28.6	37.7	0.5917	2.0000	>1.3*	0.0000	0.00	0.00
1	50	2.5	Silty Sand	42	3.125	2.127	54.6	54.0	0.5801	2.0000	>1.3*	0.0000	0.00	0.00
1	52.5	2.5	Gravelly Sand	32	3.281	2.205	41.6	40.2	0.5681	2.0000	>1.3*	0.0000	0.00	0.00
1	55	2.5	Gravelly Sand	72	3.438	2.283	93.6	88.4	0.5555	2.0000	>1.3*	0.0000	0.00	0.00
1	57.5	2.5	Gravelly Sand	77	3.594	2.361	100.1	92.4	0.5426	2.0000	>1.3*	0.0000	0.00	0.00
1	60	2.5	Gravelly Sand	82	3.750	2.440	106.6	96.3	0.5294	2.0000	>1.3*	0.0000	0.00	0.00



IRVINE GEOTECHNICAL Inc

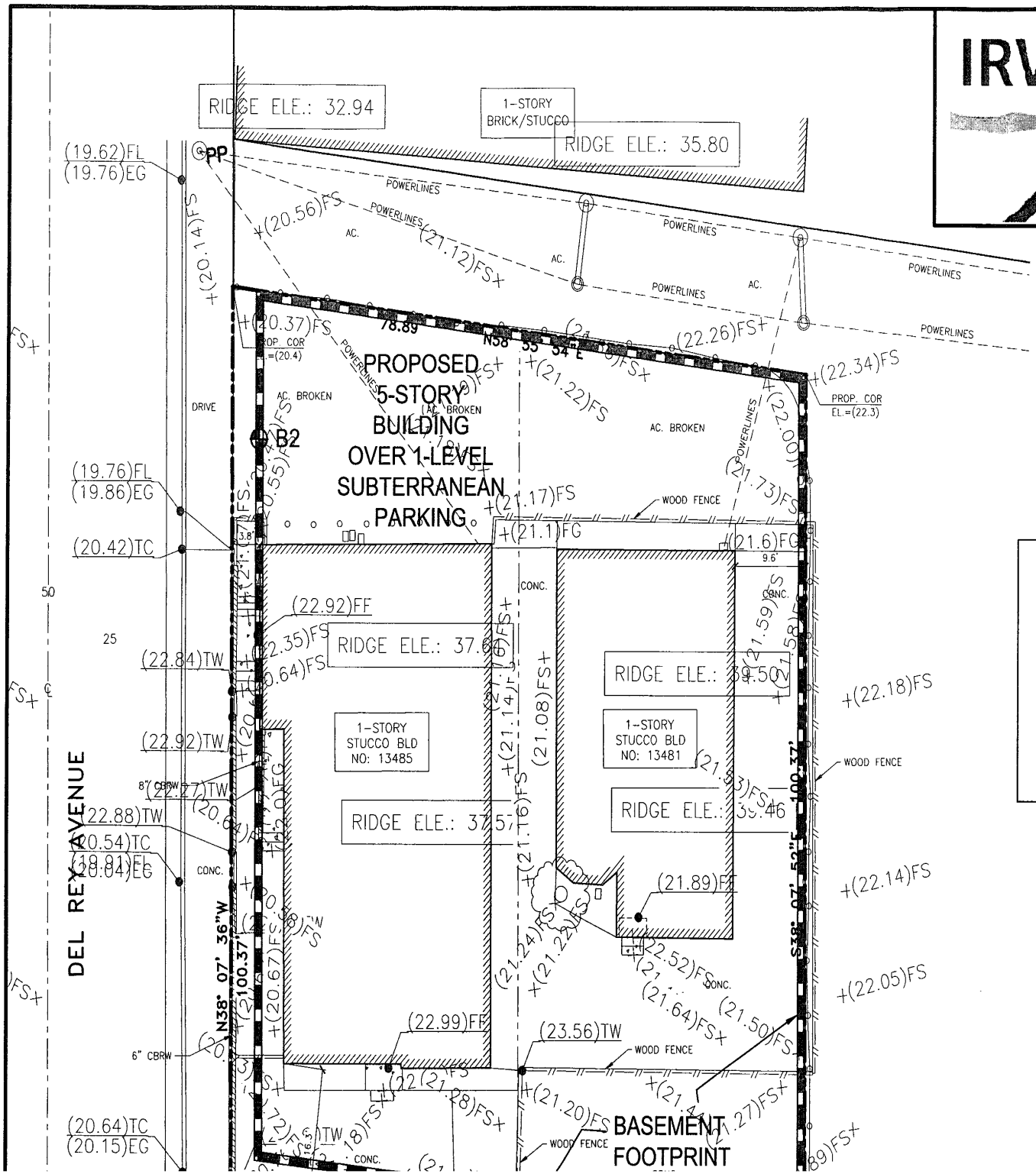
SITE PLAN

PROJECT:IC17072 - BREAKFORM BEACH

CONSULTANT: JAI | SCALE: 1" = 16'

LEGEND

B2 --- NUMBER & LOCATION OF BORING



IRVINE GEOTECHNICAL Inc

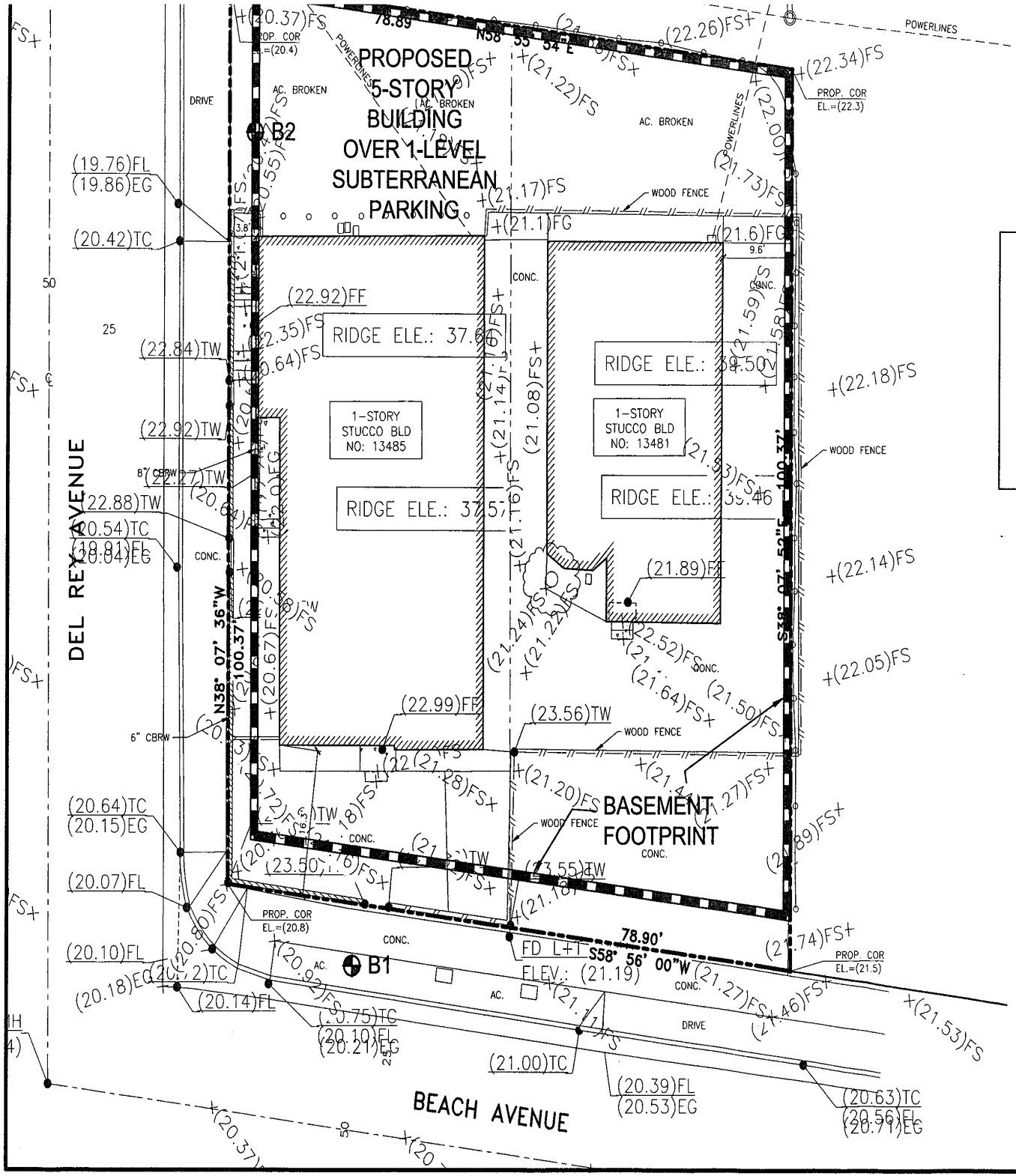
SITE P

PROJECT:IC17072 -

CONSULTANT: JAI

LEGEND

B2 --- NUMBER & LOCATION O



LEGEND

B2 --- NUMBER & LOCATION O

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

VAN AMBATIELOS
PRESIDENT

E. FELICIA BRANNON
VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL
GEORGE HOVAGUIMIAN
JAVIER NUNEZ

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

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

FRANK M. BUSH
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

OSAMA YOUNAN, P.E.
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

April 11, 2018

LOG # 102482
SOILS/GEOLOGY FILE - 2
LIQ

Breakform Design
13481 W. Beach Ave
Los Angeles, CA 90292

TRACT: CRIBB AND SINCLAIR'S VENICE ANNEX(M P 7-179)
LOT(S): 23
LOCATION: 13481 W. Beach Ave

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE(S) OF DOCUMENT	PREPARED BY
Soils Report	17072-I	08/15/2017	Irvine Geotechnical

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provide recommendations for the proposed 5 story mixed use building over a basement parking area. The earth materials at the subsurface exploration locations consist of up to 2.5 feet of uncertified fill underlain by native soils. The consultants recommend to support the proposed structure(s) on conventional and/or mat-type foundations bearing on native undisturbed soils.

The site is located in a designated liquefaction hazard zone as shown on the Seismic Hazard Zones map issued by the State of California. The Liquefaction study included as a part of the report/s demonstrates that the site does not possess a liquefaction potential. This satisfies the requirement of the 2014 Los Angeles City Building Code Section 1802.2.7.

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

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2017 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer and that the plans included the recommendations contained in his report. (7006.1)

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

2. All recommendations of the report(s) that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

3. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans. Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit. (7006.1)

4. A grading permit shall be obtained for all structural fill and retaining wall backfill. (106.1.2)

5. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density (D1556). Placement of gravel in lieu of compacted fill is allowed only if complying with Section 91.7011.3 of the Code. (7011.3)

6. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill. (1809.2, 7011.3)

7. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction. (7013.12)

8. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety. (3301.1)

9. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)

10. Where any excavation, not addressed in the approved reports, would remove lateral support (as defined in 3307.3.1) from a public way, adjacent property or structures, a supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring, underpinning, and sequence of construction. Shoring recommendations shall include the maximum allowable lateral deflection of shoring system to prevent damage to adjacent structures, properties and/or public ways. Report shall include a plot plan and cross-section(s) showing the construction type, number of stories, and location of adjacent structures, and analysis incorporating all surcharge loads that demonstrate an acceptable factor of safety against failure. (7006.2 & 3307.3.2)

11. Prior to the issuance of any permit which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation. (3307.1)

12. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit. (3307.3.2)

13. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.

14. Unsurcharged temporary excavations over 5 feet exposing soil shall be trimmed back at a gradient not exceeding 1:1, as recommended.

15. Shoring shall be designed for a minimum EFP of 30 PCF; all surcharge loads shall be included into the design, as recommended.

16. Shoring shall be designed for a maximum lateral deflection of ½ inch where a structure is within a 1:1 plane projected up from the base of the excavation, and for a maximum lateral deflection of 1 inch provided there are no structures within a 1:1 plane projected up from the base of the excavation, as recommended.

17. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

18. All foundations shall derive entire support from native undisturbed soils, as recommended.

19. The structure shall be supported on a mat foundation designed to resist uplift hydrostatic pressures that would develop due to the historic high groundwater level conditions or the current groundwater level, whichever is higher, as recommended. The below-grade building walls shall be designed to resist the hydrostatic pressure that would develop if the groundwater level rose to the ground surface, as recommended.

20. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4) ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top.

21. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2014-116 "Foundation Design for Expansive Soils" (1803.5.3).

22. The seismic design shall be based on a Site Class D as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.

23. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 16 of the report (1803.5.12).

    Note: Lateral earth pressure due to earthquake motions shall be in addition to static lateral earth pressures and other surcharge pressures. The height of a stacked retaining wall shall be considered as the summation of the heights of each wall.

24. Basement walls and other walls in which horizontal movement is restricted at the top shall be designed for at-rest pressure as specified on page 15 of the report (1610.1). All surcharge loads shall be included into the design.

25. All roof and pad drainage shall be conducted to the street in an acceptable manner. (7013.10)

26. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.

27. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS. (7013.10)

28. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading. (7008 & 1705.6)

29. Prior to the pouring of concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. He/She shall post a notice on the job site for the LADBS Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

30. Prior to excavation, an initial inspection shall be called with LADBS Inspector at which time sequence of construction, shoring, protection fences and dust and traffic control will be scheduled. (108.9.1)

31. Installation of shoring, underpinning, slot cutting excavations and/or pile installation shall be performed under the inspection and approval of the soils engineer and deputy grading inspector. (1705.6)

32. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. He/She shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the LADBS Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included. (7011.3)

ALAN DANG
Structural Engineering Associate II

AD/ad
Log No. 102482
213-482-0480

cc: Irvine Geotechnical, Project Consultant
WL District Office

Carlberg ASSOCIATES

Horticulturists and
Registered Consulting
ARBORISTS

CITY OF LOS ANGELES TREE REPORT
13481 & 13485 WEST BEACH AVENUE
LOS ANGELES, CALIFORNIA 90292

SUBMITTED TO:

BRAD NEAL
GOLDCOAST PROPERTIES
1718 MAIN STREET
VENICE, CALIFORNIA 90291

PREPARED BY:

CY CARLBERG
ASCA REGISTERED CONSULTING ARBORIST #405
ISA CERTIFIED ARBORIST #WE 0575A
ISA QUALIFIED TREE RISK ASSESSOR
CAUFC CERTIFIED URBAN FORESTER #013

JAMES SANCHEZ
ISA CERTIFIED ARBORIST #WE 9883A
ISA QUALIFIED TREE RISK ASSESSOR
CERTIFIED ENVIRONMENTAL HORTICULTURIST

Santa Monica Office
828 Fifth Street, Suite 3
Santa Monica, California 90403
Office: 310.451.4804

Sierra Madre Office
80 West Sierra Madre Boulevard, #241
Sierra Madre, California 91024
Office: 626.428.5072

www.cycarlberg.com

MAY 29, 2020

CITY OF LOS ANGELES TREE REPORT

13481 & 13485 WEST BEACH AVENUE, MARINA DEL REY

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Carlberg ASSOCIATES
Horticulturists and
Registered Consulting
ARBORISTS

May 29, 2020

Brad Neal
Goldcoast Properties
1718 Main Street
Venice, California 90291

Re: 13481 - 13485 Beach Avenue, Marina Del Rey, California 90292

Dear Mr. Neal,

This letter addresses our office's site visit of May 21, 2020 to the properties located at 13481 - 13485 Beach Avenue in the Marina Del Rey area of Los Angeles, California. We were retained to visit the properties and determine if any trees considered protected by the City of Los Angeles Tree Preservation Ordinance No. 177,404 were present.

There are two non-protected trees located on the privately-owned properties; the table on the following page sets forth the data for these trees. ***None of the private property trees are considered protected by the Ordinance.*** There are no off-site trees on contiguous properties affected by the proposed development nor are there any City of Los Angeles rights-of-way trees associated with the properties.

Please feel welcome to contact me at our Santa Monica office if you have any immediate questions or concerns.

Respectfully submitted,

Cy Carlberg, Registered Consulting Arborist
Principal, Carlberg Associates

Santa Monica Office
cy@cycarlberg.com

Santa Monica Office
828 Fifth Street, Suite 3
Santa Monica, California 90403
Office: 310.451.4804

Sierra Madre Office
80 West Sierra Madre Boulevard, #241
Sierra Madre, California 91024
Office: 626.428.5072

www.cycarlberg.com

TABLE 1 – INVENTORY OF TREES

Tree #	Common Name	Botanical Name	*DBH(s) at 4.5 feet (inches)	Height (feet)	Canopy Spread (feet) N/E/S/W	Health Grade	Structure Grade	Protected Tree Y/N	Comments
1	pomegranate	*Punica granatum*	3, 3, 3, 3, 3, 5	13’	2/10/12/12	B	B-	No	next to structure, leans south, multiple branch attachments
2	pomegranate	*Punica granatum*	2.5, 3, 3, 3, 3, 3, 4	15’	3/12/12/6	B-	C	No	heavy lean south, next to structure, multiple branch attachments, decay in some trunks

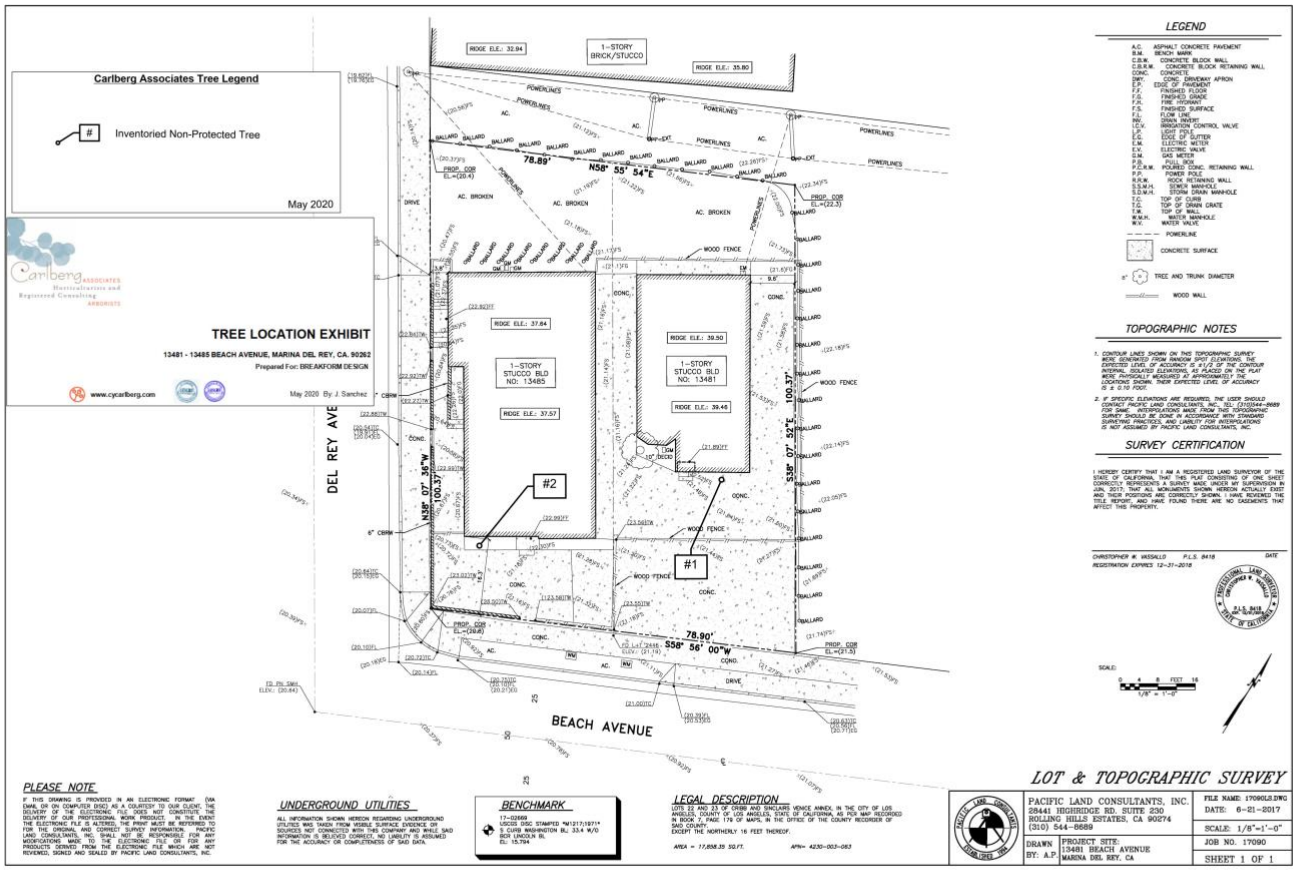
* **DBH** – diameter at breast height. A forestry term describing a tree trunk’s diameter measured at 4.5 feet above grade. Often used as a representation of tree size.

EXHIBIT A - AERIAL IMAGE OF SUBJECT PROPERTY

Aerial image of subject properties
13481 - 13485 Beach Avenue
Marina Del Rey, California
Image Source: Zimas

N

EXHIBIT B - REDUCED COPY OT TREE LOCATION MAP



breakformdesign
13481 BEACH AVE
MARINA DEL REY
CA 90292
Revision Schedule
Revision Number
Revision Date
EXISTING SITE SURVEY
DRAWN CR
CHECKED PMK
DATE 04/07/2020
SCALE
JOB # 17010
A0.23

Tree #1

Tree #2

HEALTH AND STRUCTURE GRADE DEFINITIONS

Health and structure ratings are based on an archetypal tree of the same species, determined by a subjective evaluation of physiological health, aesthetic quality, and structural integrity.

Overall physiological condition (health) and structural condition are rated A-F:

Health

A) **Outstanding** – Exceptional trees comprising above-average foliage production and vigor for their age class; exhibiting very good to excellent health as evidenced by normal to exceptional shoot growth during the current growing season, good bud development and leaf color, lack of leaf, twig or branch dieback throughout the crown, and the absence of decay, bleeding, or cankers. Common leaf and/or twig pests may be noted at very minor levels.

B) **Above average** – Good to very good trees that exhibit minor necrotic (dead) or physiological symptoms of stress and/or disease; shoot growth is less than reasonably expected, leaf color is less than optimal in some areas, the crown may be thinning, minor levels of leaf, twig, and branch dieback may be present, and minor areas of decay, bleeding, or cankers may be manifesting. Minor amounts of epicormic growth may be present. Minor amounts of fire damage or mechanical damage may be present. Still healthy, but with moderately diminished vigor and vitality. No significant decline noted.

C) **Average** – Average, moderately good trees whose growth habit and physiological or fire-induced symptoms indicate an equal chance to either decline or continue with good health into the near future. Most of these trees exhibit moderate to significant small dead material in outer crown areas, decreased shoot growth, and diminished leaf color and mass. Some stem and branch dieback is usually present and epicormic growth may be moderate to extensive. Cavities, pockets of decay, relatively significant fire damage, bark exfoliation, or cracks may be present. Moderate to significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it is expected to negatively impact the lifespan of the tree. Tree may be in early decline.

D) **Below Average/Poor** – trees whose growth habit and physiological or fire-induced symptoms indicate significant, irreversible decline. Most of these trees exhibit significant dieback of wood in the crown, possibly accompanied by significant epicormic sprouting. Shoot growth and leaf color and mass is either significantly diminished or nonexistent throughout the crown. Cavities, pockets of decay, significant fire damage, bark exfoliation, and/or cracks may be present. Significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it has negatively impacted the lifespan of the tree. Tree appears to be in irreversible decline.

F) **Dead or in spiral of decline** – this tree exhibits very little to no signs of life.

Structure

A) **Outstanding** – Trees with outstanding structure for their species exhibit trunk and branch arrangement and orientation that results in a sturdy form or architecture that can resist failure under normal circumstances. The spacing, orientation, and size of the branches relative to the trunk are quintessential for the species and free from defects. No outward signs of decay or pathological disease is present. Some trees exhibit naturally inherent branching defects, like multiple, narrow points of attachment from one point on the trunk, which would preclude them from achieving an “A” grade.

B) **Above average** - Trees with good to very good structure for their species. They exhibit trunk and branch arrangement and orientation that result in a relatively sturdy form or architecture that resists

failure under normal circumstances, but may have some mechanical damage, over-pruning, or other minor structural defects. The spacing, orientation, and size of the branches relative to the trunk are still in the normal range for the species, but they exhibit a minor degree of defects. Minor, sub-critical levels of decay or pathological disease may be present, but the degree of damage is not yet structurally significant. Trees that exhibit naturally inherent branching defects, like multiple, narrow points of attachment from one point on the trunk, would generally fall in to this category. A small percentage of the canopy may be shaded or crowded, but not in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree.

C) **Average** - Trees with moderately good structure for their species, but with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a less than sturdy form or architecture, which reduces their resistance to failure under normal circumstances. Moderate levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of some of the branches relative to the trunk are not in the normal range for the species. Moderate to significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A moderate to significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be moderately elevated.

D) **Well Below Average/Poor** - Trees with poor structure for their species and with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a significantly less than sturdy form or architecture, significantly reducing their resistance to failure under normal circumstances. Significant levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of many of the branches relative to the trunk are not in the normal range for the species. Significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be advanced.

F) **Severely Compromised** – trees with very poor structure and numerous or severe defects due to growing conditions, historical or recent pruning, mechanical damage, history of limb or trunk failures, advanced and irreparable decay, disease, or severe fire damage. Trees with this rating are in severe, irreparable decline, or are barely alive. Risk of full or partial failures in the near future may be severe.

CY CARLBERG
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Education
B.S., Landscape Architecture, California State Polytechnic University, Pomona, 1985
Graduate, Arboricultural Consulting Academy, American Society of Consulting Arborists, Chicago, Illinois, February 2002
Graduate, Municipal Forestry Institute, Lied, Nebraska, 2012

Experience
Consulting Arborist, Carlberg Associates, 1998-present
Manager of Grounds Services, California Institute of Technology, Pasadena, 1992-1998
Director of Grounds, Scripps College, Claremont, 1988-1992

Certificates
Certified Arborist (#WE-0575A), International Society of Arboriculture, 1990
Registered Consulting Arborist (#405), American Society of Consulting Arborists, 2002
Certified Urban Forester (#013), California Urban Forests Council, 2004
Qualified Tree Risk Assessor, International Society of Arboriculture, 2011

AREAS OF EXPERTISE

Ms. Carlberg is experienced in the following areas of tree management and preservation:

- Tree health, pest and disease identification, and risk assessment
- Master Planning
- Historic landscape assessments, preservation plans, reports
- Tree inventories and reports to satisfy jurisdictional requirements
- Expert Testimony
- Post-fire assessment, valuation, and mitigation for trees and native plant communities
- Value assessments for native and non-native trees
- Guidelines for oak preservation
- Selection of appropriate tree species
- Planting, pruning, and maintenance specifications
- Tree and landscape resource mapping – GPS, GIS, and AutoCAD
- Planning Commission, City Council, and community meetings representation

PREVIOUS CONSULTING EXPERIENCE

Ms. Carlberg has overseen residential and commercial construction projects to prevent damage to protected and specimen trees. She has thirty-five years of experience in arboriculture and horticulture and has performed tree health evaluation, value and risk assessment, and expert testimony for private clients, government agencies, cities, school districts, and colleges. Representative clients include:

The Huntington Library and Botanical Gardens
The Los Angeles Zoo and Botanical Gardens
The Rose Bowl and Brookside Golf Course, Pasadena
Walt Disney Concert Hall and Gardens
The Art Center College of Design, Pasadena
Pepperdine University
Loyola Marymount University
The Claremont Colleges (Pomona, Scripps, CMC, Harvey Mudd, Claremont Graduate University, Pitzer, Claremont University Center)
Quinn, Emanuel, Urquhart and Sullivan (attorneys at law)
Getty Trust – Eames House
Historic Resources Group
Mia Lehrer + Associates
The City of Claremont
The City of Beverly Hills
The City of Pasadena
The City of Los Angeles
The City of Santa Monica
Santa Monica/Malibu Unified School District
San Diego Gas & Electric
Los Angeles Department of Water and Power
Rancho Santa Ana Botanic Garden, Claremont
Latham & Watkins, LLP (attorneys at law)
Architectural Resources Group
AHBE Landscape Architects
Moule and Polyzoides, Architects and Urbanists

AFFILIATIONS

Ms. Carlberg serves with the following national, state, and community professional organizations:

- California Urban Forests Council, Board Member, 1995-2006
- Street Tree Seminar, Past President, 2000-present
- American Society of Consulting Arborists Academy, Faculty Member, 2003-2005; 2014
- American Society of Consulting Arborists, Board of Directors, 2013-2015
- Member, Los Angeles Oak Woodland Habitat Conservation Strategic Alliance, 2010-present

JAMES SANCHEZ
CARLBERG ASSOCIATES
828 Fifth Street, Suite 3, Santa Monica, California 90403
james@cycarlberg.com • m: 310.924.2246 • www.cycarlberg.com

Education
Graduate, Environmental Horticulture Program, El Camino College, Torrance, California, 2002
Graduate, Hawthorne High School, Hawthorne, California, 1995

Experience
Staff Arborist, Carlberg Associates, 2015-present
Staff Arborist, Approved Tree Care, 2014-2015
Community Forester, Tree Musketeers, 2010-2014
Interior Plant Technician, Reliable Plant Service, 2008-2009
Exterior Plant Technician, Inner Gardens, 2006-2007
Exterior Plant Lead, Rolling Greens Nursery, 2005-2006
Nursery Foremen, Big Seven Nursery, 2001-2003

Certificates
Qualified Tree Risk Assessor, International Society of Arboriculture, 2017
Certified Arborist (#WE-9883A), International Society of Arboriculture, 2012
Environmental Horticulture Certificate, El Camino College, 2002

AREAS OF EXPERTISE

Mr. Sanchez is experienced in the following areas of tree management and preservation:

- Tree health assessment
- Tree inventories and reports to satisfy jurisdictional requirements
- Pest and disease identification
- Selection of appropriate tree species
- Planting, pruning, and maintenance specifications
- Working with community and city leaders in large tree planting programs

PREVIOUS CONSULTING EXPERIENCE

Mr. Sanchez has performed tree inventories, health evaluations, and impact analyses for private developers, architects, engineers, and homeowners. He has over 14 years of experience in arboriculture and is trained in environmental horticulture. Representative clients include:

City of Pasadena
City of South Gate
Metropolitan Transit Authority
E & S Ring, Inc.
Hollywood Forever Cemetery
Archdiocese of Los Angeles
City of Signal Hill
Kovac Architects
City of Torrance
Ojai Valley Community Hospital
The Kibo Group
Monte Vista Grove Homes
Google Venice
John Anson Ford Theater
The Village Green, Baldwin Hills
Camp Munz/Mendenhall
Hotel Figueroa
California State University, Long Beach
Pacific Charter School
Mill Creek Development
Los Angeles Unified School District
City of LA – Department of Water & Power
Claremont Golf Course
The New Home Company
William Carey University
City of Inglewood
Universal Hilton
Gensler Architects
Marmol Radziner, Architects
Rose Bowl Stadium
Aurora/Signature Health Services
Colfax Charter Elementary School
Highpointe Communities
Snapchat
Los Angeles Football Club
Monte Cedro Senior Living
Southern California Edison
Howard Hughes Center
Katella High School, Anaheim
Square One Homes
EPT Landscape Architecture
Tim Barber, Ltd., Architects

AFFILIATIONS

Mr. Sanchez serves with the following national professional organizations:

- Member in good standing, International Society of Arboriculture, Western Chapter

Exhibit C

Letter of Determination

(CPC-2020-5508-DB-CU-HCA)

LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300
www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: JUL 20 2021

Case No. CPC-2020-5508-DB-CU-HCA Council District: 11 – Bonin
CEQA: ENV-2020-5509-CE
Plan Area: Palms – Mar Vista – Del Rey
Los Angeles Coastal Transportation Corridor
Related Case: VTT-83082-CN-HCA

Project Site: 13481 – 13485 West Beach Avenue

Applicant: Bradford Neal, Stan Lee Enterprises, Inc.
Representative: Brian Silveira, Brian Silveira & Associates

At its meeting of **June 10, 2021**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following Project:

Demolition of an existing single-family home and triplex and the construction, use, and maintenance of a new 22,063 square-foot seven-story residential development consisting of 27 condominium units (with seven units reserved for Very Low-Income Households). A total of 14 parking spaces would be provided in one surface parking level and one level of subterranean parking.

1. **Found**, Pursuant to CEQA Guidelines, Section 15332, Class 32 an Exemption from CEQA and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approved,** pursuant to Section 12.22 A.25(g) of the Los Angeles Municipal Code (LAMC), a Density Bonus Compliance Review to permit a housing development project consisting of 27 dwelling units, of which seven will be set aside for Very Low Income households and with the following Incentives and Waivers of Development Standards:
   a. An On-Menu incentive to permit the base density to be calculated using pre-dedicated lot area pursuant to LAMC Section 12.22 A.25;
   b. An Off-Menu Incentive to permit a 30-foot six-inch increase in height to allow a maximum height of 85 feet six inches with a step back at 67 feet six inches height in lieu of the 45-foot height allowed pursuant to the Glencoe-Maxella Specific Plan;
   c. An Off-Menu Incentive to permit a 59 percent increase in Floor Area Ratio (FAR) to allow an FAR of 2.78:1 in lieu of the maximum 1.75:1 FAR;
   d. A Waiver of Development Standard to permit a 36 percent reduction is required easterly side yard setback to allow six feet and five inches side yard in lieu of the required 10 feet side yard setback pursuant to LAMC 12.11 C.3;
   e. A Waiver of Development Standard to permit a 21 percent reduction in required rear yard setback to allow a 15-foot rear yard setback in lieu of the required 19-foot rear yard setback pursuant to LAMC 12.11 C.3; and
   f. A Waiver of Development Standard to permit 14 parking spaces in lieu of the 28 required parking spaces pursuant to LAMC 12.21 A.4, where six of the 14 parking spaces are compact;

3. **Approved**, pursuant to LAMC Section 12.24 U.26, a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22 A.25;
4. **Adopted** the attached Conditions of Approval; and
5. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Dake-Wilson
Second: Choe
Ayes: Leung, López-Ledesma, Mack, Millman, Perlman
Absent: Hornstock

Vote: **7 – 0**

Cecilia Lamas, Commission Executive Assistant
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission related to the Density Bonus Off-Menu Incentives and Waivers of Development Standard are not appealable. The action related to the Density Bonus On-Menu Incentive is appealable to City Council by the Applicant or abutting owner/occupants per LAMC Section 12.22 A.25(g)(2)(i)(f) within 15 days after the mailing date of this determination letter. All remaining actions are also appealable to City Council within 15 days after the mailing date of this determination letter. Any appeal not filed within the 15-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

FINAL APPEAL DATE: AUG 04 2021

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Conditions of Approval, Findings, Interim Appeal Filing Procedure

c: Heather Bleemers, Senior City Planner
Oliver Netburn, City Planner
Stephanie Escobar, Planning Assistant

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A,25 and 12.24-U,26 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

A. Development Conditions

Density Bonus

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans dated April 15, 2021, submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file.

2. **Residential Density**. The project shall be limited to a maximum density of 27 dwelling units.

3. **Affordable Units.**

   a. A minimum of seven (7) units, that is 70 percent of the base dwelling units permitted in the CM(GM)-2D-CA Zone, shall be reserved as affordable units, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2).

   b. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,25.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 70 percent of the site's base density units (10 units) available to Very Low Income Households, for sale or rental as determined to be affordable to such Households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22-A,25, to the satisfaction of HCIDLA, and in consideration of the project's SB 330 Determination, dated June 12, 2020. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination for more information.

5. **Housing Replacement.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA), and in compliance with HCIDLA's June 12, 2020 SB 330 Determination Letter, to make four (4) units, for sale or rental as determined to be affordable to such Households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. 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 with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination for more information.

On-site Restricted Affordable Units may be used to satisfy the Housing Replacement units required pursuant to SB 330 provided such units meet the income levels, to the satisfaction of HCIDLA.

6. **Incentives.**

   a. **Pre-Dedicated Lot Area.** Pursuant to LAMC Section 12.22-A,25, The project shall be permitted to use the property's pre-dedicated lot area of 7,858 square feet which allows a base density of 10 units (9.8 rounded up to 10) in lieu of using the dedicated lot area of 6,923 square feet which allows for a base density of nine (9) units (8.65 rounded up to nine (9)).

   b. **Floor Area Ratio (FAR)**. A maximum Floor Area Ratio (FAR) of 2.78 to 1 shall be permitted in lieu of the 1.75 to 1 otherwise permitted by the CM(GM)-2D-CA Zone.

   c. **Height**. The project shall be permitted a maximum height of 85 feet and six (6) inches in lieu of the 45 feet otherwise permitted by the Glencoe-Maxella Specific Plan. The measured height of the building may exclude roof structures and equipment, pursuant to LAMC Section 12.21.1, and to the satisfaction of the Los Angeles Department of Building and Safety.

7. **Waivers of Development Standards.**

   a. **Parking**. The project shall be permitted to provide a total of 14 parking spaces in lieu of the otherwise required 28 parking spaces with six (6) parking spaces as compact spaces.

   b. **Side Yards**. The project shall be permitted to observe six-foot and five-inch easterly side yard in lieu of the 10 feet otherwise required by the Glencoe-Maxella Specific Plan.

   c. **Rear Yard.** The project shall be permitted to observe a 15-foot rear yard in lieu of the 19 feet otherwise required by the LAMC Section 12.11-C,3.

8. **Parking**.

   a. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.

   b. **Bicycle Parking**. Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16.

9. **Landscaping:**

   a. All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.

   b. The landscaping shall be sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O".

c. **Tree Wells.**

i. The minimum depth of tree wells on the rooftop or any other location where planters are used shall be as follows:

(1) Minimum depth for trees shall be 42 inches.

(2) Minimum depth for shrubs shall be 30 inches.

(3) Minimum depth for herbaceous plantings and ground cover shall be 18 inches.

(4) Minimum depth for an extensive green roof shall be 3 inches.

ii. The minimum amount of soil volume for tree wells on the rooftop or any other location where planters are used shall be based on the size of the tree at maturity:

(1) 600 cubic feet for a small tree (less than 25 feet tall at maturity).

(2) 900 cubic feet for a medium tree (25-40 feet tall at maturity).

(3) 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).

10. **Circulation.** The applicant shall submit a parking and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval.

11. **Solar.** The project shall dedicate a minimum of 500 square feet of rooftop space for the installation of a photovoltaic system, in substantial conformance with the plans stamped “Exhibit A”, and comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

12. **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.

13. **Construction Generators.** The project construction contractor shall use on-site electrical sources and solar generators to power equipment rather than diesel generators, where feasible.

14. **Materials**. A variety of high quality exterior building materials, consistent with Exhibit A, shall be used. The variety of materials used shall include at least the following: dark metal panel, fiber-reinforced cementitious panels, large format slim porcelain, aluminum sliding door, metal framed storefront, aluminum windows, glass glazing, smooth plaster, and perforated decorative metal panel. Substitutes of an equal quality shall be permitted, to the satisfaction of the Department of City Planning.

15. **Mechanical Equipment**. All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in the front yard, shall be screened with landscaping and/or materials consistent with the building façade on all exposed sides (those not adjacent to a building wall).

16. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.

17. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

18. **Trash.** Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.

B. Administrative Conditions

21. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

22. **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.

23. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

24. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

25. **Approvals, Verification and Submittals**. Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

26. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

27. **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.

28. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

29. **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.

30. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

31. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

32. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

33. **Indemnification and Reimbursement of Litigation Costs.**

    Applicant shall do all of the following:

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

    b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

    c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve

the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Density Bonus/Affordable Housing Incentives Compliance Findings

1. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, the decision-maker shall approve a density bonus and requested incentive(s) unless the Commission finds that:

a. *The Incentives do result in identifiable and actual cost to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

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

Based on the set-aside of 70 percent of the base density for Very Low Income Households, the applicant is entitled to three (3) incentives under both Government Code Section 65915 and the LAMC. The request for height increase, FAR increase, and the use of pre-dedicated lot area qualify as requested Incentives. The remaining requests to allow for reduction in side and rear yard setbacks, and reduced parking are waivers of development.

Pre-Dedication Lot Area

The subject property is zoned CM(GM)-2D-CA. The property's residential zoning permits one dwelling unit per every 800 square feet of lot area. The property has a dedicated lot area of 6,923 square feet which allows for a base density of nine units (8.65 rounded up to nine). Pursuant to LAMC Section 12.22-A,25, the project is requesting to use the property's pre-dedicated lot area of 7,858 square feet which allows a base density of 10 units (9.8 rounded up to 10).

The requested use of pre-dedicated lot area to calculate the project's base density will allow for a greater base density. Granting the incentive would result in a building design that encompasses a greater quantity of units while allowing for the construction of additional affordable units. This Incentives supports the applicant's decision to set aside a minimum of seven (7) dwelling units for Very Low Income Households for 55 years.

Floor Area Ratio

The subject property is zoned CM(GM)-2D-CA. The property's residential zoning and designation of Height District 2D permit a maximum FAR of 1.75 to 1, equal to a maximum of 13,879 square feet of total building area. The applicant is requesting an on-menu incentive for a 59 percent increase in FAR, up to 2.78 to 1 to allow for a total building area of 20,063 square feet.

The requested increase in FAR will allow for the construction of affordable units in addition to larger-sized dwelling units. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables

the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentives supports the applicant's decision to set aside a minimum of seven (7) dwelling units for Very Low Income Households for 55 years.

Height

The subject property's CM(GM)-2D-CA Zone permits a maximum height of 45 feet for a residential-only development. The project has requested an Off-Menu Incentive to allow a maximum height of 85 feet and six (6) inches in lieu of the 45 feet allowed pursuant to the Glencoe-Maxella Specific Plan.

As proposed, the height increase will allow an additional 40 feet and six (6) inches in building height and will accommodate the construction of affordable units in addition to larger-sized dwelling units. Granting of the Off-Menu Incentive would result in a building design and construction efficiencies that provide for affordable housing costs given the limited size of the lot; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentives supports the applicant's decision to set aside a minimum of seven (7) dwelling units for Very Low Income Households for 55 years.

b. *The waiver[s] or reduction[s] of development standards will not 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)*

A project that provides at least 5 percent of its base density for Very Low Income Households 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)).

Side Yard Setback

The Glencoe-Maxella Specific Plan requires corner residential projects with a frontage along Beach Avenue to have a side yard of at least five feet, plus one foot for each story above the second story. The proposed project is a seven-story residential building, therefore has requested a 36 percent reduction to allow for a six feet and five inches easterly side setback in lieu of the 10 feet required side yard setback.

As proposed, the reduced side yards will allow for the construction of the affordable residential units given the limited size of the lot. This Incentive will allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential units is increased.

Rear Yard Setback

The Glencoe-Maxella Specific Plan requires a 15-foot rear yard for residential projects and pursuant to LAMC 12.11-C,3 projects For a building more than three (3) stories in

height, one-foot shall be added to the depth of such rear yard for each additional story above the third story, but such rear yard need not exceed 20 feet. The proposed project is a seven-story residential building, therefore has requested a 21 percent reduction to allow for a 15-foot rear yard setback in lieu of the 19 feet required rear yard setback.

Parking

Pursuant to LAMC Section 12.22-A,25(d), Parking Option 1, the proposed project would be required 28 parking spaces. Furthermore, pursuant to LAMC Section 12.21-A,4(a), one (1) parking space for each dwelling unit of less than three habitable rooms and one and one-half parking spaces for each dwelling unit of three habitable rooms, or for the project 28 parking spaces for the 27 dwelling units (one unit being 2-3 bedroom). In lieu of these requirements, given the limited size of the property, the applicant has requested a total of 14 parking spaces with zero (0) parking spaces reserved for guest parking and 14 standard parking spaces. The minimum requirement of 28 parking spaces alone would limit the ability to construct the residential dwelling units and the Restricted Affordable Units of a sufficient size. Application of these three (3) development standards would have the effect of physically precluding construction of the proposed development providing 27 dwelling units with the requested incentives, of which a minimum of seven (7) units will be set aside for Very Low Income Households. The waiver for a reduction in parking spaces enable the project to increase the overall space dedicated to residential use, thereby allowing for the provision of affordable residential units. These waivers support the applicant's decision to provide seven (7) units as affordable housing units reserved for Very Low Income Households.

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

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

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The 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 the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

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

None of the incentive are contrary to state of federal law.

Conditional Use Findings

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

The property is located on the southwest corner of West Beach Boulevard and Del Rey Avenue. The subject property is comprised of two (2) lots consisting of approximately 7,931 square feet of lot area with a street frontage of 78 feet with 11 inches along West Beach Avenue and 100 feet with four (4) inches along Del Rey Avenue. The project site is currently developed with vacant residential uses including a triplex and single-family home, all of which are proposed to be demolished as part of the project.

The project involves the demolition of an existing triplex and single-family home and the construction, use, and maintenance of a new seven-story 85-foot six (6) inches high residential building consisting of 27 dwelling units, of which seven (7) will be set aside for Very Low Income households while the remaining 20 units will be rented at market rate. The dwelling units will be comprised of a mix of studios, one-, and two- bedroom units. The project will provide 14 automobile parking spaces in one subterranean parking level and at grade parking level.

The project will perform a function by replacing four (4) existing units including a triplex and single-family home with a new 27-unit development thereby adding to the city's housing stock. The existing triplex and single-family home are vacant and do not utilize the site's full potential in providing much needed housing.

The additional 127.5 percent density bonus (beyond the 35 percent permitted through a by-right density bonus) approved herein results in an additional 13 units, for a total of 27 units. In exchange, the project will set aside 70 percent of the base density, or seven (7) units for Very Low Income Households for a minimum of 55 years.

Therefore, the proposed 27-unit development, including the seven (7) units set aside for Very Low Income Households, the project will perform a function that is essential and beneficial to the city and the region.

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

The proposed project consists of the construction of a new seven-story 27 dwelling unit residential development. The project site is currently developed with a vacant triplex and vacant single-family home which will be demolished as part of the proposed development.

The property is located within the Palms-Mar Vista-Del Rey Community Plan, a densely populated portion of the City of Los Angeles. The project site is located in an urbanized area surrounded by residential, light manufacturing, and commercial zones and are generally developed with a combination of commercial, residential, office, and manufacturing uses. The subject property is not adjacent to any single-family zoned properties. Rather, it is surrounded by properties zoned for Commercial Manufacturing uses. Therefore, construction of the housing development will serve to benefit the neighborhood rather than degrade it. The façades are well-articulated and features a prominent ground level that distinguishes it from the remaining levels. The residential lobby and remainder of the ground level design engage pedestrians at this level along the Beach Avenue and Del Rey Avenue frontages, which will likely receive the majority of the local circulation. Well-designed landscaping will create a pleasing transition the pedestrian realm of the sidewalk to the façade of the building. Therefore, the project is compatible with the surrounding neighborhood and will not adversely

affect nor degrade adjacent properties, surrounding neighborhood, or the public health, safety, or welfare.

With the exception of the requests herein, the proposed project is otherwise entirely consistent with the requirements of the underlying zone. The project's significant features, including the proposed building's use, density, height, and FAR, are permitted by the underlying zone and the provisions of Density Bonus law. The project has been thoughtfully designed to include landscaping and underground on-site parking.

Given the proposed project's location within the Palms-Mar Vista-Del Rey Community Plan area, along with the existing development in the immediate vicinity of the subject property and its proximity to commercial thoroughfares, 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.

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

The project site is located within the Palms-Mar Vista-Del Rey Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for Commercial Manufacturing land uses corresponding to the CM Zone. The project site is zoned CM(GM)-2D-CA and is thus consistent with the existing land use designation. The subject property is not located within the boundaries of and is not subject to any specific plan or community design overlay.

The proposed project conforms to the following goals, objectives and policies of the Community Plan:

Goal 1: A safe, secure, and high quality residential environment for all community residents.

Objective 1.1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1.1.2: Protect the quality of residential environment and the appearance of communities with attention to site and building design.

Objective 1.4: To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.

Policy 1.4.1: Promote greater individual choice in type, quality, price and location of housing.

The project is a residential development with seven (7) units restricted for families or persons of Very Low Income and maximizes the property's development potential. The project's Very Low Income and market rate units satisfy both the needs of affordable housing as well as the City's need for more housing overall. The project will result in the net addition of seven (7) covenanted affordable dwelling units in a community in-need of more affordable housing.

The project is further consistent with other elements of the General Plan, including the Framework Element, the Housing Element, and the Mobility Element. The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City

of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The project supports the following goal and objective of the Framework Element:

Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

The project enhances the quality of life for the City's existing residents by providing a modern and upgraded residential structure in an area that needs new housing supply. The increased density is compatible with the nearby surrounding area. The project is located near the intersection of Washington Boulevard and Lincoln Boulevard, a major cross-street with multiple transit options. Residents will be able to utilize transit and are within walking distance to grocery stores, department stores, and various restaurants.

The Housing Element of the General Plan will be implemented by the recommended action herein. 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. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1: Housing Production and Preservation.

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 1.2.2: Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City stock of decent, safe, healthy or affordable housing.

Goal 2: Safe, Livable, and Sustainable Neighborhoods.

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

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

Policy 2.5.2: Foster the development of new affordable housing units citywide and within each community plan area.

The project provides 27 total units, including seven (7) units affordable for Very Low Income Households or individuals. In doing so, the project promotes the objectives of the Housing

Element by adding to the City's housing stock and contributing to the need for mixed-income housing. The project site is currently developed with a vacant triplex and single-family home. The project will expand affordable rental housing while utilizing the property to its full potential, resulting in a net gain of 23 units to the City's housing stock. It is within close proximity to various major employment and retail centers, along with several major transportation lines, thereby connecting residents to jobs, amenities, services, and transit.

The Mobility Element of the General Plan, also known as Mobility Plan 2035, provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

> Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.
>
> Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.
>
> Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The project proposes a residential development that will provide 20 market-rate units and seven (7) units reserved for Very Low Income Households. Accordingly, the project fulfills the Community Plan, Framework Element, and Housing Element goals and objectives of providing quality housing for all persons in the community, including those who otherwise might not be housed. The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City. Additionally, the project is a Density Bonus development located near the intersection of Washington Boulevard and Lincoln Boulevard, two (2) roadways that are well-served by transit. Thus, the project will contribute towards the creation of sustainable neighborhoods and a reduction in vehicle trips and VMT.

In addition, the project has been conditioned to comply with the electric vehicle requires of state law. The project has also been conditioned to provide solar infrastructure. Together, these conditions further support applicable policies in the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting infrastructure. These conditions also support good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents, workers, and visitors.

The project contributes to and furthers several applicable goals, objectives, and policies of the plans that govern land use and development in the City. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan and the West Los Angeles Community Plan.

In addition to the above findings set forth in Section 12.24-E of the LAMC, the City Planning Commission shall find that:

5. 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 2013-2021 was adopted by City Council on December 3, 2013. The Housing Element of the General Plan will be implemented by the recommended

action herein. 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 discussed in Finding No. 4, the project, including 20 market-rate units and seven (7) units reserved for Very Low Income Households, is consistent with many of the goals and objectives of the Housing Element of the General Plan.

6. 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:

a. For every additional 1% set aside of Very-Low Income Units, the project is granted an additional 2.5% density increase; or

b. For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or

c. For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or

d. 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 subject property is zoned CM(GM)-2D-CA, which limits density to one (1) dwelling unit per 800 square feet of lot area. The subject property has a total lot area of 7,858 square feet, and as such, the permitted base density on the subject property is nine (10) units.[1] In exchange for reserving a portion of the units for affordable housing, the applicant is entitled to a maximum 35 percent density bonus by-right. The applicant is seeking an additional 127.5 percent density bonus (or a total of a 162.5 percent density bonus) through a Conditional Use to allow for the proposed 27 dwelling units to be built on the site.

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. While these provisions are limited to 35 percent, Government Code Section 65915(f) states that "the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds percentage established." As such, in instances where a project is seeking a density bonus increase that is more than 35 percent, the amount of required units that are set aside as affordable shall

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

vary depending on the requested amount of density bonus. Therefore, it is appropriate that any project that requests a density bonus increase beyond 35 percent would extend the existing set-aside charts located in Section 12.22-A,25 of the LAMC. LAMC Section 12.24-U,26, which implements this provision of State law, states, as a Conditional Use, a project may be granted additional density increases beyond the 35 percent maximum by providing additional affordable housing units. Consistent with this Section, the table below illustrates how the maximum allowable Density Bonus increases for every unit set aside for Very Low Income Households (2.5 percent density increase for every additional one (1) percent of Very Low Income units provided), based on the base density and the chart prescribed in Section 12.22-A,25 of the LAMC.

Density Bonus Percentages

Very Low Income Units (Percentage of Base Density)	**Maximum Density Bonus Permitted (Based on Base Density)**
*5 %**	*20 %**
*6 %**	*22.5 %**
*7 %**	*25 %**
*8 %**	*27.5 %**
*9 %**	*30 %**
*10 %**	*32.5 %**
*11 %**	*35 %**
56 %	147.5 %
57 %	150 %
58 %	152.5 %
59 %	155 %
60 %	157.5 %
61 %	160 %
62 %	162.5 %

For the subject property, a 35 percent by-right density bonus would allow for 14 units (equal to an increase of four [4] units beyond the 10-unit base density) to be constructed on the project site. As illustrated in Table above, in order to qualify for the 35 percent by-right density bonus, the project would be required to set aside 11 percent of the base density, or one (1) unit, for Very Low Income Households. The applicant is seeking an additional 127.5 percent density bonus (for a total of 162.5% density bonus from the base density) through a Conditional Use to allow for a total of 27 dwelling units, representing an increase of 13 units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the additional requested 127.5 percent density bonus, as shown in the table above, the project must set aside at least 70 percent of the base density, equal to seven (7) units, for Very Low Income Households. The project proposes to set aside seven (7) units for Very Low Income Households in exchange for the requested Density Bonus.

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

The project proposes the demolition of an existing vacant triplex and single-family home. Per the SB 330 Determination Letter dated June 12, 2020, four (4) units need to be replaced with equivalent type, including, at minimum. The project's seven (7) proposed Very Low Income

units will fulfill the replacement housing requirements of this determination. Therefore, the project will meet the applicable dwelling unit replacement requirements of the California Government Code Section 65915(c)(3).

8. 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 LAMC.

The proposed project has been conditioned to record a covenant for affordability restriction of a period of 55 years from the issuance of the Certificate of Occupancy, to the satisfaction of the Housing and Community Investment Department, and subject to fees as set forth in Section 19.14 of the LAMC.

9. 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 (under Case No. CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by the City Council 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. HCIDLA utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. The Guidelines prescribe that the design and location of affordable units be comparable to the market rate units, the equal distribution of amenities, HCIDLA monitoring requirements, affordability levels, and procedures for obtaining HCIDLA sign-offs for building permits.

The project will result in 27 new dwelling units, of which seven (7) will be reserved for Very Low Income Household occupancy and the remainder will be offered as market rate units. In order to ensure that there is equal distribution of amenities, the project has been conditioned to provide the private balconies in accordance with the requirements of the LAMC. All residents of the proposed project will have access to all common open space amenities within the building and each unit will have adequate private open space. The restricted units will comply with affordability requirements in the Guidelines set forth by HCIDLA in conformance with US Department of Housing and Urban Development (HUD). Additionally, as part of the building permit process, the applicant will execute a covenant to the satisfaction of HCIDLA who will ensure compliance with the Guidelines. Therefore, the project will address the policies and standards contained in the Guidelines.

COVID-19 UPDATE
Interim Appeal Filing Procedures

Fall 2020

LOS ANGELES CITY PLANNING

Consistent with Mayor Eric Garcetti's "Safer At Home" directives to help slow the spread of COVID-19, City Planning has implemented new procedures for the filing of appeals for non-applicants that eliminate or minimize in-person interaction.

OPTION 1: Online Appeal Portal

(planning.lacity.org/development-services/appeal-application-online)

Entitlement and CEQA appeals can be submitted online and payment can be made by credit card or e-check. The online appeal portal allows appellants to fill out and submit the appeal application directly to the Development Services Center (DSC). Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. A 2.7% credit card processing service fee will be charged - there is no charge for paying online by e-check. Appeals should be filed early to ensure DSC staff has adequate time to review and accept the documents, and to allow Appellants time to submit payment. On the final day to file an appeal, the application must be submitted and paid for by 4:30PM (PT). Should the final day fall on a weekend or legal holiday, the time for filing an appeal shall be extended to 4:30PM (PT) on the next succeeding working day. Building and Safety appeals (LAMC Section 12.26K) can only be filed using Option 2 below.

OPTION 2: Drop off at DSC

An appellant may continue to submit an appeal application and payment at any of the three Development Services Center (DSC) locations. City Planning established drop off areas at the DSCs with physical boxes where appellants can drop.

Metro DSC
(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012

Van Nuys DSC
(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401

West Los Angeles DSC
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025

City Planning staff will follow up with the Appellant via email and/and or phone to:

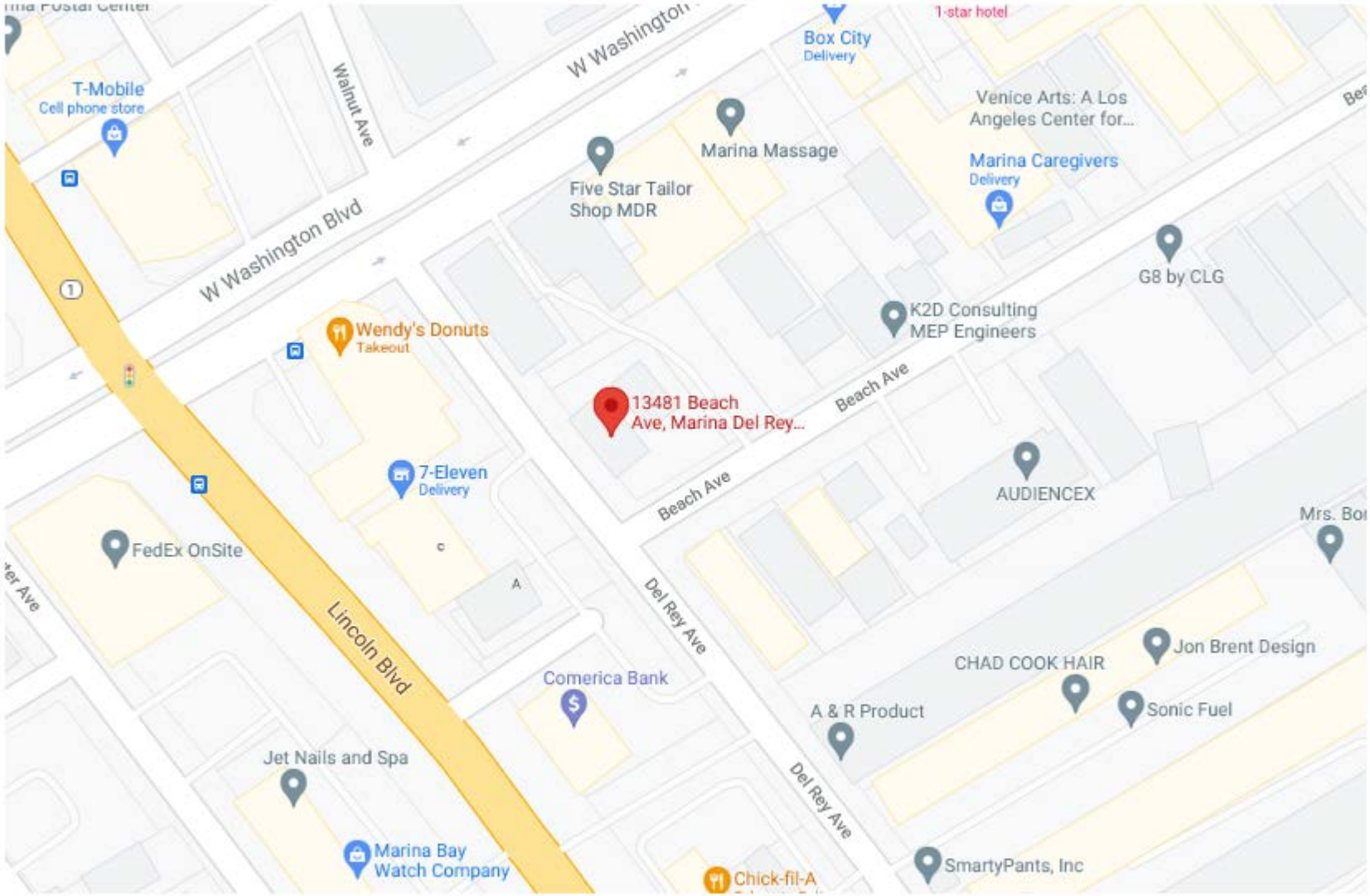
- Confirm that the appeal package is complete and meets the applicable LAMC provisions
- Provide a receipt for payment

Exhibit D

Maps

(Vicinity & Radius)

VICINITY

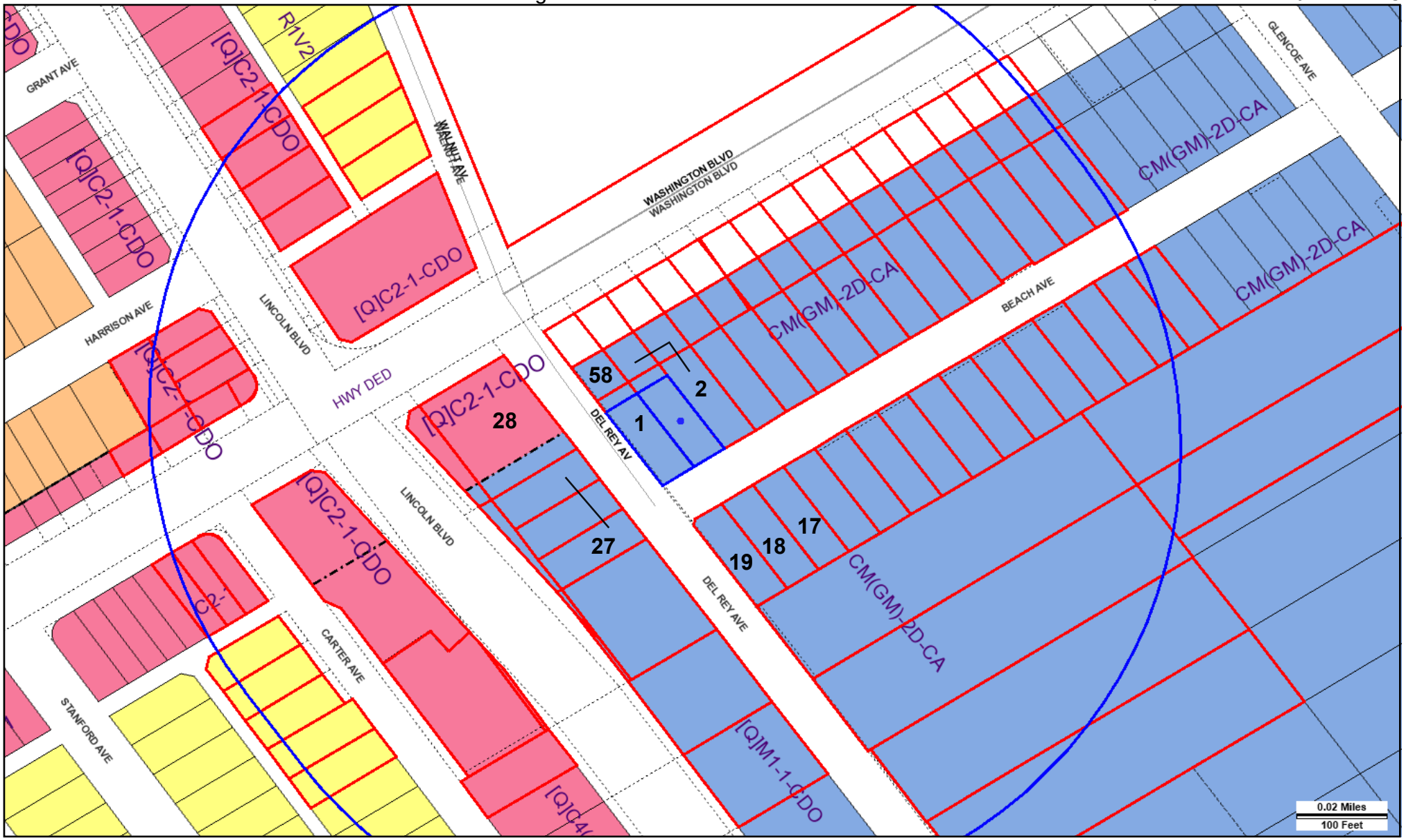

T-Mobile
Cell phone store
Walnut Ave
W Washington
Box City
Delivery
1-star hotel
Venice Arts: A Los Angeles Center for...
Marina Massage
Five Star Tailor Shop MDR
Marina Caregivers
Delivery
G8 by CLG
W Washington Blvd
1
K2D Consulting MEP Engineers
Wendy's Donuts
Takeout
13481 Beach Ave, Marina Del Rey...
Beach Ave
7-Eleven
Delivery
AUDIENCEX
Beach Ave
FedEx OnSite
Lincoln Blvd
Del Rey Ave
Comerica Bank
Jon Brent Design
CHAD COOK HAIR
Sonic Fuel
A & R Product
Jet Nails and Spa
Del Rey Ave
Marina Bay Watch Company
Chick-fil-A
SmartyPants, Inc

ZIMAS PUBLIC

Generalized Zoning

08/26/2020

City of Los Angeles
Department of City Planning



Address: 13481 W BEACH AVE

APN: 4230003063

PIN #: 108B149 1179

Tract: CRIBB AND SINCLAIR'S VENICE ANNEX

Block: None

Lot: 23

Arb: 1

Zoning: CM(GM)-2D-CA

General Plan: Commercial Manufacturing

N W E S

Exhibit E

Site & Surrounding Area Photos

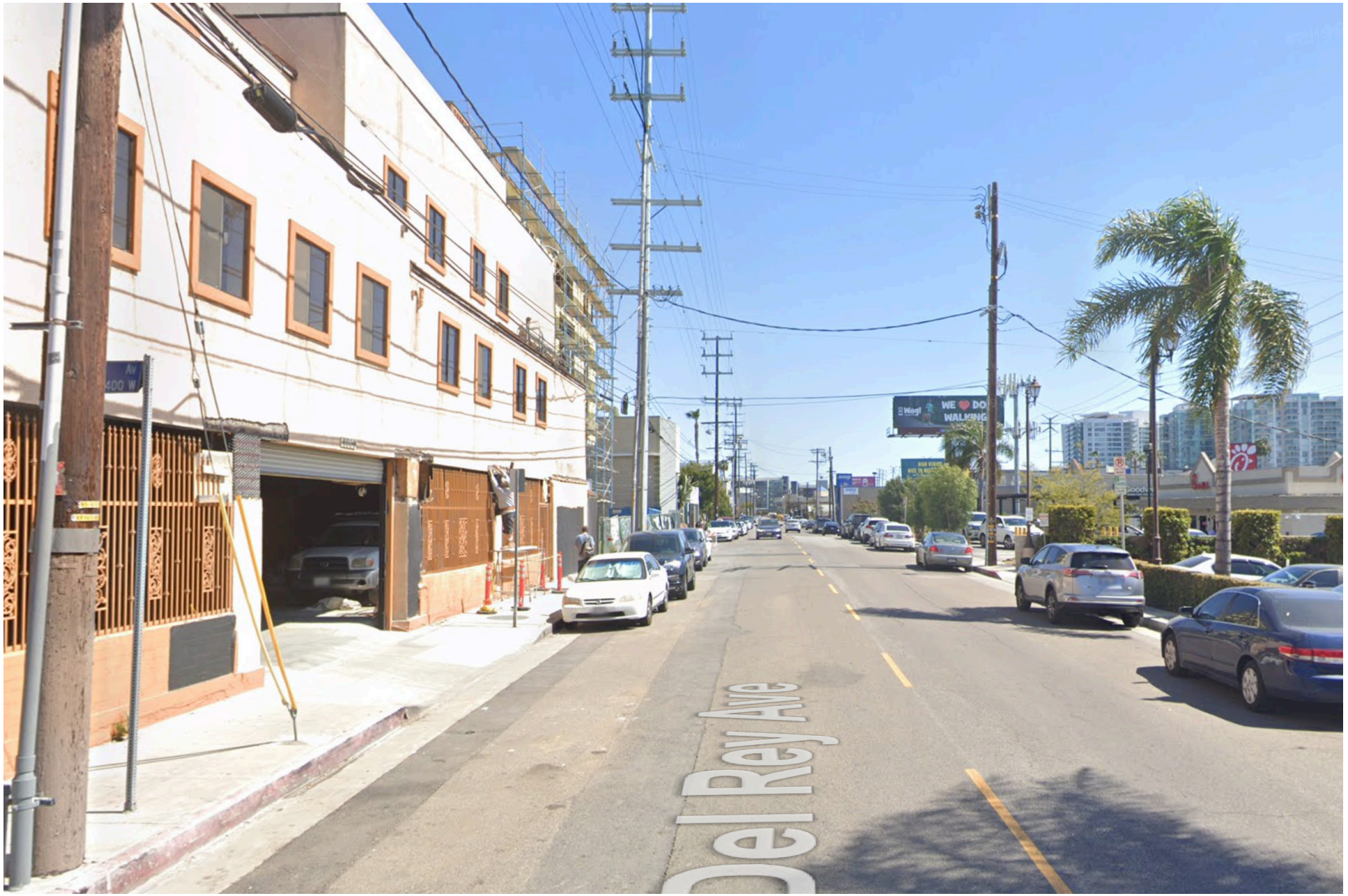
13481 – 13481 W Beach Ave

Photo Exhibit

Beach Ave

Beach Ave
STOP
MATTHEWS
FOR LEASE
NO PARKING
NO PARKING
NO PARKING
13481
© 2019 Google

Del Rey Av
4000 S


Del Rey Ave

MATTHEWS
REAL ESTATE INVESTMENT SERVICES
FOR
LEASE
DONALD HUTCHINSON III
(310) 919-5799 LIC. 02065322
MICHAEL PAKRAVAN
(310) 919-5737 LIC. 01706065
4025 A

el Rey Ave

ONLY
TURN
RIGHT
Del Rey Ave
40
ALES
ON
TAP

BEACH

ach Ave

W Washington Blvd
Del Rey Ave
Washington Ale House
Sports Bar and Grill
Temporarily closed
Wendy's Donuts
Takeout
Eddie's Italian
Takeout • Delivery
Golden Scoop
Takeout
Final Touch Cleaners
Citibank ATM
7-Eleven
Takeout • Delivery
13485 Beach Avenue
Beach Ave
Giclee LA Printing
Print shop
SAILUTIONS
Marine supply store
Frankies Bikinis
S Lincoln Blvd
1
2
3
4
5
6
7
8
9
10

Exhibit F

Public Correspondence

DocuSign Envelope ID: 45FE93B2-22FB-4848-8091-886806BD17A9

Del Rey Residents Association
Since 1972
P.O. Box 661450, Los Angeles, CA 90066
https://www.delreyhome.org/

January 16, 2023

Case No.: CPC-2022-8780-DB-CU-HCA
Project Address: 13481 W Beach Avenue
Los Angeles, CA 90292
Project Description: DENSITY BONUS CONDOMINIUMS (VTT-83082-CN)

VIA E-mail:
Stephanie Escobar, Planning Assistant, Expedited Processing, Los Angeles City Planning (stephanie.escobar@lacity.org)
cc: Councilmember Traci Park (councilmember.park@lacity.org)

Dear Ms. Escobar,

WE WRITE TO EXPRESS OUR OPPOSITION TO 13481 BEACH AVENUE

Who we represent:
The Del Rey Residents Association (DRRA) is a 501(c)(4) social welfare organization that has been representing the interests of the 35,000 residents of Del Rey since 1972. Our land use committee is submitting this letter because we want our comments to be considered in the staff report, and our board will not meet until Monday, February 6, 2023.

Community Position on 13481 Beach Avenue

As Del Rey residents, we respectfully petition the City *not* approve the proposal to construct a 7-story condominium consisting of 20 market-rate and 7 affordable (very-low-income) units at 13481 W Beach Avenue.

The DRRA objects to the project on the basis of:

- Its disregard for the provisions of the Glencoe-Maxella Specific Plan and the planning and zoning ordinances of the City of Los Angeles;
- Its excessive and unprecedented waiver of development standards with no principled, corresponding benefit for the community.

Also, we'd like to point out that from the inception of this project in 2020, the builder has neglected to ask our organization for feedback.

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We need to know the grounds that support any decision to vary from the zoning and building guidelines that have been developed after years of negotiations. The State of California and City of Los Angeles are encouraging more housing density without planning for the infrastructure and services that will be needed by those new residents. Our Community Plan, adopted in 1997, was supposed to be updated every five years. The draft update (2019) is still pending, and the zoning plan is becoming more of a suggestion than an enforceable ordinance. Any proposed residential growth in Del Rey needs to be sensitively planned to be compatible with our community and must be planned together with increased and improved infrastructure, commercial, civic, recreational and institutional functions and services that support the current and additional residents.

This project is **oversized and incompatible with the neighborhood.** The building throws the neighborhood out of visual scale. The building replaces one triplex and one single family home with 27 residences, utilizing the inclusion of seven affordable (very low-income) units and an oversupply of bicycle parking. The building combines two very small lots (3,965 sq ft each)—where there have been one-story residences, with setbacks on each lot between the two—into one massive building that will completely eliminate the open space between the two lots. With the reduced setbacks, the combined result will have a more significant impact than the project design discloses. Furthermore, under Senate Bill 330, enacted October 9, 2019, the demolished housing units must be replaced, and only the net increase in housing being built in this project should be considered for density bonus purposes.

New housing development throughout LA is necessary if we are going to solve the housing crisis. However, **this project is not making use of our limited real estate in a thoughtful way**. It is making such use in an unchecked way that fails to look at the character and composition of the neighborhood as a whole. There is a critical difference between development and overdevelopment and we strongly believe that this project exceeds the parameters of reasonable and sensible development.

What is needed in the Glencoe-Maxella area is 100% affordable housing with adequate parking (like the project at 13368 Beach Avenue). We suggest that the city consider purchasing this property to develop it as all-affordable housing, while addressing our concerns as follows:

1. **Height Is Increased from 55 Feet to 74 Feet 4 Inches; FAR Is Increased from 1.75:1 to 2.86:1**
   The builders have been granted an off-menu incentive to permit a 19-foot four-inch increase in height to allow a maximum height of 74 feet four inches in lieu of the 55-foot height allowed by the Glencoe-Maxella Specific Plan. The project has been awarded an off-menu incentive in the 63 percent increase in floor area ratio (FAR) to allow a FAR of 2.86:1 in lieu of the maximum 1.75:1 FAR.

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If built, the project will be the densest building in the entire Glencoe-Maxella Specific Plan area. There are extreme differences in height, scale and mass of the buildings located on the same street, even including the G8 complex at 13448 Beach Avenue. G8, on a much larger lot size, was allowed to exceed the height limit but the developer was required to include a public pocket park at ground level. By contrast, this project offers no public amenities. Only the developer benefits.

A. Easterly Side-Yard Setback Is Reduced from 10 Feet to 4 Feet

The proposed project is a seven-story residential building and thus requires a 10-foot side-yard setback. The project has received a Waiver of Development Standard to permit a 63 percent reduction in required easterly side yard setback to allow a four-foot side yard.

B. Rear-Yard Setback is Reduced from 19 feet to 15 feet

The proposed project is a seven-story residential building requiring a 19-foot rear-yard setback. The project has received a 21 percent reduction to allow for a 15-foot rear yard setback in lieu of the 19-foot required rear yard setback.

The DRRA strongly objects to the granting of a 63 percent reduction in required easterly side-yard setback, and to the granting of a 21 percent reduction in required rear-yard setback. These setbacks are too small for a building of this height and density.

Maintaining adequate distance between property boundaries helps to ensure that residents of each property can experience continued enjoyment of their own property. Setback requirements ensure that ventilation and access to light are maintained. Setbacks ensure that there is adequate distance from neighboring structures to ensure that a lack of access does not create a hazard for the structure or for its residents in an emergency situation. Finally, setbacks create open and/or landscaped space, enabling rainwater to enter the soil. Essentially, when developers are allowed to build nearly lot-line to lot-line as in the case of this project, the result is extensive impervious surfaces, preventing rainwater from soaking naturally into the earth—instead it streams across the landscape, carrying pollutants and biological contaminants into our waterways, poisoning fish, wildlife, and human life.

2. Parking Decrease from 24 Spaces to 15 Spaces

We recognize that this is a Transit Oriented Community (“TOC”) development that is within a block of Lincoln Blvd. (Los Angeles) and Washington Blvd. (Culver City) and is not subject to the same parking requirements as other buildings with 27 residential units. However, we anticipate that most of the residents are going to

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want to keep at least one car or truck parked in the neighborhood. This is a mixed-use area with almost no street parking, and it would be wrong if the TOC residents were allowed to use neighboring properties' street parking with impunity.

The project has been awarded the following waivers of development standards for parking:

- 15 residential parking spaces (unbundled) in lieu of the 24 required residential parking spaces
- 2 commercial parking spaces in lieu of the 4 required commercial parking spaces
- 11 compact residential parking spaces and 6 standard residential parking spaces in lieu of the 1 standard parking space per dwelling unit minimum required

The reduction of auto parking does not make sense for a building of this size and scale. Reducing parking in the Glencoe-Maxella area is impractical and unrealistic, as it will force more cars on the street looking for those elusive parking spots, dramatically impacting the quality of life in this neighborhood.

It is our understanding that auto parking will be sold on a space-by-space basis. As such, parking might not be purchasable by residents in the building. This will likely have a major impact on the residents, in particular the lower-income residents. Although we wholeheartedly agree in theory with the concept of lowering greenhouse gas emissions by nurturing a shift to public transportation, recent data suggests that building a seven-story, concrete and steel transit-oriented development may not be as environmentally friendly as Del Rey's traditional low-density housing.[1]

3. Open Space Decrease of 11.1 Percent

The project has been permitted an 11.1 percent decrease from an open space requirement.

All the community open space will be located on the roof, which means that it will not be accessible to the community, and it will not be green. This is unacceptable. The outsized footprint of the building with respect to the lot size leaves no room for a tree canopy on two sides of the building—a tree canopy that would be beneficial in reducing carbon emissions and reducing the urban heat island effect.

[1] "Sprawl is Good: The Environmental Case for Suburbia," published November 30, 2021 in Breakthrough Journal.

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4. Effect of Other Developments In the Neighborhood: 4112 S Del Rey

A six-story, 210-unit multifamily project is proposed for development down the street from the Beach Ave project, and the impact of the two projects combined cannot be ignored. The project at 4112 S. Del Rey is planning to have parking for 252 vehicles, and a mere 18 of the new apartments would be set aside for very low-income affordable housing. Once again, though, there has been insufficient consideration of the infrastructure needs—water, power, city services, telecommunications, schools, parks, libraries—that are created when an area that was industrial/commercial (Glencoe-Maxella) is converted to residential use.

In summary, we strongly urge City Planning to reject the proposal to construct a 7-story condominium building at 13481 W Beach Avenue. We encourage the City of LA to purchase the lot to construct a 100-percent affordable housing project. Over the past two decades, the Glencoe-Maxella Specific Zone has given developers virtual carte blanche to build market rate luxury housing that fattens developers' wallets while contributing virtually no rent-stabilized housing. The current housing crisis was caused by the deep-pocket investors of Wall Street, and it will not go away by approving oversized, overscale buildings with a mere quarter of the units available to lower-income tenants. Please reject the proposal for 13481 W Beach Avenue and give our community the kind of housing it desperately needs—100% affordable, quality housing that benefits all our residents.

Best regards,

DEL REY RESIDENTS ASSOCIATION

DocuSigned by:
Elizabeth A. Pollock
986429254CA14CA...

By Elizabeth A. Pollock, Advisor

Cc:

Ashley Lozada, C.D. 11's Del Rey Deputy, Ashley.lozada@lacity.org

Board, Del Rey Residents Association

Del Rey Neighborhood Council (board@delreync.org)

Westside Regional Alliance of Councils, Land Use and Planning Committee (wraclupc@gmail.com)